

(No Model.)

J. A. ANIELLO.

LIFE BOAT.

No. 376,935.

Patented Jan. 24, 1888.

Fig: 1.

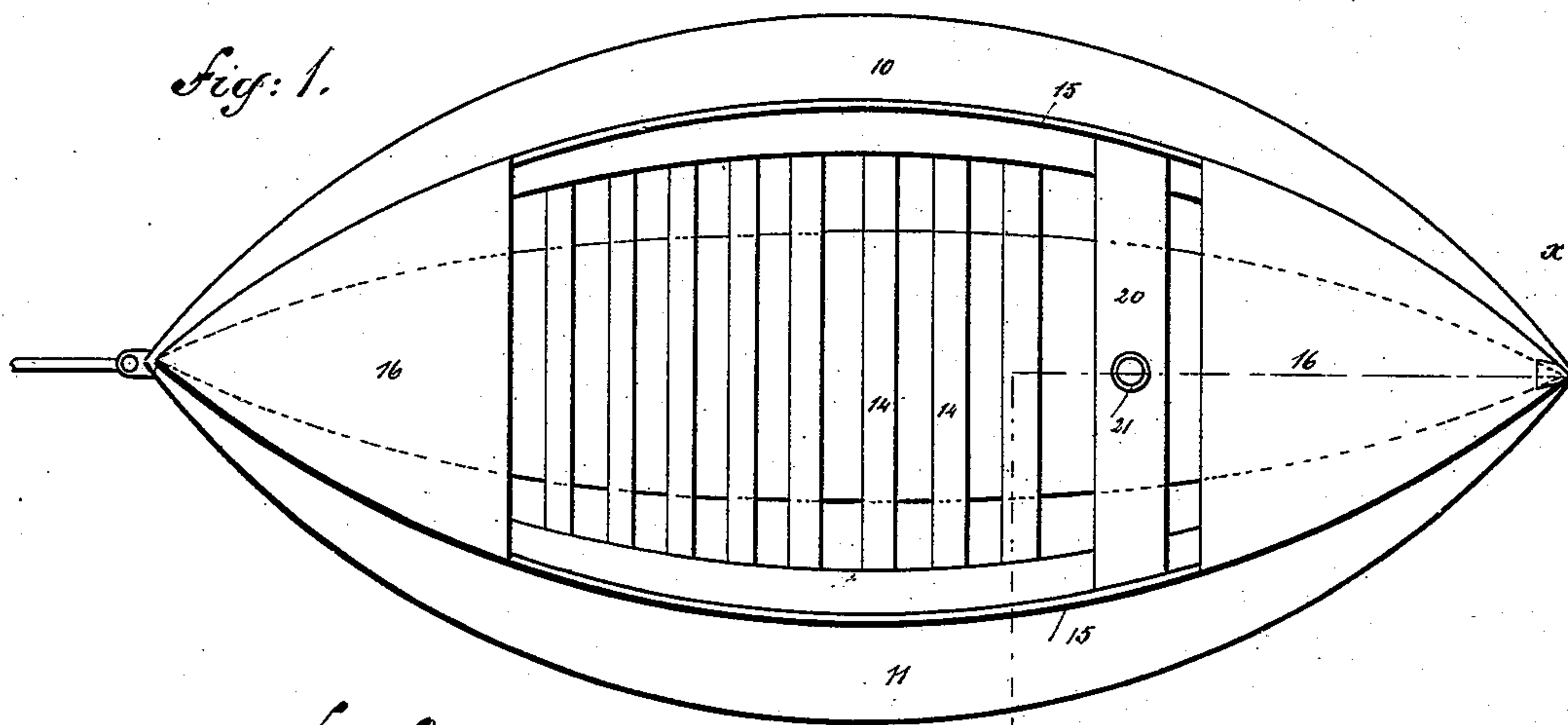


Fig: 2.

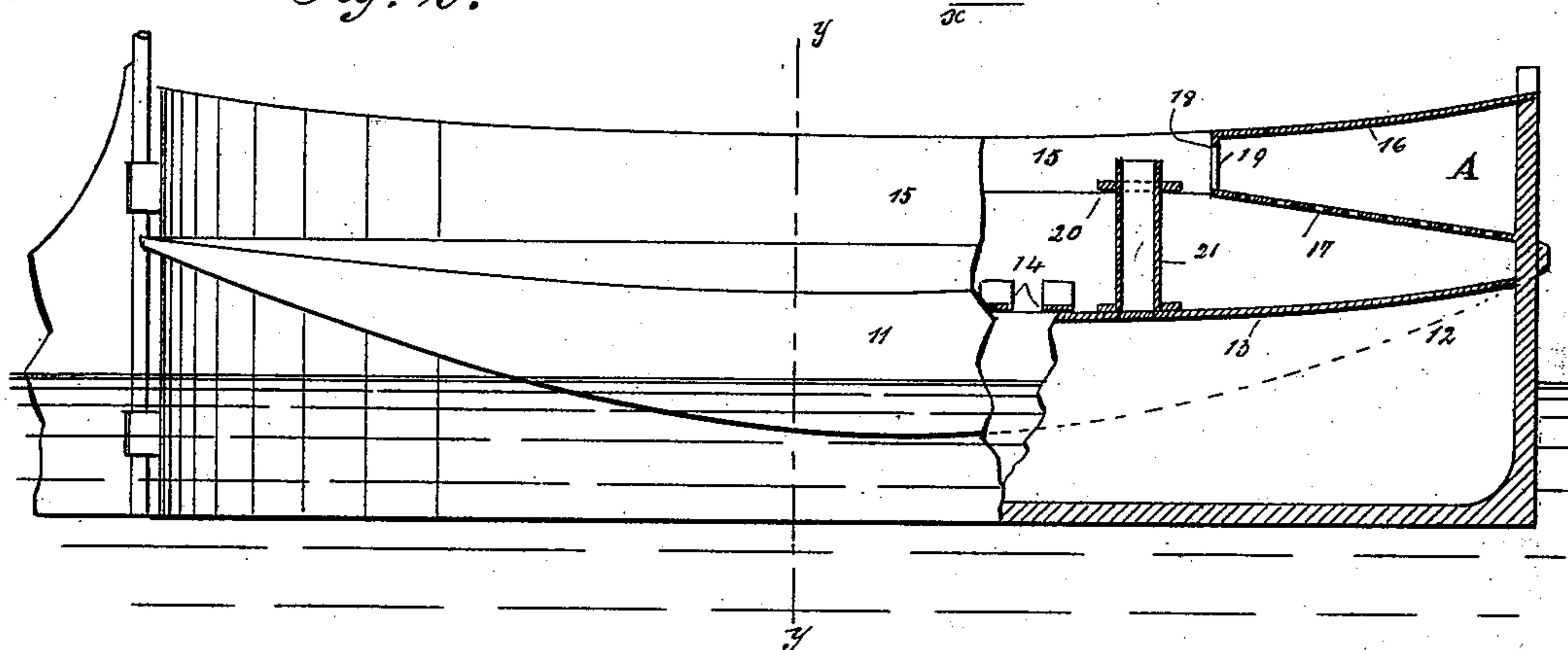
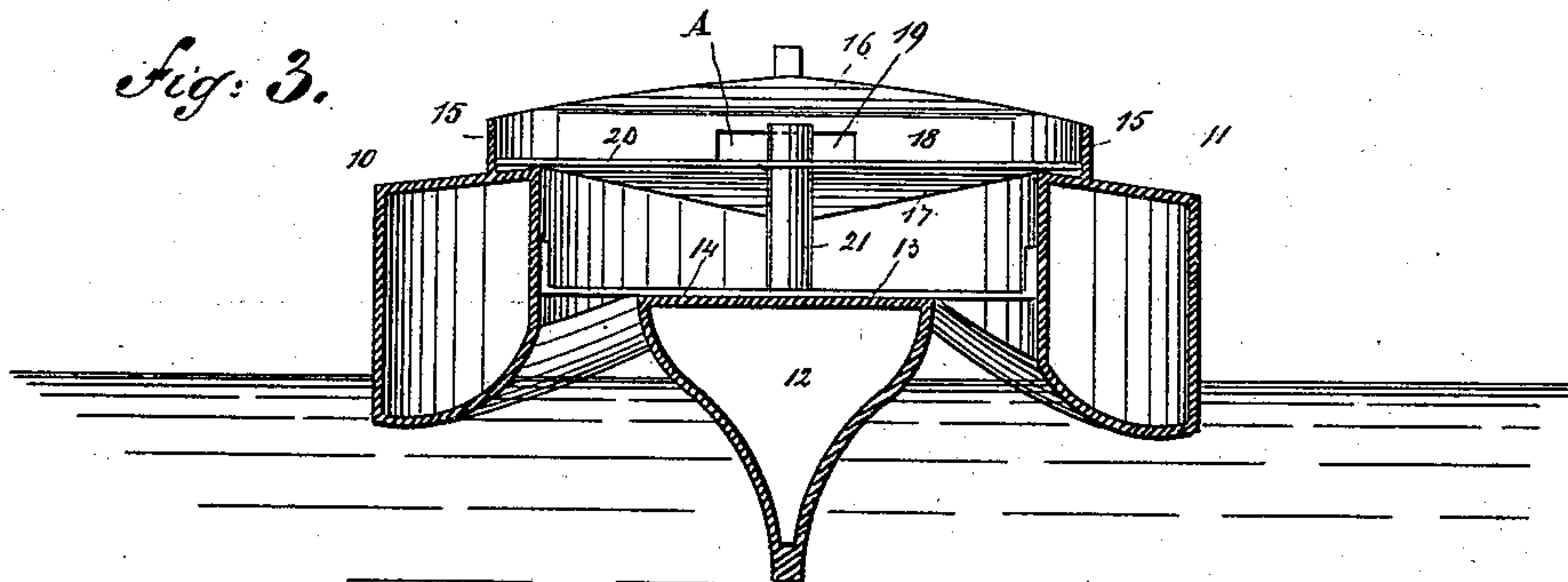


Fig: 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOHN A. ANIELLO, OF BILOXI, MISSISSIPPI, ASSIGNOR OF ONE-HALF TO
CONSTANTINE OLIVAN, OF SAME PLACE.

LIFE-BOAT.

SPECIFICATION forming part of Letters Patent No. 376,935, dated January 24, 1888.

Application filed October 14, 1887. Serial No. 252,348. (No model.)

To all whom it may concern:

Be it known that I, JOHN A. ANIELLO, of Biloxi, in the county of Harrison and State of Mississippi, have invented a new and Improved Life-Boat, of which the following is a full, clear, and exact description.

This invention relates to the construction of life-boats, the object of the invention being to provide a boat which cannot sink, which cannot be capsized, and from which the passengers cannot be washed; and to these ends the invention consists of a boat formed of two air and water tight side sections and a similar central section, grated flooring being arranged above the central section and between the side sections, while compartments adapted to receive the passengers are arranged at either end of the boat, all as will be hereinafter more fully described, and specifically pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures of reference indicate corresponding parts in all the views.

Figure 1 is a plan view of my improved form of life-boat. Fig. 2 is a side view of the same, in partial section, on a line corresponding approximately with the line *xx* of Fig. 1; and Fig. 3 is a cross sectional view taken on line *yy* of Fig. 2.

In constructing such a boat as the one forming the subject-matter of this application, I provide side compartments, 10 and 11, and a central compartment, 12, all of these compartments being air and water tight, and all being united or connected at both the stem and the stern of the boat. The deck 13 of the compartment or section 12 is very much lower than the decks of the compartments 10 and 11, and upon the deck 13 I place cross-strips 14, which are securely connected to the side compartments, 10 and 11, which strips form the flooring of the main portion of the boat; but, if desired, longitudinal strips might be placed above the strips 14 in the spaces between the side edges of the central compartment, 12, and the approaching inner side edges of the compartments or sections 10 and 11.

A combing or bulwark, 15, extends upward from the decks of the sections or compartments

10 and 11, and at each end of the boat there is a deck, 16, which extends from bulwark to bulwark, grated floorings 17 being arranged beneath these decks, which floorings extend inward toward the midship section of the boat, to be there joined to the decks 16 by walls 18, in which there are doorless ports 19, the walls 18, decks 16, and grated floorings 17 forming passenger-compartments A. A cross-beam, 20, extends across from the section 10 to the section 11, just abaft the forward deck, 16, and this beam 20 serves as the support for a mast-socket, 21, which extends downward and is secured to the deck or top of the section 12. Life-lines may be secured to the bulwarks or other parts of the boat in any ordinary manner, such lines, however, not being shown in the drawings.

The boat above described may be propelled by oars, in which case there would be rowlocks upon the bulwarks 15; or, if desired, the boat could be sailed or propelled by a screw worked by hand in the usual well-known manner.

As the compartments or sections 10 and 11 are above the central section or compartment, 12, it follows that the boat cannot be capsized, and as all three of the main compartments are air and water tight it will be impossible to sink the boat unless the buoyancy thereof be overcome by overloading. The passengers of such a boat as the one above described would be placed in the compartments A, and would there be absolutely safe, and such compartments could not fill with water, owing to their grated floorings 17.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

1. A life-boat formed of three longitudinal air and water tight compartments united together at the ends and having a passenger-compartment forward and aft, substantially as described.

2. A life-boat formed of three longitudinal air and water tight compartments united together at the ends and provided with a passenger-compartment forward and aft, the said compartments having grated floorings, substantially as herein shown and described.

3. In a life-boat, the combination, with the central section, 12, of the side sections, 10 and 11, above the central section and connected to the ends of the said central section, the cross-
5 bars 14, passing above the disk of the central section and connected to the sections 10 and 11, and the bulwarks 15, extending upward from the said sections 10 and 11, substantially as herein shown and described.
- 10 4. In a life-boat, the combination, with a central section, 12, of side sections, 10 and 11, connected to either end thereof, cross-bars 14, passing above the deck of the section 12 and connected to the sections 10 and 11, bulwarks 15, extending upward from the decks of the sections 10 and 11, decks 16, arranged between the bulwarks, grated floorings 17, arranged beneath the decks, and partitions 18, having openings 19, which partitions connect the floors and the decks, substantially as described.

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Witnesses:

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