

**No. 613,074.**

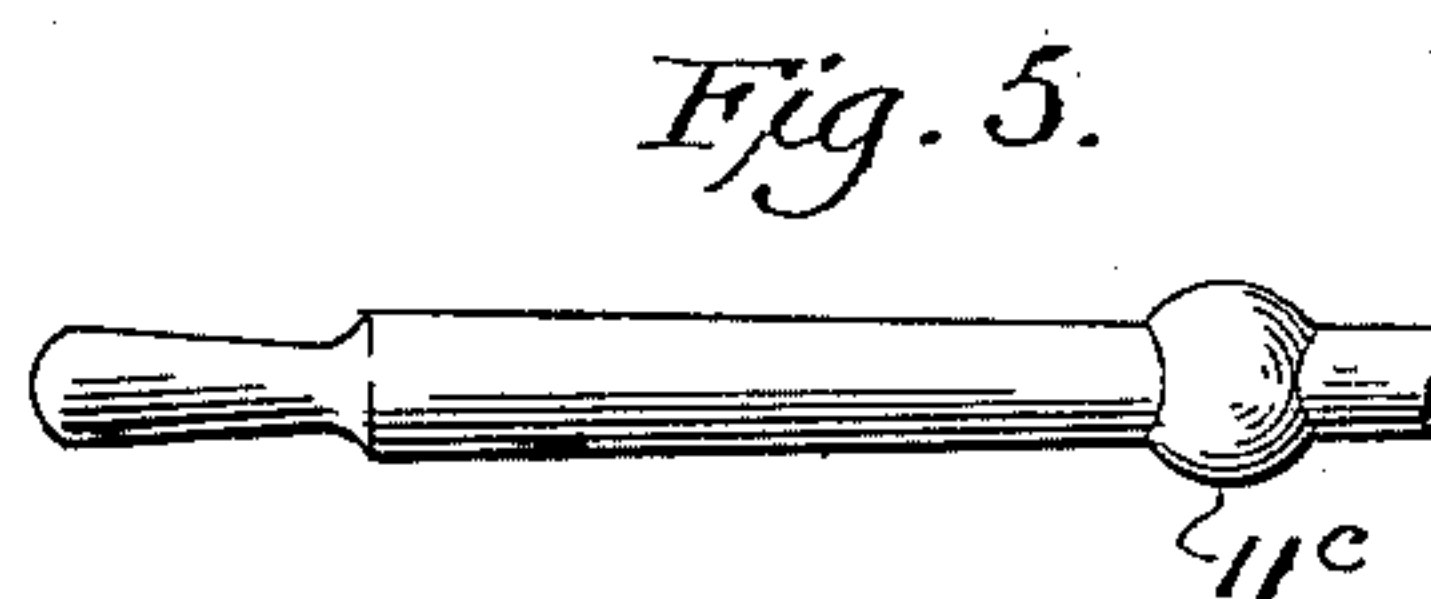
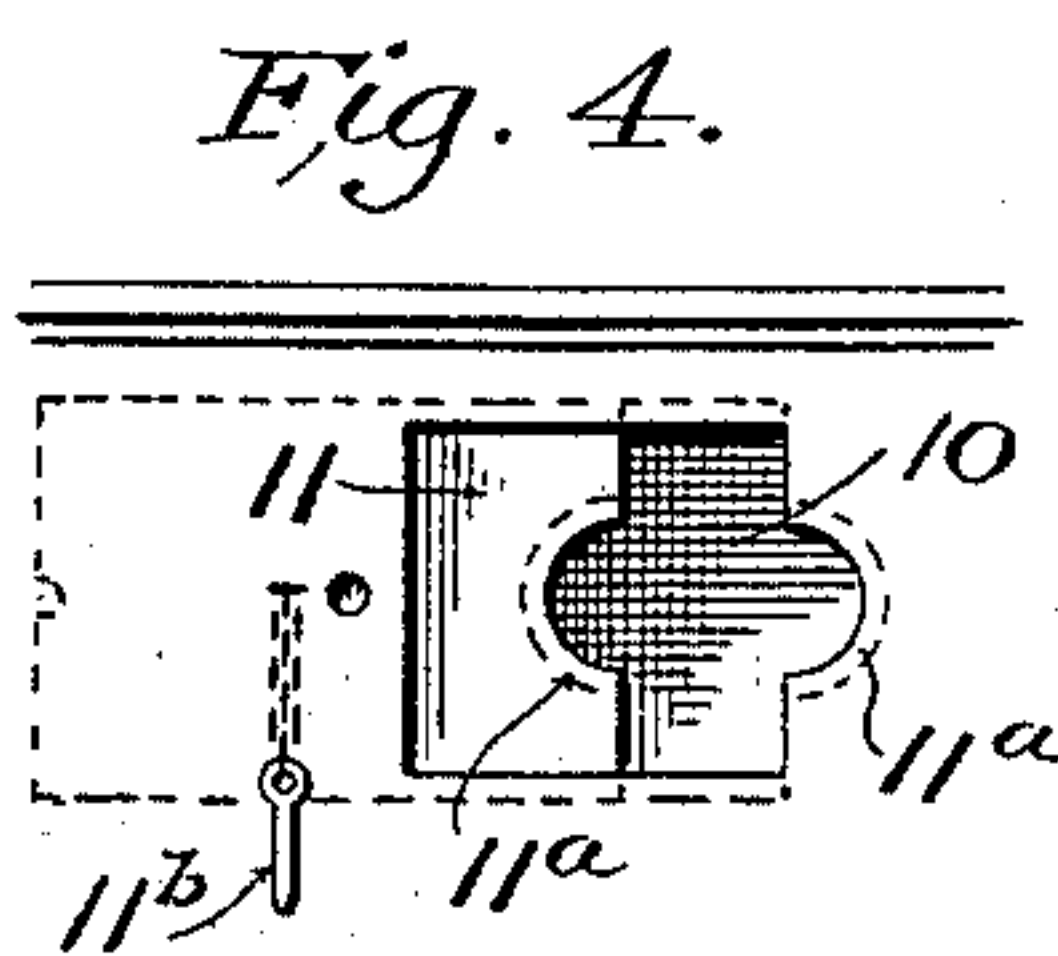
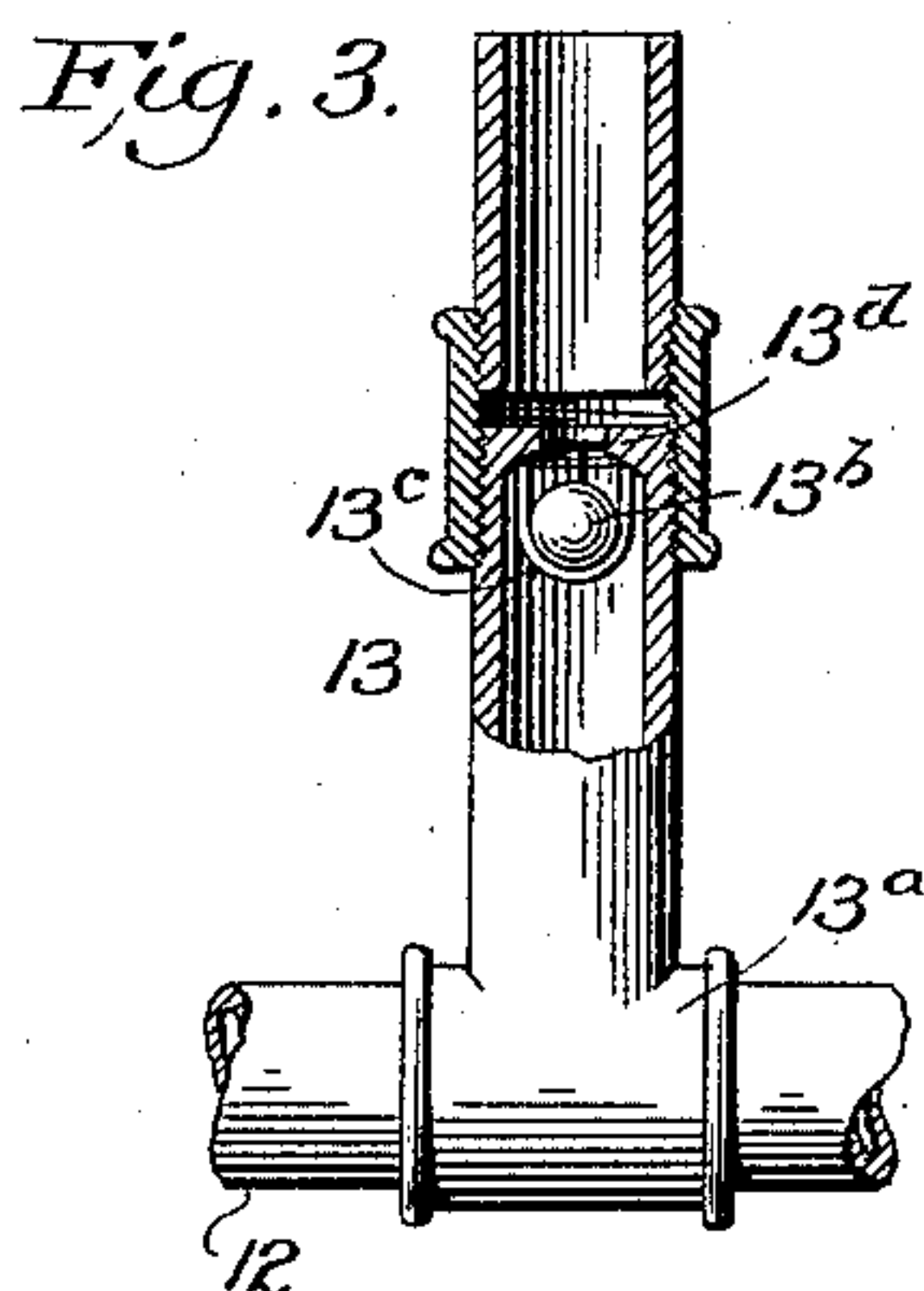
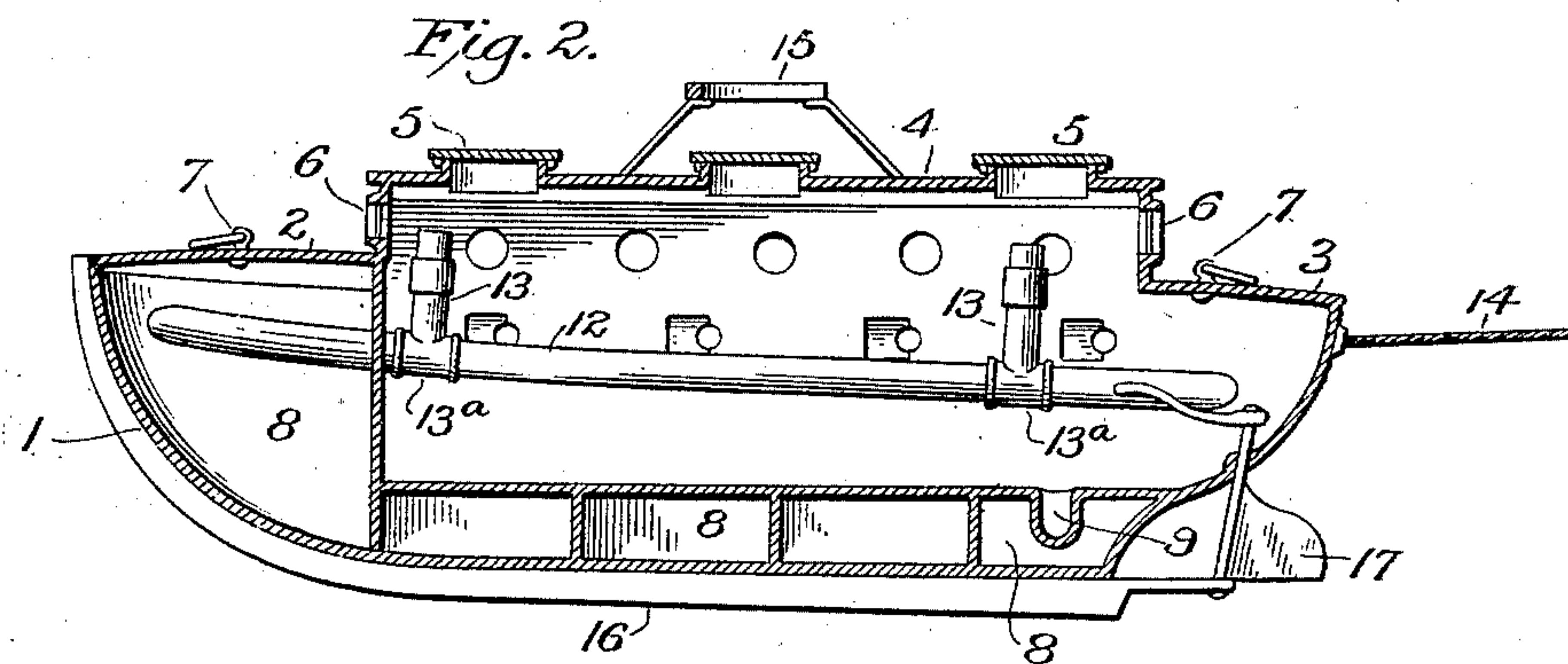
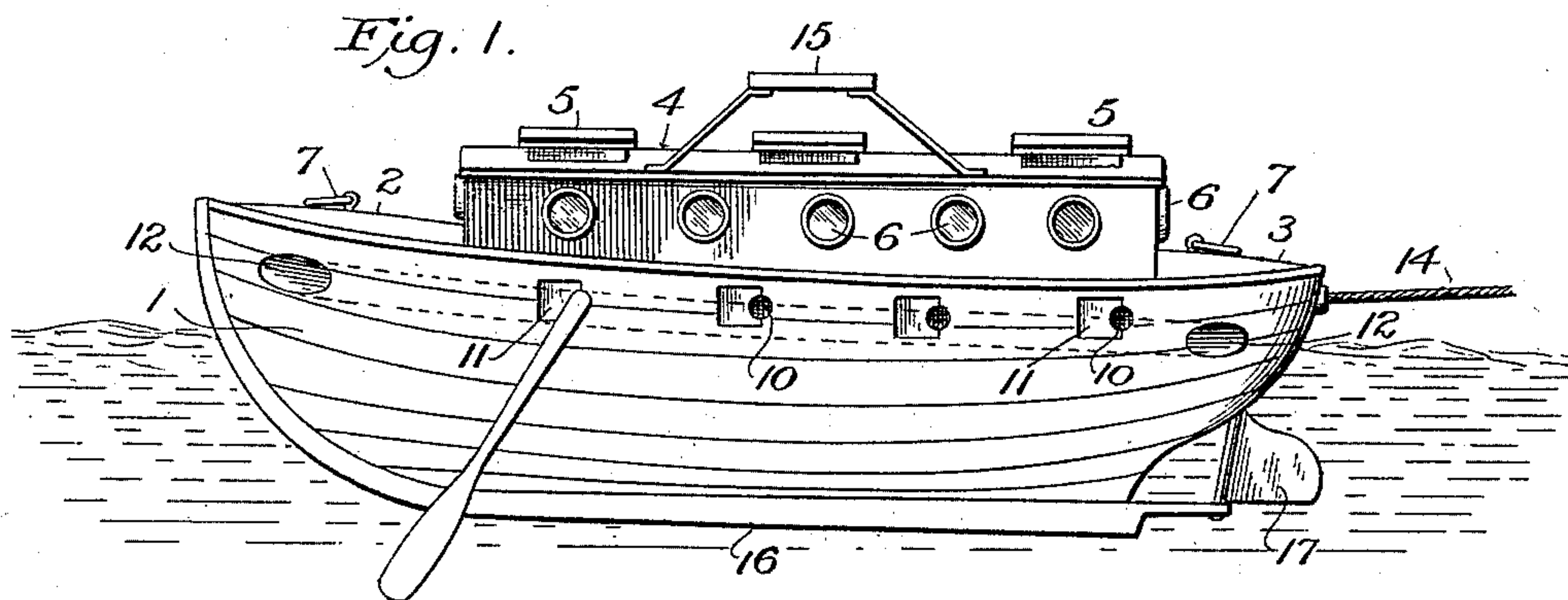
**Patented Oct. 25, 1898.**

**W. C. PETERS.**

**LIFE BOAT.**

(Application filed Feb. 9, 1898.)

(No Model.)



Witnesses:

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# UNITED STATES PATENT OFFICE.

WILLIAM C. PETERS, OF CLEVELAND, OHIO.

## LIFE-BOAT.

SPECIFICATION forming part of Letters Patent No. 613,074, dated October 25, 1898.

Application filed February 9, 1898. Serial No. 669,701. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM C. PETERS, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, 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.

This invention relates to life-boats.

Among the objects of the invention are to produce a life-boat of the water-tight character, to provide means and so arrange the boat that it is adapted for use as the ordinary life-car, to provide means for propelling the boat operated from within the same, to provide means for supplying air to the boat for the occupants thereof without the admission of water, and to generally improve such a boat.

With such objects in view the invention consists in the parts and arrangement and combinations thereof to be hereinafter described, and more particularly set forth in the claims.

I have shown in the accompanying drawings means for carrying my invention into practical use, but desire it understood that I do not limit myself to the exact construction therein shown, as many changes may be made and the forms shown in the drawings are intended for illustration only.

In the drawings, Figure 1 is a side elevation of a boat embodying my improvement. Fig. 2 is a longitudinal section thereof, showing parts in elevation. Fig. 3 is a detail view, partly in section, of the air pipe and valve. Fig. 4 is a detail view of one of the oar-locks. Fig. 5 is a detail view of one of the oars.

Referring to the drawings, wherein like reference characters represent like parts throughout the several views, 1 represents the hull or shell of the boat. This shell is decked fore and aft and provided centrally between said decks 2 and 3 by a water-tight hatch or cover 4, which is raised above the gun-wales of the boat, so as to provide more room for the occupants thereof. This hatch or cover is provided, preferably on top, with one or more manholes or entrance-doors 5 and is also provided, conveniently along the sides or

upright walls thereof, with dead-lights or windows 6. Belaying-pins or rings 7 7 may be secured to any convenient portion, as the fore and aft decks 3 and 4, for the attachment of ropes, whereby the boat can be suspended from the usual life-line when it is desired to use the boat as the life-car, and also serve as means of suspension from the davits.

8 represents air-tight compartments, conveniently arranged, as shown, having the large one in the prow of the boat and small ones arranged under the flooring thereof. In the floor of the boat I provide a catch-basin 9, intended as a drain for what small amount of water may by possibility enter the boat.

The boat may be provided with any suitable means of propulsion; but I prefer to use oars, and in order that the same may be used without liability of water entering the boat I provide in the sides thereof openings 10, provided with slides or gates 11, having sockets 11<sup>a</sup> therein, and provided also with means 11<sup>b</sup> for locking the gates in closed position. The oars are each provided with a ball 11<sup>c</sup>, adapted to be seated in said socket, and when so placed have a universal movement therein, so that they can be freely used. These means constitute a water-tight oar-lock, and the oars can be manipulated from within the boat and can, when desired, be released from the oar-locks and the slides closed and locked against entrance of water.

12 12 are pipes, preferably one on either side, running longitudinally of the boat, passing through the walls thereof at the bow and stern, for the admission of air. It will be evident that these air-pipes may extend transversely across the boat and open without the sides thereof, if desired. These pipes are open at each end and free for the passage of air therethrough. As water, as well as air, may enter said pipes in a high sea, it is necessary to provide means to prevent such water entering the boat. For this purpose within the hold of the boat at suitable points I provide said pipes 12 with upright extensions or branches 13, preferably detachably connected thereto by couplings 13<sup>a</sup> and open at their upper ends, thus leaving a free passage for air into the boat. Within these branch pipes 13 are suspended ball-valves 13<sup>b</sup>, held by any suitable means capable of permitting



an up-and-down movement thereof, as by  
 cages 13<sup>c</sup>. Above the valves are valve-seats  
 13<sup>d</sup>. The ball-valves are what may be termed  
 "float-valves." With this construction it is  
 5 evident that air entering said pipes may dis-  
 charge at the open upper ends thereof; but  
 any water rising in said pipes 13 will raise  
 said ball-valves against their seats, thus ef-  
 10 fectually retaining the water therein and pre-  
 venting its escape into the boat.

14 represents a line attached to the stern  
 of the boat and adapted to hold the same  
 while it is being entered by the occupants.

When the boat is to be used as a life-car,  
 15 it is desirable that the operator should be  
 without the boat or car in order that he may  
 have easy and full control of the same. In  
 such case it is necessary to provide means  
 for holding such person on the boat, and for  
 20 this purpose I provide on the hatchway or  
 cover thereof an open frame 15, in which such  
 person may be strapped or tied and be per-  
 fectly safe.

16 represents a weighted keel on the boat  
 25 to maintain the same in its upright position  
 in the water. A rudder 17 may, if desired, be  
 employed.

Having thus described my invention, what  
 I claim, and desire to secure by Letters Pat-  
 30 ent, is—

1. A water-tight boat or car provided with  
 a substantially horizontal air-pipe passing  
 through the same and open at each end to the

external air and provided within the boat with  
 a substantially vertical open-ended extension, 35  
 and a valve in said extension.

2. In a water-tight life boat or car, and in  
 combination therewith, a substantially hori-  
 zontal pipe open at each end to the external  
 air, a substantially upright open-ended pipe 40  
 connected therewith within the boat, a verti-  
 cally-movable float-valve within said upright  
 pipe, and a valve-seat above said valve.

3. In a water-tight life-boat, and in combi-  
 nation therewith, a substantially horizontal 45  
 pipe open at each end to the external air, a  
 substantially upright pipe within the boat  
 open at its upper end and connected to said  
 horizontal pipe, a cage within said upright  
 pipe, a float-valve vertically movable within 50  
 said cage, and a valve-seat above said float-  
 valve, substantially as and for the purpose  
 described.

4. In a water-tight life boat or car, and in  
 combination therewith, a pipe passing through 55  
 the boat and open at its opposite ends to the  
 external air near the top of the boat and open-  
 ing into the boat, and a valve controlling the  
 opening in the boat adapted to be operated to  
 close said opening by water in said pipe. 60

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

WILLIAM C. PETERS.

Witnesses:

HARRY G. BATCHELOR,  
 ELIZABETH A. JORDAN.