No. 664,769. Patented Dec. 25, 1900.

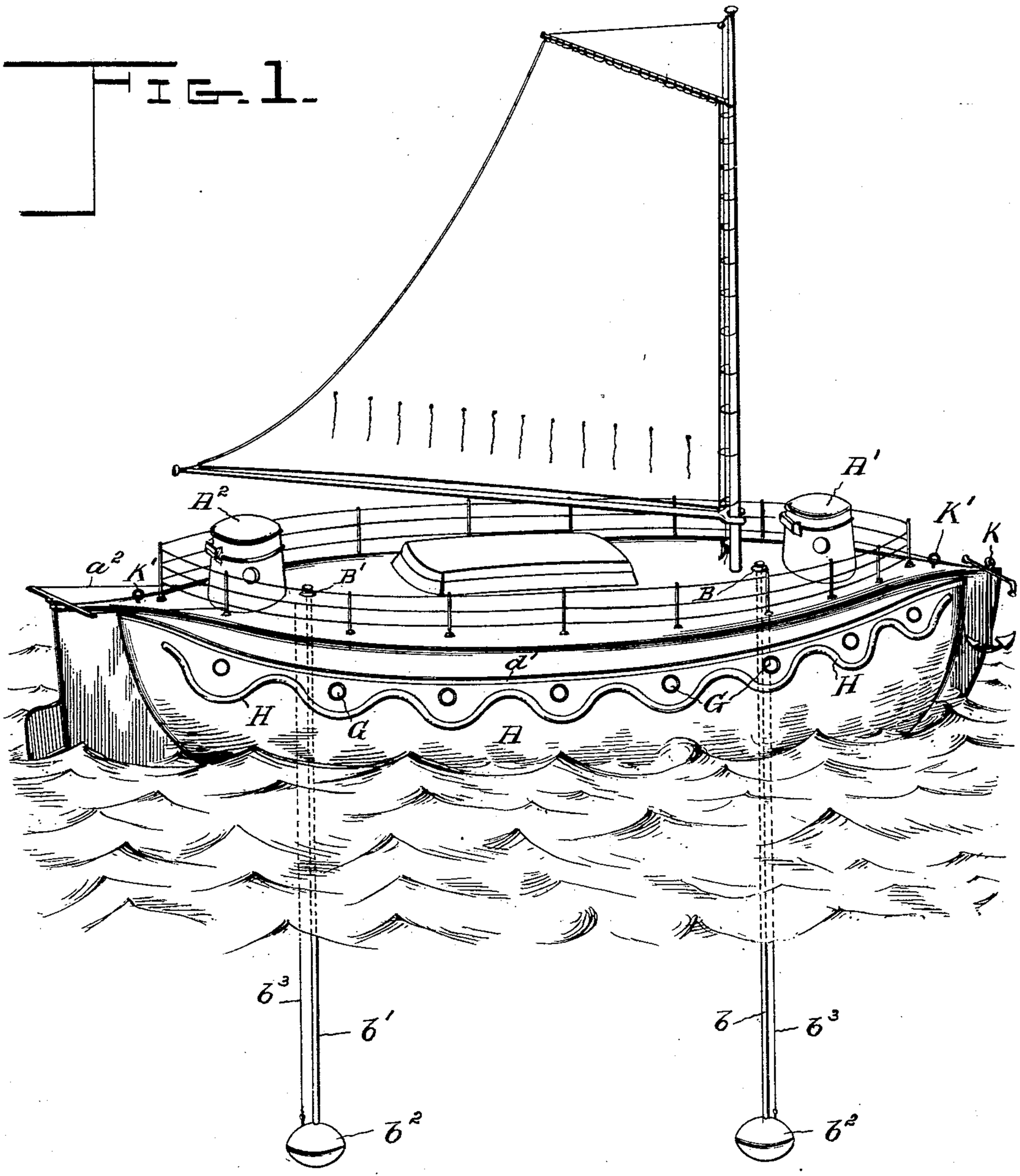
# E. A. MANNY.

## LIFE BOAT.

(Application filed Feb. 24, 1900.)

(No Model.) 3 Sheets—Sheet 1.

Fig. 1.




Witnesses:
John F. Dewhirst
J. Ed. Page.

Emilien A. Manny,
Inventor
By Marion & Marion
Attorneys

No. 664,769. Patented Dec. 25, 1900.

# E. A. MANNY.

## LIFE BOAT.

(Application filed Feb. 24, 1900.)

(No Model.) 3 Sheets—Sheet 2.

FIG. 1.

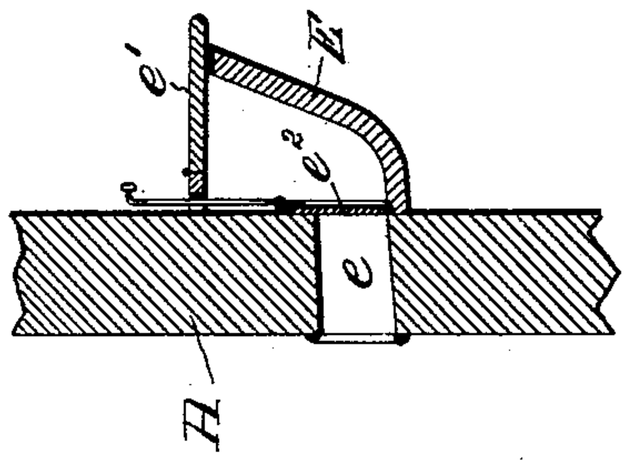



FIG. 2.




Witnesses:

John F. Deufferwiel

J. Ed. Page

Emilien A. Manny, Inventor

By Marion & Marion

Attorneys.

No. 664,769. Patented Dec. 25, 1900.

# E. A. MANNY.

## LIFE BOAT.

(Application filed Feb. 24, 1900.)

(No Model.) 3 Sheets—Sheet 3.

FIG. 3.

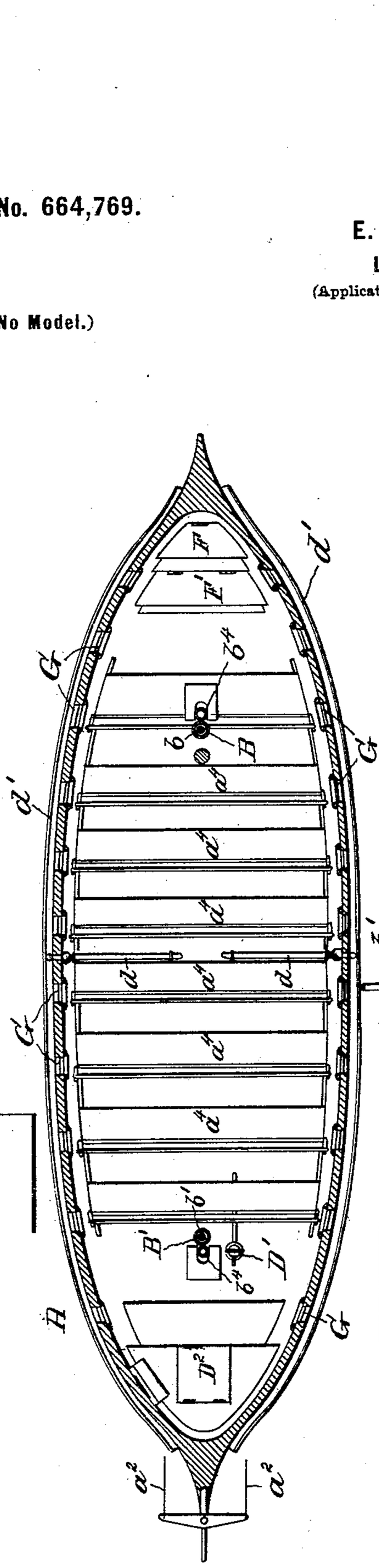



FIG. 5.

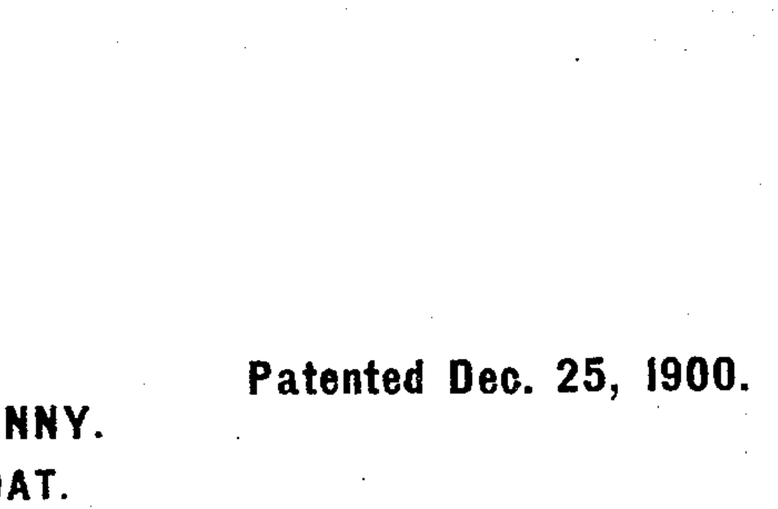



FIG. 4.

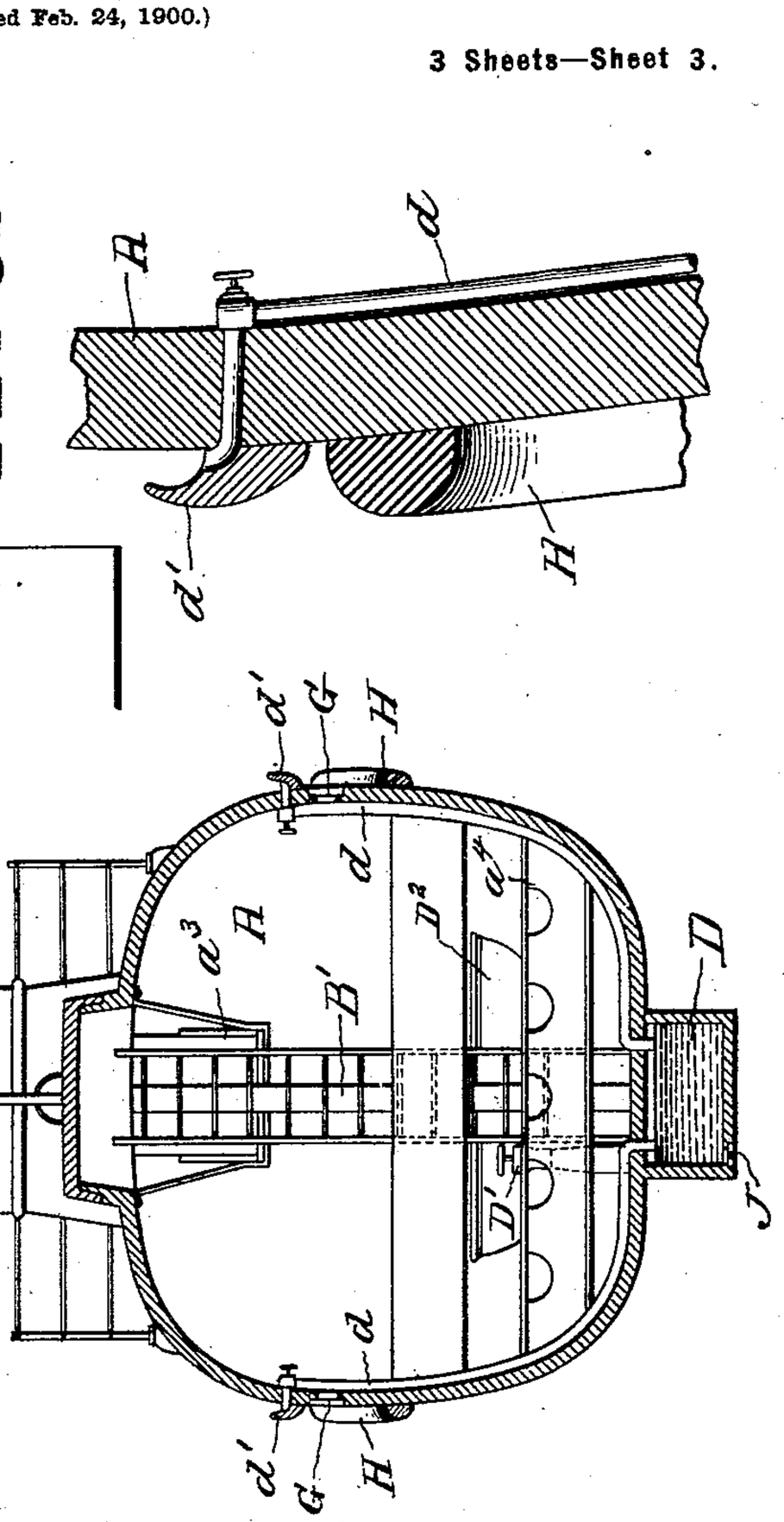
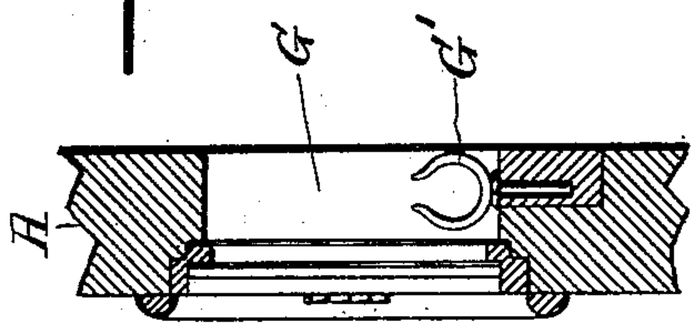



FIG. 6.




Witnesses:

John F. Deufferwiel.

J. Ed. Page.

Emilien A. Manny,

Inventor

By Marion & Marion

Attorneys

# UNITED STATES PATENT OFFICE.

EMILIEN ALFRED MANNY, OF BEAUHARNOIS, CANADA.

## LIFE-BOAT.

SPECIFICATION forming part of Letters Patent No. 664,769, dated December 25, 1900.

Application filed February 24, 1900. Serial No. 6,325. (No model.)

*To all whom it may concern:*

Be it known that I, EMILIEN ALFRED MANNY, a subject of Her Majesty the Queen of Great Britain, residing at Beauharnois, county of Beauharnois, Province of Quebec, Canada, have invented certain new and useful Improvements in Life-Boats; and I do hereby declare that the following is 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; and one object is to provide a life-boat which cannot be capsized or sunk and which is provided with conveniences and safeguards for a prolonged stay on board.

A further object is to provide a life-boat which is simple in construction, safe, and effective and which can be manufactured at a moderate cost.

To these ends the invention consists in a life-boat constructed substantially as hereinafter illustrated and described, and defined in the appended claims.

Referring to the drawings, in which similar letters of reference indicate similar parts, Figure 1 represents in perspective a life-boat constructed in accordance with this invention. Fig. 2 is a vertical longitudinal central section thereof. Fig. 3 is a horizontal section on the line 3 3 of Fig. 2. Fig. 4 is a vertical transverse section on the line 4 4 of Fig. 2. Fig. 5 is a section showing details of construction. Fig. 6 is a section through one of the port-holes, showing details of construction. Fig. 7 is a similar view showing further details of construction.

In the drawings, A represents a life-boat, which may be made of any suitable material and of any desired shape best adapted for the intended purpose. As shown, however, the boat is constructed of wood and pointed at each end, as is common in such devices.

At the bow of the boat is arranged a conning-tower A′, within which is provided a seat $a$ for the steersman and a steering-wheel $a'$, which controls the rudder through the medium of the rope or cable $a^2$. The stern of the boat is provided with a similar conning-tower $A^2$, having also a seat $a^3$. A suitable hatchway is formed about midships and is adapted to be closed by means of a cover or hatch, and a ladder or gangway leads down into the interior of the boat, in which is arranged a series of seats $a^4$, the seat portion of which is inclosed, forming a receptacle in which may be stored various articles of use.

At a suitable point in the bow and stern of the boat are located the tubes B and B′, which extend vertically through the boat from the deck to the bottom. Sleeved within these tubes, respectively, are the rods, cables, or chains $b$ and $b'$, which are of much greater length than said tubes and are adapted to slide freely therein. To the lower extremity of each rod is fixed a weight $b^2$, which is preferably of metal and of a size and weight best suited for the intended purpose. Attached to each of the weights $b^2$ is the cord or cable $b^3$, which extends upwardly through a pipe or tube $b^4$ to a point preferably near the deck of the boat, thereby forming a protection and a guide for the cable and preventing the entrance of water into the interior of the boat. The cord $b^3$ passes over a suitable pulley and thence to a windlass $b^5$, whereby the weight $b^2$ may be readily raised when desired.

The bottom of the boat at the points where the weights $b^2$ contact is preferably hollowed out sufficiently to receive the weights, thus preventing them from offering undue resistance to the movement of the boat.

It will be readily understood that when the boat is in a storm and in danger of being capsized the weights are lowered to the full length of the rods, thus forming a perfect ballast and effectually preventing any danger of the upsetting of the boat, as well as serving to steady the boat.

In the bottom of the boat is formed a recess or chamber D, which constitutes a tank or reservoir for the storage of fresh water. Communicating with this chamber are the valved pipes $d$, of which there may be several, which lead upwardly along the interior of the boat and project through the side thereof, communicating with a trough or gutter $d'$, which extends around the sides of the boat to receive and carry off rain-water to the receiver D for domestic purposes. (See Fig. 5.)

A suitable force-pump D′ communicates with the water-reservoir D, whereby the water may be utilized. At a suitable place in the interior of the boat is provided a com-

mode $D^2$. In the side of the boat is formed the opening *e*, which communicates with the interior of the receptacle E, which has a suitable hinged cover *e'* and a vertically-movable slide $e^2$, by means of which the opening *e* may be opened or closed. The purpose of this receptacle and opening is to permit the convenient removal of refuse.

The space in the bow of the boat may be utilized by constructing at this point the receptacles F F', which may be utilized for the storage of signal-rockets, &c.

The life-boat may be provided with a suitable mast and sail, and if desired, in addition thereto, each of the port-holes G may be provided with a suitable rowlock G', as shown in Fig. 6.

Along the sides of the boat are secured the strips H, which are preferably formed of rubber and serve to prevent damage to the sides of the boat. The reservoir D is provided in its bottom with an orifice in which is fitted a removable plug J, whereby the contents of the reservoir may be emptied whenever desirable.

At the bow of the boat is provided a suitable anchor K, and the bow and stern are provided with suitable rings K', whereby the boat may be hoisted to the deck of a vessel.

The operation of the various features of the improved life-boat will be readily understood, in view of the above description, without further detailed explanation.

While I have herein shown a preferred form of carrying my invention into effect, yet I do not desire to limit myself to such preferred details of construction, but claim the right to use any and all modifications thereof which will serve to carry into effect the objects to be attained by this invention in so far as such modifications and changes may fall within the spirit and scope of my said invention.

I claim—

1. A life-boat comprising a structure closed on all sides, a fresh-water tank in the bottom thereof, collecting-gutters on the sides of the structure above the line of submergence, and pipes connecting said gutters with said tank, substantially as and for the purposes described.

2. A life-boat comprising a structure closed on all sides, a fresh-water tank in the bottom, collecting-gutters on the outside of the structure above the line of submergence thereof and extending longitudinally of the same, valved pipes connecting the gutters with said tank, and a pump in communication with the tank, substantially as described.

3. A life-boat comprising a structure closed on all sides, a fresh-water tank in the bottom of said structure, and collecting-gutters on the outside of the structure and in communication with said tank, substantially as described.

In witness whereof I have hereunto set my hand in the presence of two witnesses.

EMILIEN ALFRED MANNY.

Witnesses:

L. C. TASSÉ,

A. CHOQUETTE.