

(No Model.)

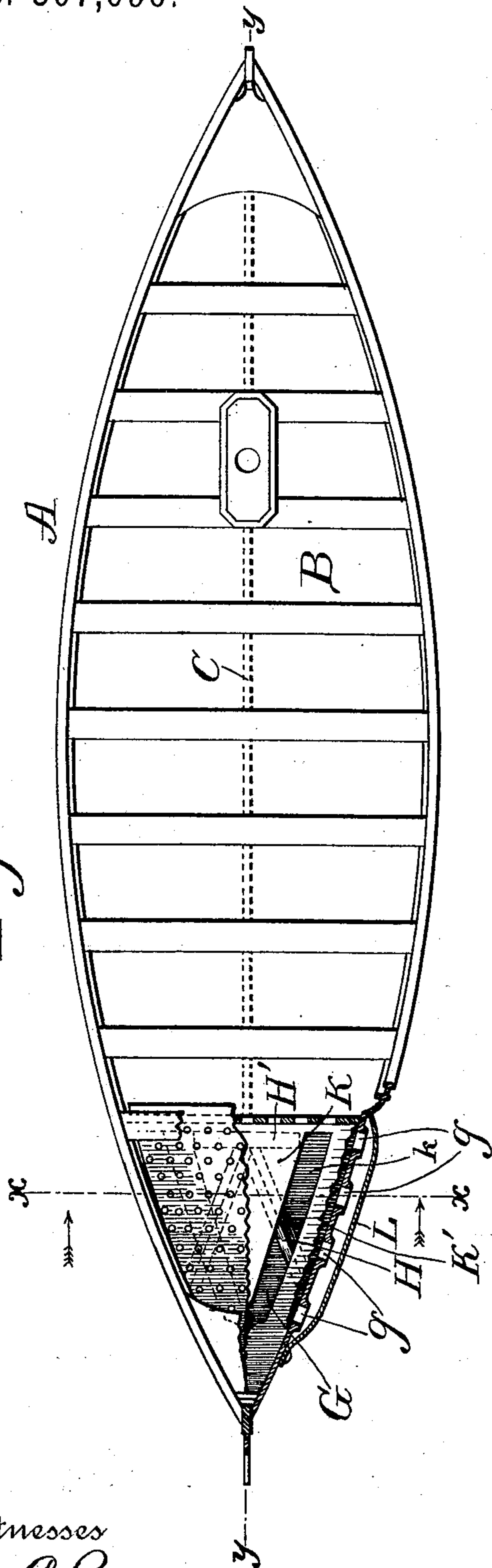
2 Sheets—Sheet 1.

J. A. ANIELLO.
LIFE BOAT.

No. 507,096.

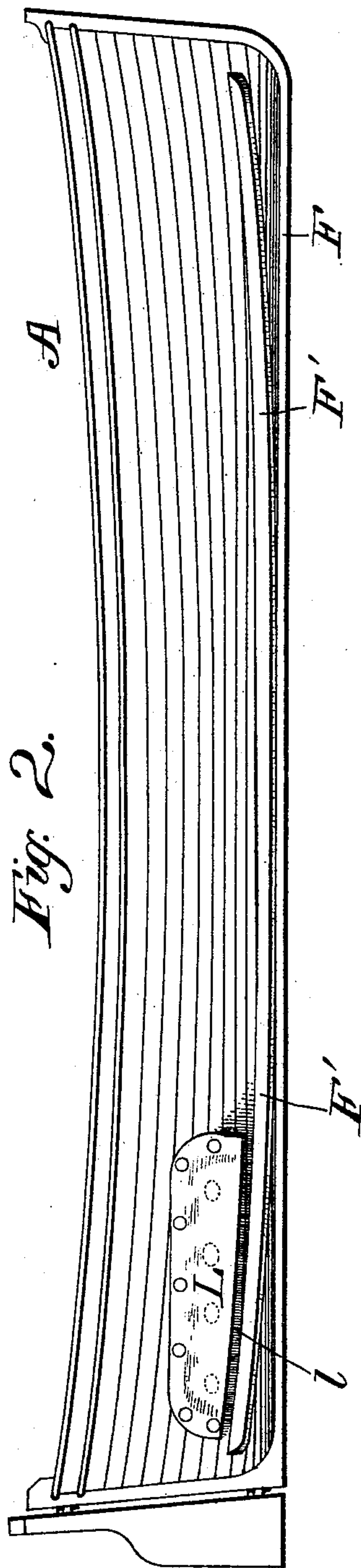
Patented Oct. 24, 1893.

Fig. 1.



Witnesses
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Fig. 2.



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Fig. 3.

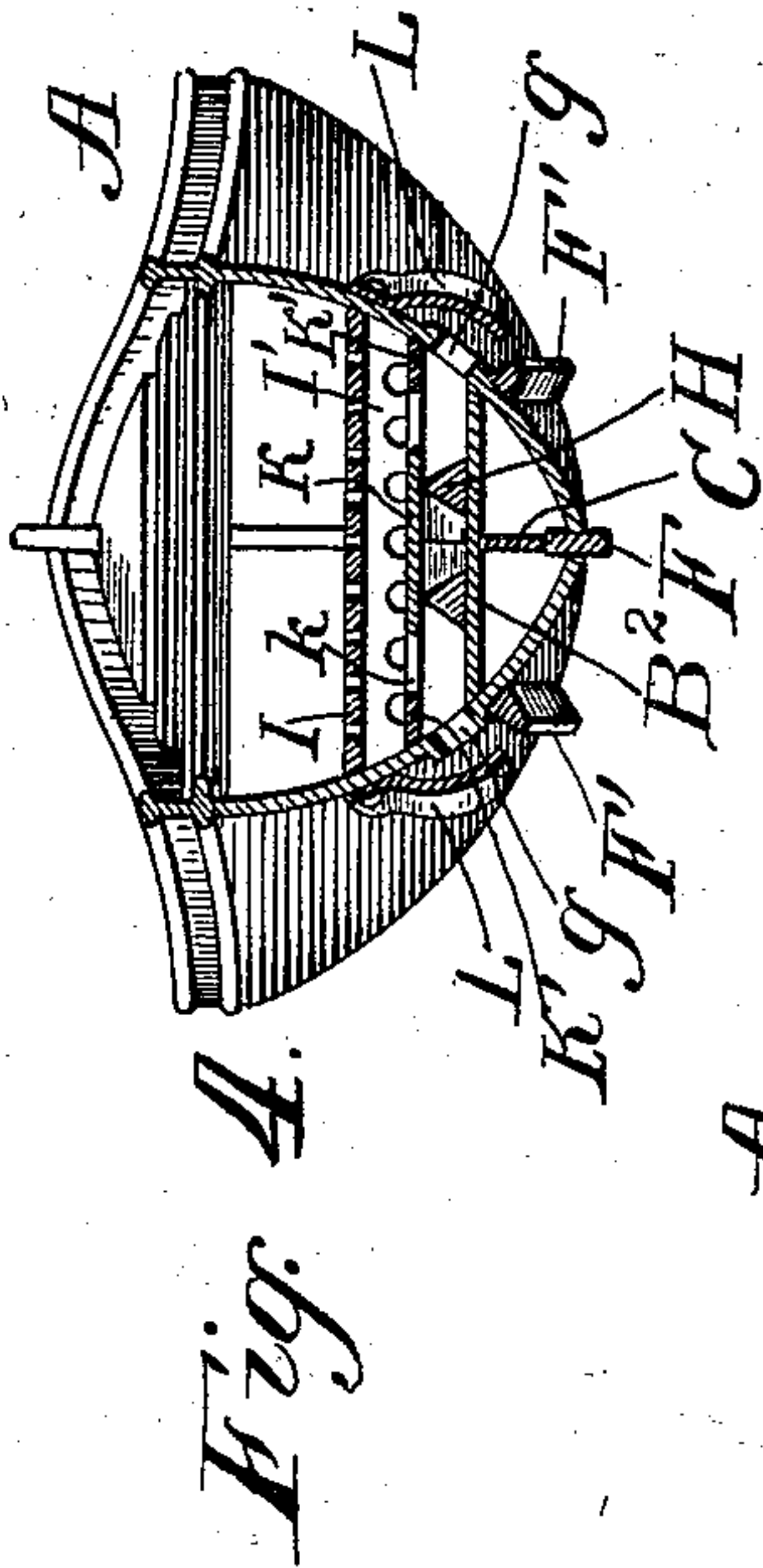
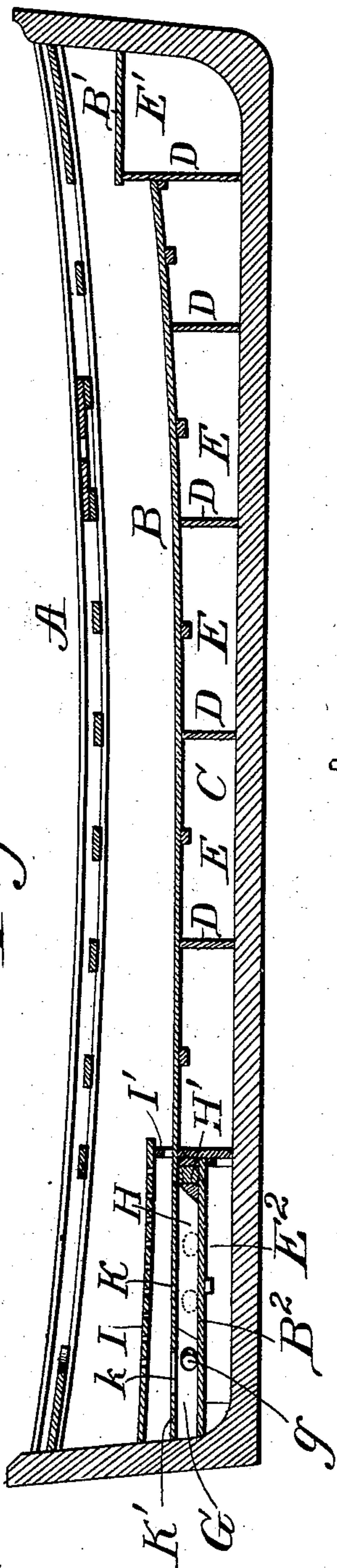
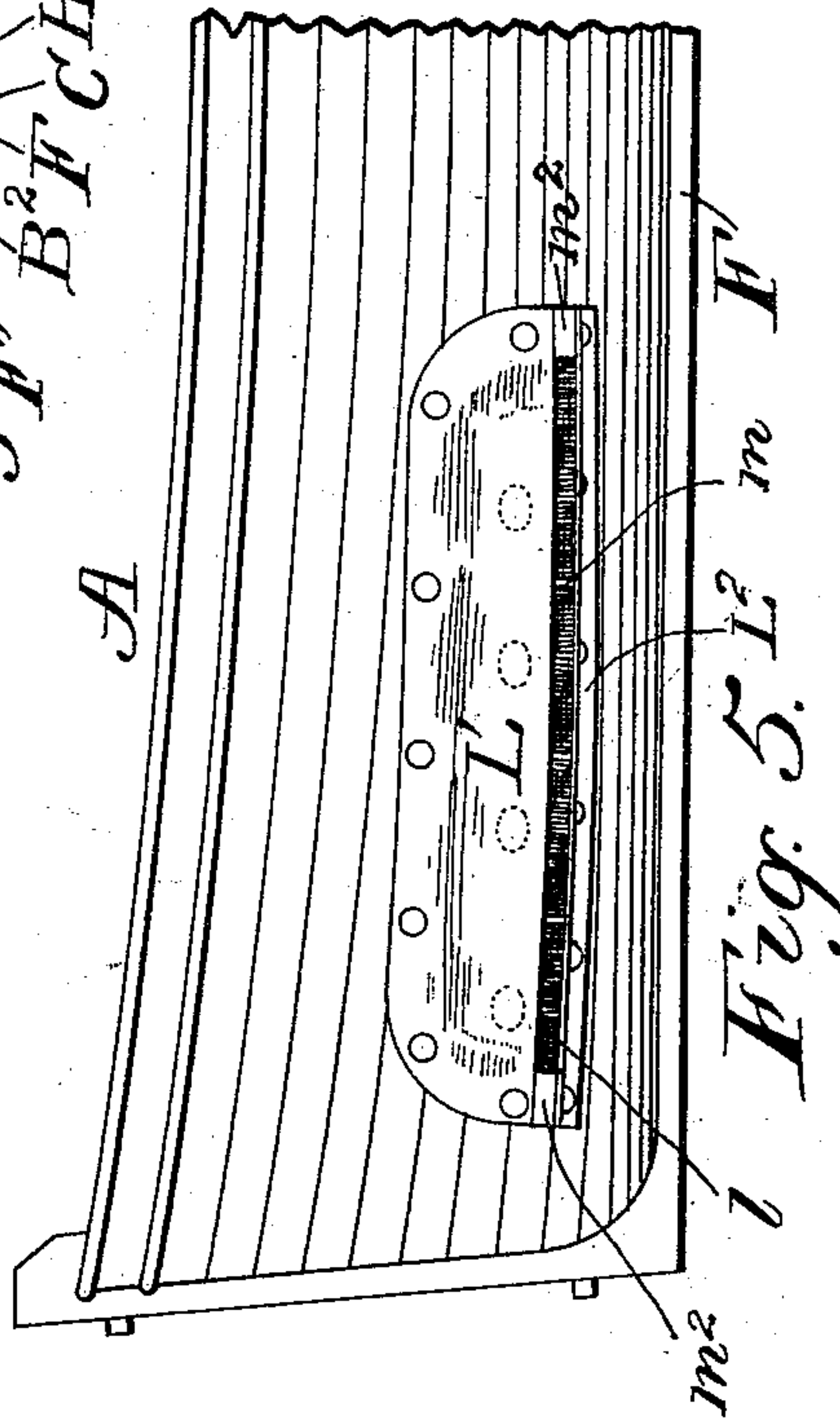
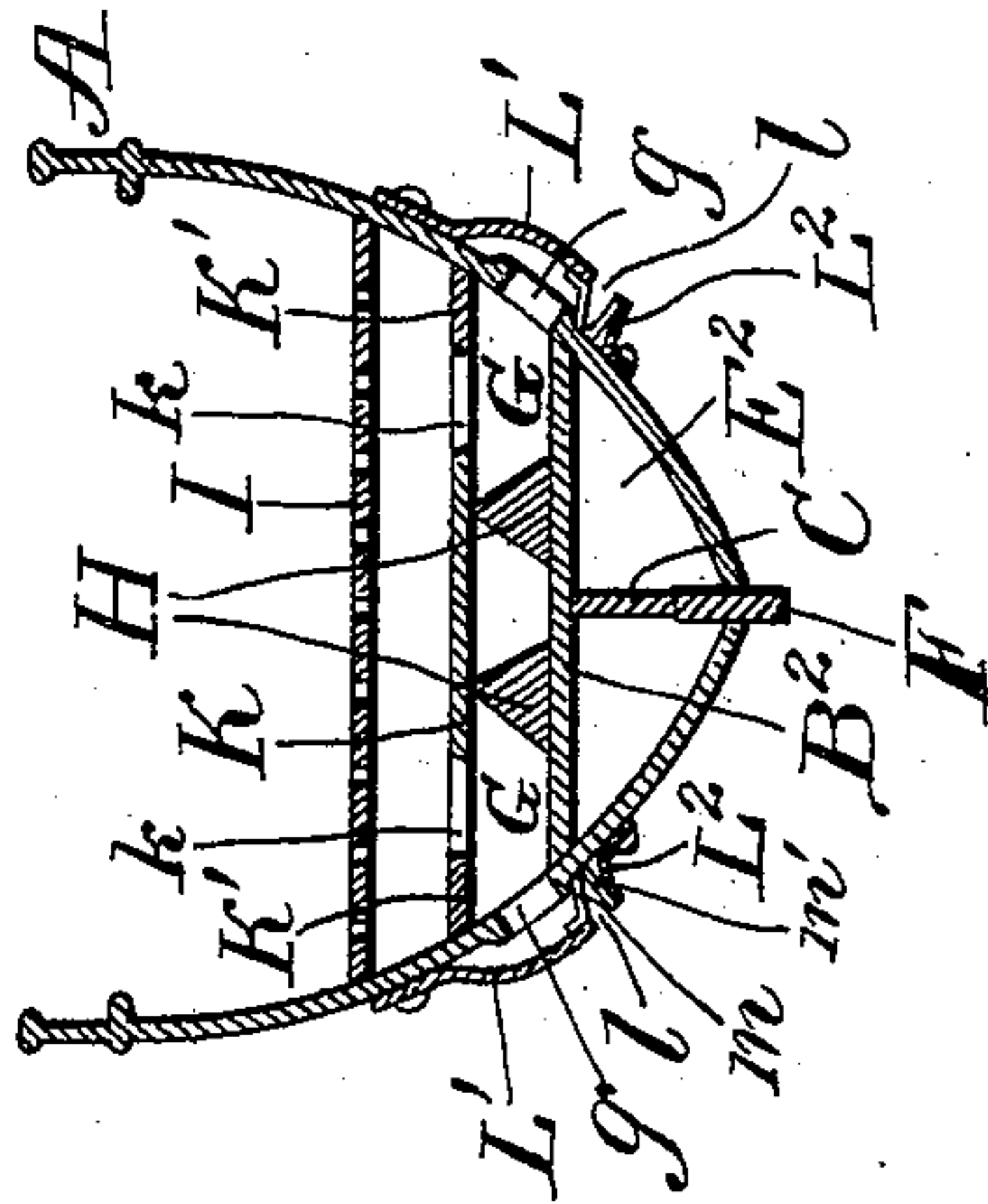


Fig. 6.



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UNITED STATES PATENT OFFICE.

JOHN ANTONE ANIELLO, OF NEW ORLEANS, LOUISIANA, ASSIGNOR OF TWO-THIRDS TO WALTER L. McCONNICO AND CHARLES E. RICE, OF SAME PLACE.

LIFE-BOAT.

SPECIFICATION forming part of Letters Patent No. 507,096, dated October 24, 1893.

Application filed January 19, 1893. Serial No. 459,004. (No model.)

To all whom it may concern:

Be it known that I, JOHN ANTONE ANIELLO, a citizen of the United States, residing at New Orleans, in the parish of Orleans and State of Louisiana, have invented certain new and useful Improvements in Life-Boats; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in self-bailing boats, and is specially intended for use with life-boats.

It consists of certain novel features hereinafter described and claimed.

Reference is had to the accompanying drawings, in which the same parts are indicated by the same letters throughout the several views.

Figure 1 represents a plan view, partly in section of my improved boat. Fig. 2 represents a side elevation of the boat shown in Fig. 1. Fig. 3 represents a central longitudinal section of the boat shown in Figs. 1 and 2.

Fig. 4 represents a transverse section along the line $x x$ of Fig. 1, looking to the right. Fig. 5 represents a side elevation of a portion of a boat fitted with another form of the automatic bailing device. Fig. 6 represents a transverse section of the boat shown in Fig. 5.

A represents the boat, which is provided with an inner bottom B, and is separated by a longitudinal bulk-head C, and transverse bulk-heads D, into a number of air-tight chambers E, E', and E².

The boat may be provided with two bilge-keels F' in addition to the ordinary keel F, or not, as may be desired. These bilge-keels when placed on the boat, not only tend to greatly stiffen the same, but also prevent the boat from rolling excessively in a sea-way.

The forward air-chamber E' has its top B' raised as shown in Fig. 3 in order to lend additional buoyancy to the bow of the boat, while the inner bottom B slopes aft, and is lowered at B², leaving a well G at the stern of the boat. On either side of this well are scupper-holes g which are permanently open. In this chamber G are two wedge-shaped timbers H connected to a cross-piece H', and supporting the wash-board K, and the side pieces

K'. Between the wash-board and the side pieces or boards an aperture k is left. Mounted over the boards K and K', is a perforated platform or grating I which rests at its forward end on a perforated support I'.

Outside of the scupperholes, on the exterior of the boat, a splash-board L or L' is provided. This splash-board is connected to the boat above the said scupper-holes, and projects downward clear of and slightly below the said scupper-holes. The bottom of this splash-board is clear of but protected by either the bilge-keels F' as shown in Figs. 2 and 4, or a separate piece L² secured to the bottom of the boat. Beneath this splash-board L or L', as the case may be, a longitudinal opening l is provided.

In the device shown in Figs. 5 and 6, the plates or boards L' and L² are braced or stiffened by struts m and m' , and blocks m^2 .

The operation of the device is as follows:—Any water coming over the gunwale of the boat, falls on the inner bottom B or B' and running aft passes through the perforations in I and I', and the aperture k , into the well G. From this well the water runs out through the scuppers g. In order to prevent the water from surging around in the well G as the boat pitches and rolls, the wedge-shaped pieces H are provided. These it will be noticed, are placed at an angle with the keel, so that as the water flows aft, the great bulk of it will be wedged outward toward the forward scupper holes, while such as gets in the after portion of the well is rolled out of the after scupper hole as the boat rolls from side to side. The bilge-keels F', as shown in Figs. 2, 3, and 4, or the plate L² as shown in Figs. 5 and 6, prevent the outside water from being forced up under the splash board L, or L', as the boat's stern falls, or as the water rises past it, while the splash-board L, or L', will prevent the influx of water from waves striking from abeam or thereabout.

It will be seen that the device affords a ready exit for the water that passes over the gunwale of the boat, while it impedes the influx of the exterior water; in this way the boat will bail herself out automatically. It will thus be evident that the boat cannot be swamped and since she is provided with air-

chambers, will not sink should the influx of the water be greater than the scuppers can immediately discharge.

By so arranging the weights in building the boat, that the center of gravity may be below the center of buoyancy, which can be readily done by anyoneskilled in the art, the boat will right herself and then bail herself out regardless of the condition of the wind or sea.

Having thus described my invention, what I claim, and desire to secure by Letters Patent of the United States, is—

1. A life boat provided with an inner bottom sloping toward the stern of the boat and terminating in a well; scupper holes at each side of said well, splash boards clear of and exterior to said scupper holes and extending partly below the same, and a shield clear of said splash board and below the same to prevent the outside water from being wedged up beneath said splash board, substantially as and for the purposes described.

2. A life boat provided with an inner bottom sloping aft, a well let down in the rear part of said inner bottom, inclined timbers in said well, scupper holes at each side of said well, wash boards resting on said timbers and partly covering said well, and a splash board clear of and exterior to said scupper holes and extending partly below the same, substantially as and for the purposes described.

3. A life boat provided with an inner bottom sloping aft, a well let down in the rear part of said inner bottom, inclined timbers in said well, scupper holes at each side of said well, wash boards resting on said timbers and partly

covering said well, and a splash board clear of and exterior to said scupper holes and extending partly below the same, and a shield clear of said splash boards and below the same to prevent the outside water from being wedged up beneath said splash boards, substantially as and for the purposes described.

4. A life boat provided with air chambers and an inner bottom over said air chambers and sloping aft, a well G let down in the rear part of said inner bottom, scupper holes *g* at each side of said well, washboards K and K' having an aperture *k* therein over said well, a splash board L' exterior to and protecting said scupper holes from inflowing water, and a shield L² beneath said wash board and separated therefrom by an open space *l*, substantially as and for the purposes described.

5. A life boat provided with air chambers and an inner bottom over said air chambers and sloping aft, a well G let down in the rear part of said inner bottom, scupper holes *g* at each side of said well, washboards K and K' having an aperture *k* therein over said well, inclined pieces H placed in said well beneath said wash boards, a splash board L' exterior to and protecting said scupper holes from inflowing water and a shield L² beneath said washboard and separated therefrom by an open space *l*, substantially as and for the purposes described.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN ANTONE ANIELLO.

Witnesses:

WM. ARMSTRONG,
M. E. NESTOR.