

No. 652,512.

Patented June 26, 1900.

A. F. DIDOT.  
LIFE BOAT.

(Application filed June 14, 1899.)

(No Model.)

3 Sheets—Sheet 1.

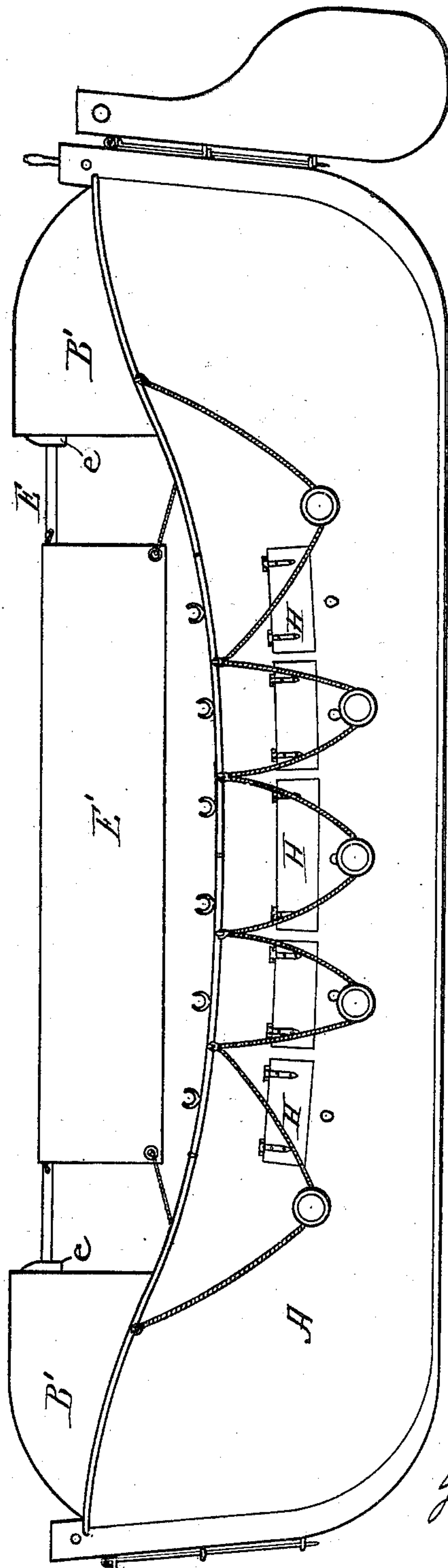


FIG. 1.

WITNESSES  
E. A. Guild  
L. A. Walsh

INVENTOR  
Armand F. Didot  
J. Edgar O. G. Boone  
his attorney

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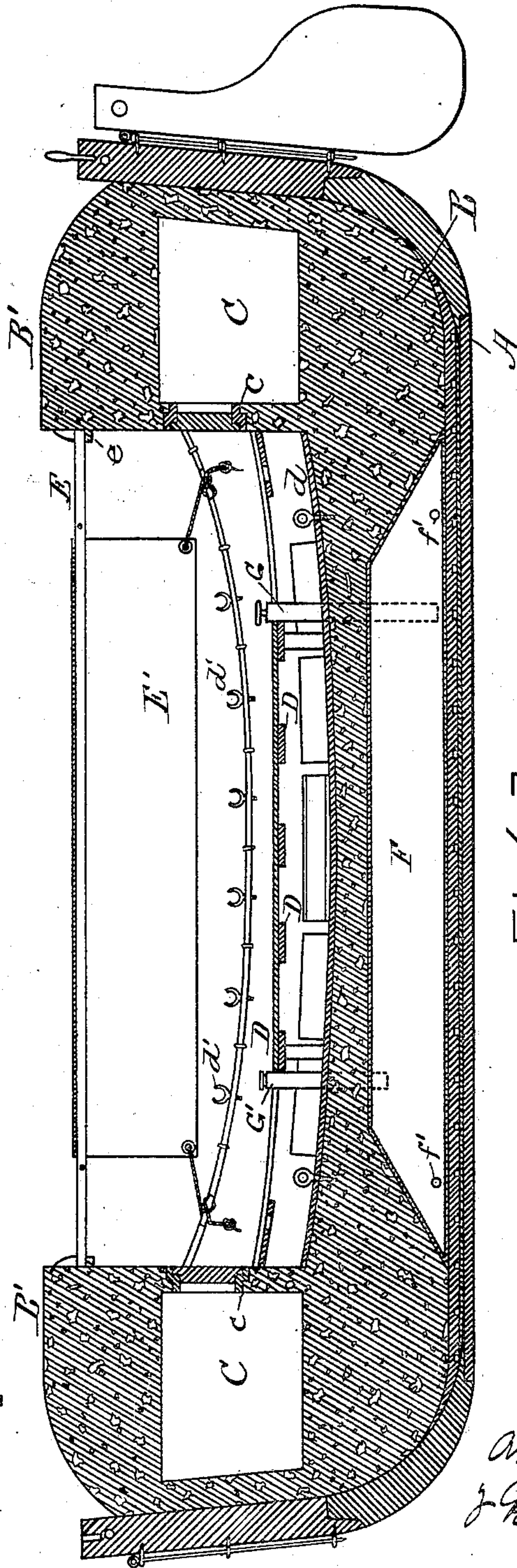


FIG. 2.

WITNESSES  
E. A. Guild  
L. A. Walsh

INVENTOR  
Armand F. Didot  
J. Ross O. G. Brown  
his atty

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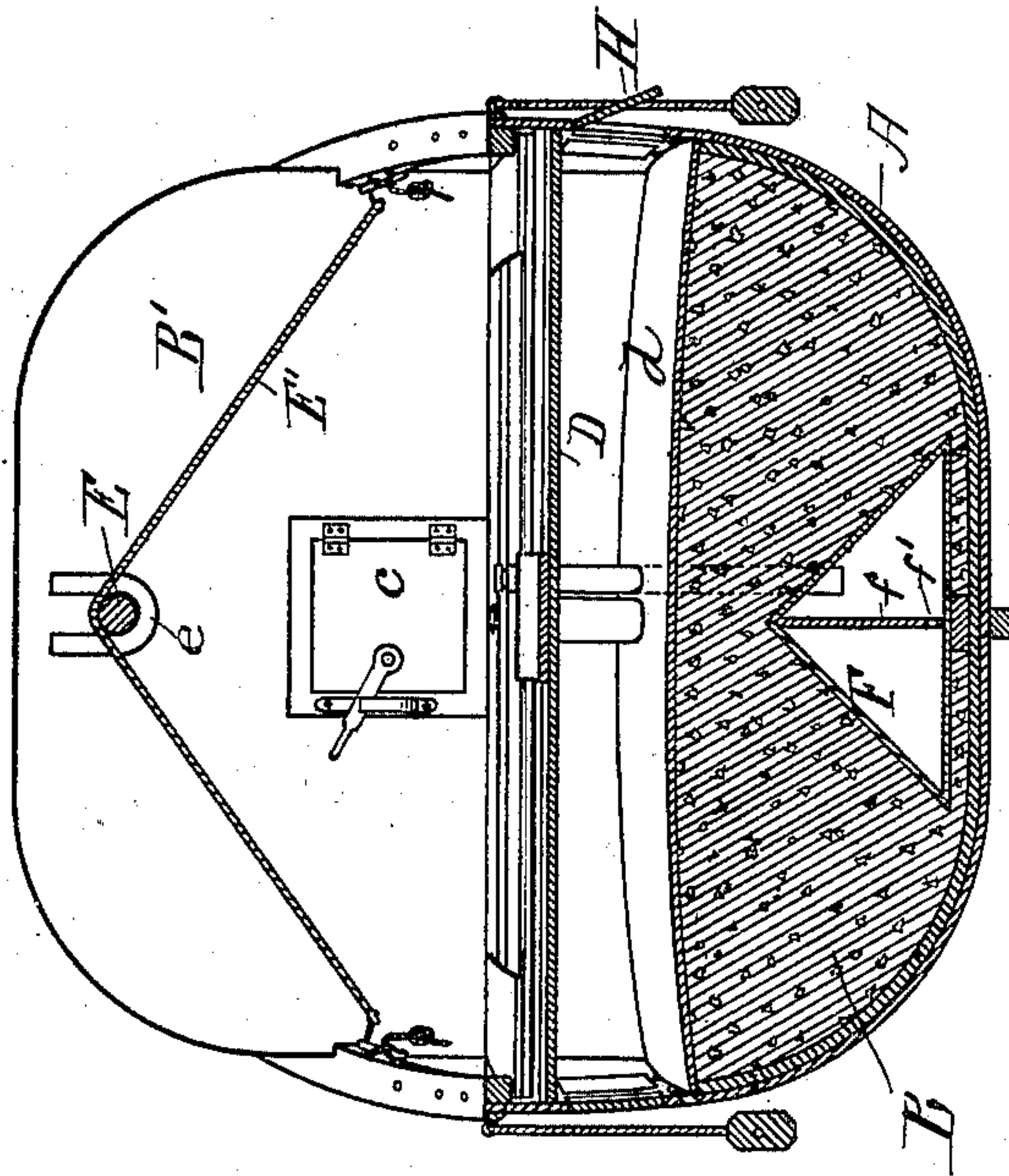


FIG. 3-

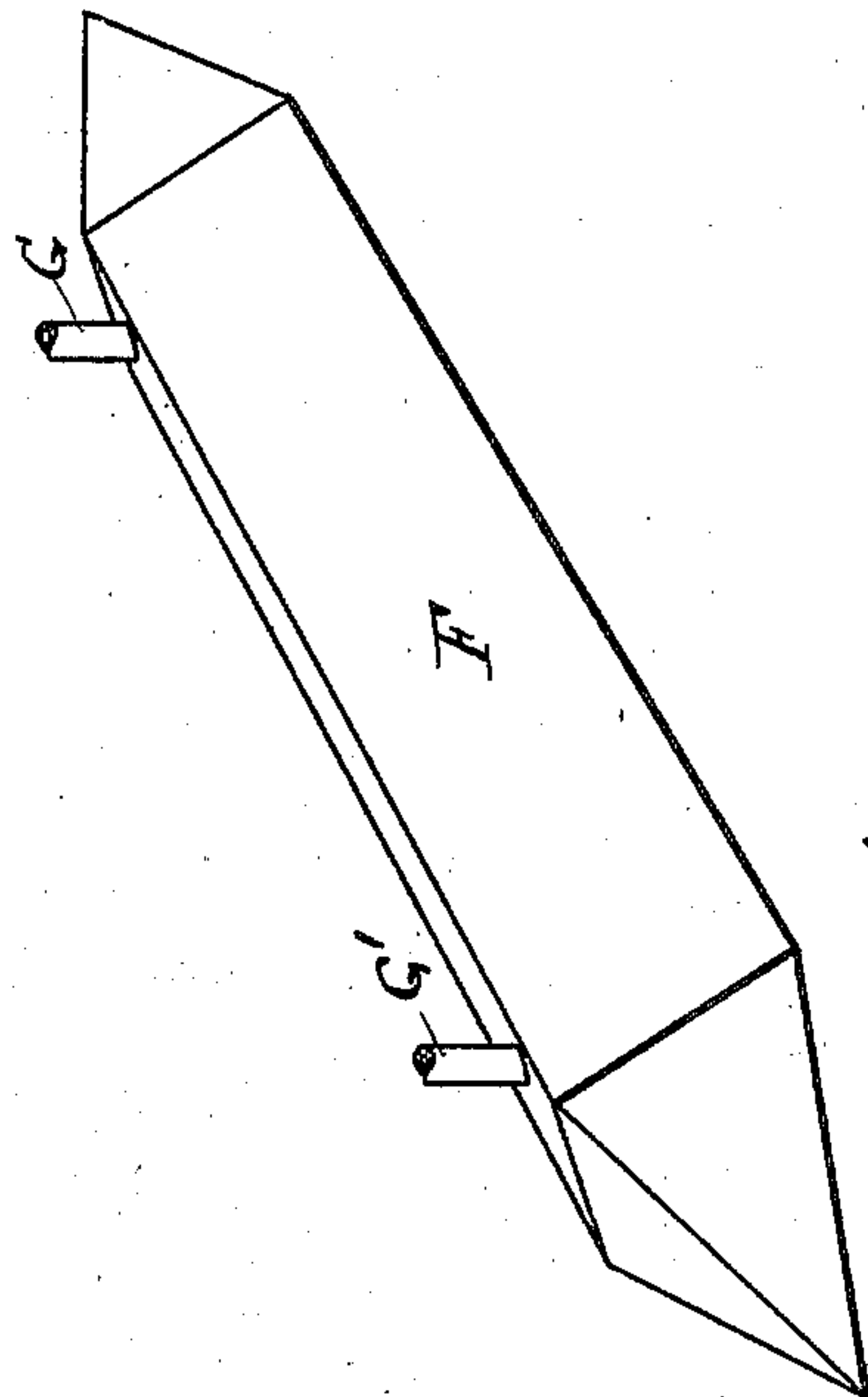


FIG. 4-

WITNESSES  
E. S. Guild.  
S. A. Wahl.

INVENTOR  
Amman F. Didot  
J. G. O. G. Bran  
his attorney



# UNITED STATES PATENT OFFICE.

ARMAND F. DIDOT, OF CANTON, MASSACHUSETTS, ASSIGNOR OF ONE-THIRD  
TO THOMAS J. HILL, OF SAME PLACE.

## LIFE-BOAT.

SPECIFICATION forming part of Letters Patent No. 652,512, dated June 26, 1900.

Application filed June 14, 1899. Serial No. 720,489. (No model.)

*To all whom it may concern:*

Be it known that I, ARMAND F. DIDOT, of Canton, in the county of Norfolk and State of Massachusetts, have invented a new and useful Improvement in Life-Boats, of which the following is a specification.

It is well known that while the life-boats used on board ships are useful when they have been once launched properly and loaded with provisions and passengers there is always difficulty in launching them without upsetting them and under these circumstances that it is unsafe to load them with provisions before launching lest the provisions should be lost. Moreover, it is difficult to collect the provisions for such boats and load them with suitable provisions at the critical time when the boat is required, especially in collisions and like disasters. My improvement is designed to overcome these various difficulties and to provide a boat which shall be self-righting, self-baling, and which may be kept loaded with provisions at all times, the provisions being so packed as not to be lost or saturated with water in case the boat should be upset when thrown overboard.

My invention will be understood by reference to the drawings, in which—

Figure 1 is a side elevation of a boat embodying my invention, Fig. 2 being a longitudinal section; Fig. 3, a cross-section, and Fig. 4 a detail showing the water-tank in perspective.

A is the shell or outer covering of the boat, which is constructed in the usual manner. Within this shell, up to a suitable deck-level *d*, is packed a solid filling B, of cork or other like material of such specific gravity that it will float and hold up a considerable weight. At each end this filling is built up into what may be called a "turtle-back" B', as shown in Figs. 1, 2, and 3, for the purpose not only of shedding water, but also for the purpose of increasing the buoyancy of the boat. It will be noticed that each end of the boat shown in the drawings is built up to a considerable height above the deck-level, and being made of cork or the like forms a canopy-shaped solid protection both to the occupants of the boat and also to the provision-receptacles. Within each turtle-back is provided a recep-

tacle C for provisions, each receptacle having an opening closed by a water-tight manhole-cover *c*, said openings being located on the inner surface of the turtle-backs. Between the turtle-backs the boat is rigged with seats D and rowlocks *d'* in the usual manner, preferably with steering appliances at each end. Upon the opposing faces of the turtle-backs are located two supports *e*, preferably U-shaped, as shown in Fig. 3, to support the pole E, which carries an awning E' for use not only to keep off the sun, but also in rainy weather to collect rain-water. It may also be rigged as a sail. As the turtle-backs project above the deck to a considerable degree, the supports *e* are attached sufficiently high to support the awning above the heads of the rowers.

Within the packing B and below the deck *d* is the water-tank F, which consists of a metallic casing triangular in cross-section and preferably pointed at the ends, so as to conform somewhat to the narrowing up of the ends of the boat, one of the flat sides of the triangle forming the bottom of the tank in order to bring the center of gravity of the boat, in so far as it is affected by the contents of the water-tank, as low as possible. In order that the swashing of the water caused by the rolling of the boat may be reduced as much as possible, the tank is provided with a vertical partition *f*, having openings *f'* to afford slow communication between the two sides of the tank. Thus, while the water in the tank will find its proper level on both sides of the partition in due time, the sudden rolling of the boat in either direction will not carry with it a swash of water in the tank, such as to increase the weight on that side of the boat. The tank is provided with a suitable pump G and with the inlet G', by which it may be filled. In addition the boat may be furnished with openings along the line of the deck, provided with hinged closures H, opening outward, so that under ordinary circumstances they will remain closed and keep out the water from the outside, while allowing the water which may get on the deck to flow out through them, thus keeping the deck fairly dry.

In using this boat it is intended that the



compartments C shall be filled with provisions at the beginning of the voyage and the openings c closed water-tight, the tank F being also filled with water at the same time, so that the boat will be ready at any time for instant use. In case of accident the boat is thrown overboard, and by reason of the buoyancy caused by the packing B it will not sink. The boat will be properly ballasted by the tank and compartments, even if empty, as well as by its general construction, to right itself. If the provision-compartments and water-tank are full, they will afford additional ballast for this purpose. It will then be immediately ready to receive its crew and passengers without further delay, often so dangerous in the emergency for which such boats are useful. A boat so packed with cork or the like cannot be punctured or destroyed by coming in contact with the ship's side or with a rock, as is often the case in a heavy sea or among wreckage.

The tank may be provided with a water-tight opening in the bottom for cleaning purposes, and the boat itself may also have such opening to remove the bilge-water which may collect between the inside and the cork packing or other filling. The boat may of course be provided with a pump or other apparatus for removing any bilge-water which may collect.

What I claim as my invention is—

1. The life-boat above described having a

solid turtle-back of the kind described extending above the gunwale of the boat and provided with a provision-chamber having a water-tight inclosure, said turtle-back serving as protection to said provision-chamber and also to throw off the seas as they strike the boat, as set forth.

2. The life-boat having a triangular water-tank located in the bottom thereof, said water-tank having a vertical perforated partition running its length, substantially as described.

3. The life-boat above described having two turtle-backs one at each end thereof extending well above the gunwale of the boat, said turtle-backs having suitable supports in their opposing faces adapted to receive and hold an awning-pole well above the heads of the occupants of the boat, as set forth.

4. The life-boat above described having two solid turtle-backs one at each end, each of the kind described, and containing a provision-chamber provided with a water-tight closure and having also a water-tank located below the deck and surrounded by a packing of cork or the like, as set forth.

In testimony whereof I hereunto subscribe my name this 10th day of June, 1899.

ARMAND F. DIDOT.

Witnesses:

THOMAS J. HILL,  
JOHN EVERETT.