No. 667,057. Patented Jan. 29, 1901.

J. A. ANIELLO.

LIFE BOAT.

(Application filed Jan. 13, 1900. Renewed Oct. 8, 1900.)

(No Model.) 2 Sheets—Sheet 1.

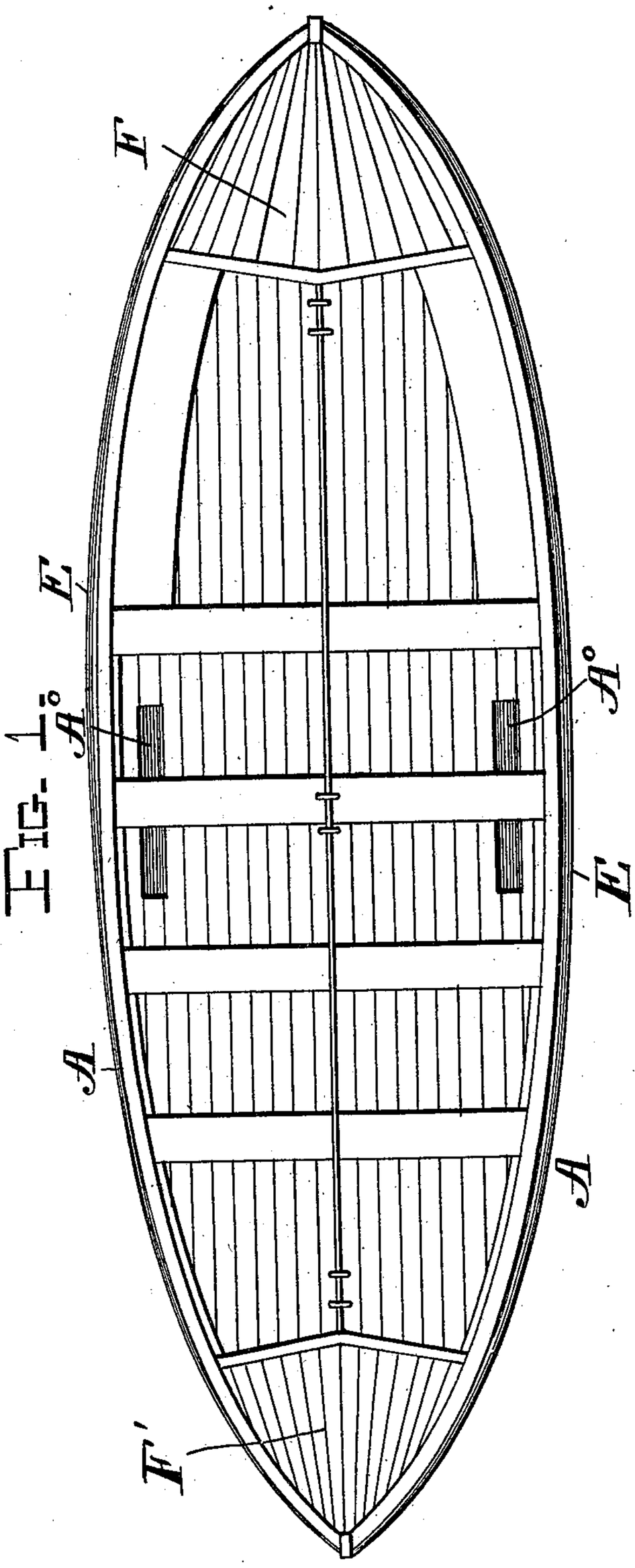

FIG. 1.

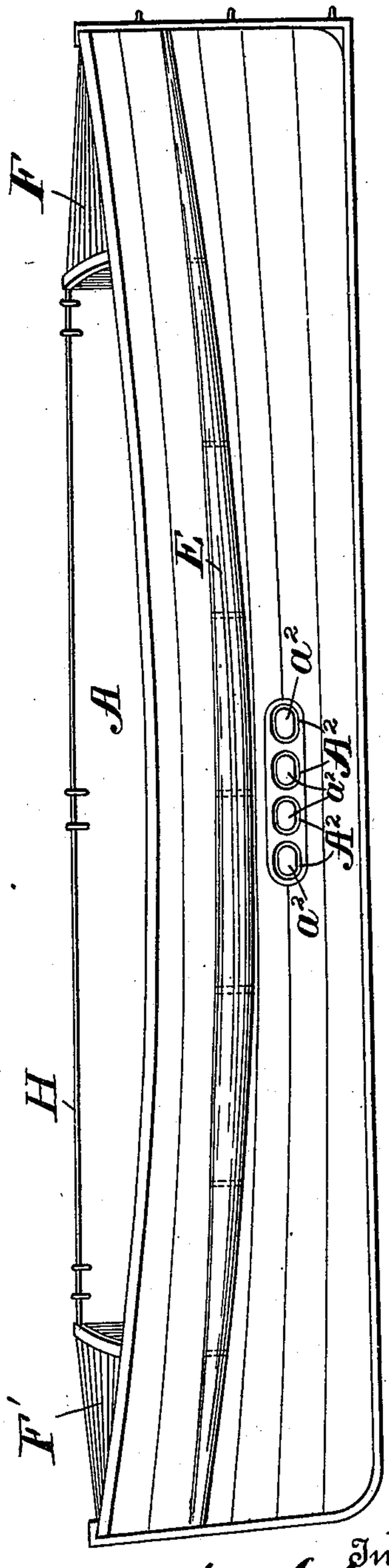

FIG. 2.

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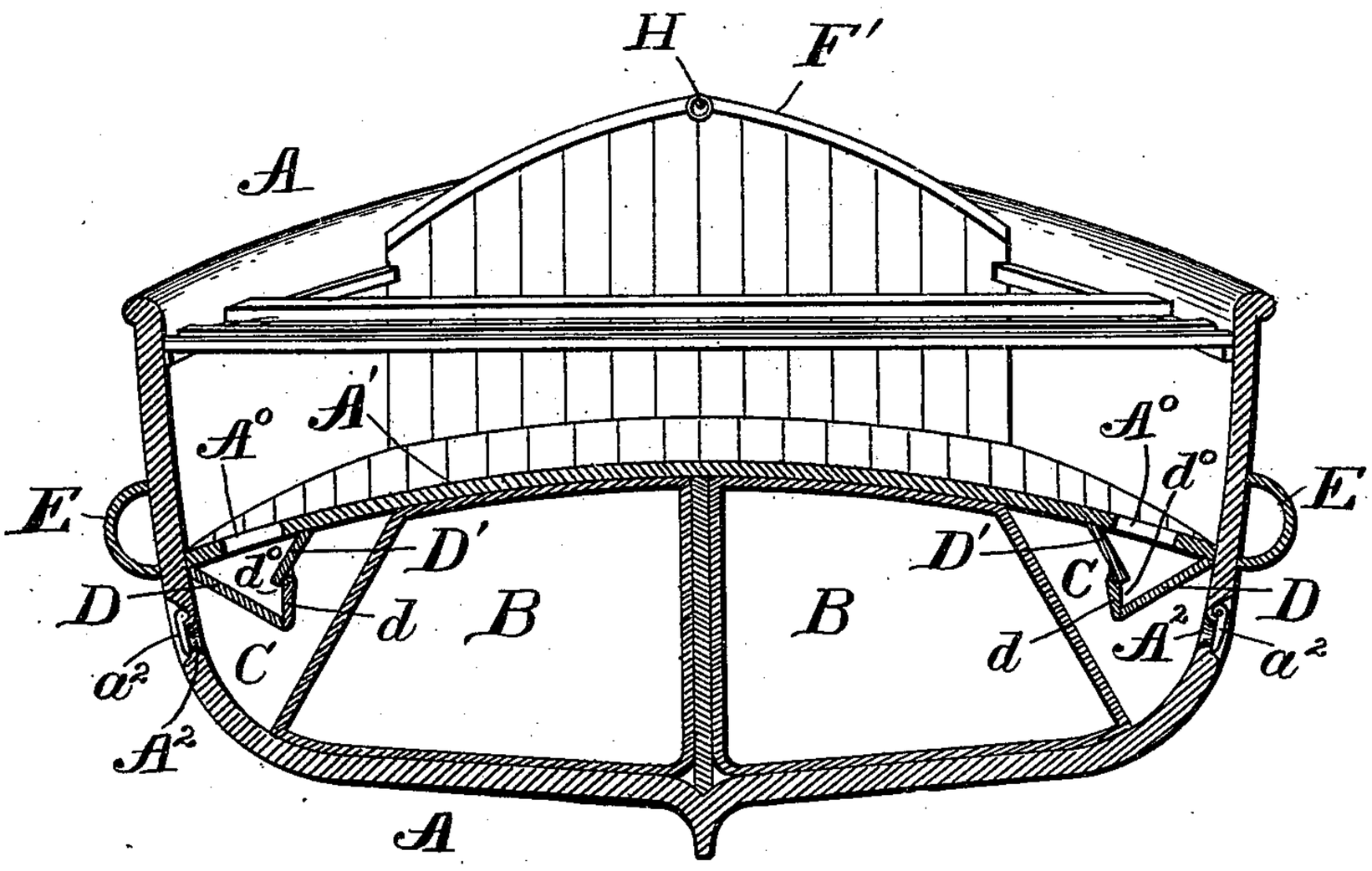
FIG. 3.



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UNITED STATES PATENT OFFICE.

JOHN ANTONE ANIELLO, OF NEW ORLEANS, LOUISIANA, ASSIGNOR OF ONE-HALF TO JOHN GEORGE MOLL, OF SAME PLACE.

LIFE-BOAT.

SPECIFICATION forming part of Letters Patent No. 667,057, dated January 29, 1901.

Application filed January 13, 1900. Renewed October 8, 1900. Serial No. 32,447. (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 life-boats; and it consists in certain improvements by means of which the liability of the boat becoming swamped is lessened and by reason of which the boat if upset may more readily right herself.

My invention will be understood by reference to the accompanying drawings, wherein the same parts are indicated by the same letters throughout the several views.

Figure 1 represents a top plan view of my improved life-boat. Fig. 2 represents a side elevation of the same, and Fig. 3 is an enlarged central cross-section of the same.

A represents the hull of the boat, which is of the form ordinarily used in life-boats and is provided with a deck or false bottom A′. This false bottom or deck A′ is rounded from side to side and provided at or near its side edges with one or more openings A^0, through which water taken in from the gunwale may run out. Beneath this false deck or bottom are provided air-tight compartments B B, which are made, preferably, of thin planks lined with canvas and covered with marine glue to render the same impervious to air and water. Spaces C C are left beneath the outer edge of the deck or false bottom A′ upon the outer sides of these air-tight compartments B B, through which the water may pass from the openings A^0 in the said deck or false bottom.

Inclined splash-boards D D′ are secured beneath and extend partially across the openings A^0 in the deck A′, the said splash-boards D D′ being arranged with a space d^0 between them for the passage of the water. Valves d, hinged, preferably, to the splash-board D′ and arranged to fall against the splash-board D, are provided to allow of the passage of water downward through the openings A^0 and d^0 into the compartments C, but to prevent the flow of water upward through the said openings. The hull of the boat, below the water-line, is provided at each side with a plurality of openings A^2, and these openings are fitted with valves a^2, arranged to open outwardly, so as to allow water contained in the compartments C to be discharged through the said openings A^2, but to prevent the inflow of water through the said openings. Thus if the seas wash over the gunwale of the boat the water thus taken in above the deck A′ will pass outwardly through the openings A^0 in the deck and the openings d^0 between the splash-boards D D′ into the compartments C, whence the water may pass outwardly through the openings A^2 by the valves a^2 as the boat rolls, the said valves a^2 preventing the inflow of water through the said openings A^2. By the arrangement of splash-boards herein shown and as described the deck A′ may be kept comparatively dry and free from water, although the compartments C C may be well filled with water, the said splash-boards preventing the flow of water above the deck as the boat rolls in a sea.

E E represent hollow semicylindrical shells which are secured along the sides of the boat at about the water-line. These hollow shells are preferably made of thin sheet galvanized iron, copper, or other similar material covered with wood to prevent injury thereto and are divided into separate compartments, each of which is air-tight and serves to give additional buoyancy to the hull. The bow and stern of the boat are provided with the ordinary "turtle-backs" F F′ common in boats of this nature, and beneath these turtle-backs are formed air-tight compartments which are preferably lined with canvas covered with marine glue in the manner similar to the compartments B beneath the deck hereinbefore referred to.

H represents a metal rod which is secured at its ends to central portions of the turtle-backs F F′, and upon this rod are mounted a suitable number of metal rings which travel along the same and are of use for hanging a tarpaulin or cover to protect the passengers or cargo of the boat from the sea. A ridge-rope (not shown) would also be provided to

encircle the gunwale of the boat for securing the lower edge of the tarpaulin or the cover. The air-tight compartments B B are preferably made separately and fitted together within the bottom of the boat, forming supports for the deck A'.

A boat constructed according to my invention is suitable for coast service or upon vessels. She may be thrown from the deck of a vessel in a storm and will instantly right herself, and the water taken in will be discharged in a short time.

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

1. In a boat, the combination with the hull; of an inclined deck or false bottom provided at or near its side edges with openings; and water-spaces beneath said deck with which said openings communicate; valves for allowing the passage of water into said water-spaces from above the deck, and valve-controlled openings in the hull allowing the outflow of water but retarding the inflow of water, substantially as described.

2. In a boat, the combination with the hull; of a plurality of water-tight compartments in the bottom thereof; an inclined deck mounted above the said compartments and provided with openings at or near its side edges; of water-spaces beneath said openings arranged along the sides of the boat; valves for allowing the water to flow into said water-spaces from above, and valve-controlled openings in the hull beneath the said deck for allowing the escape of the water from said spaces, substantially as described.

3. In a boat, the combination with the hull, an inclined deck or false bottom mounted therein; buoyant compartments beneath the central portion of said deck and water-spaces upon the sides of the said buoyant compartments, the said inclined deck having openings at or near its side edges for the drainage of water to said water-spaces; of inclined splash-boards arranged beneath and extending across said openings in the deck; valves allowing the passage of the water downward past said splash-boards; and valve-controlled openings in the sides of the hull communicating with said water-spaces for allowing the outflow of water from said spaces but retarding its inflow, substantially as described.

4. In a boat, the combination with the hull, an inclined deck or false bottom mounted therein; buoyant compartments beneath the central portion of said deck and water-spaces upon the sides of the said buoyant compartments, the said inclined deck having openings at or near its side edges for the drainage of water to said water-spaces; of inclined splash-boards D and D' arranged beneath the openings in the said deck and said splash-boards being spaced a short distance from each other at their ends; valves *d* arranged to allow the passage of water downward between said splash-boards to retard its flow upward; and valve-controlled openings in the hull of the boat communicating with said water-spaces for allowing the outflow of water therefrom, substantially as described.

5. In a boat, the combination with the hull, of a series of water-tight compartments arranged longitudinally along the center thereof, and water-spaces upon the outer sides of the said water-tight compartments; of a sloping deck mounted above the said compartments and said water-spaces, and having openings at or near its side edges communicating with the said water-spaces; valves arranged in said water-spaces allowing the flow of water downwardly from the deck and retarding its upward flow; valve-controlled openings in the hull below the water-line communicating with said water-spaces and allowing the outflow of water but retarding its inflow; and buoyant compartments arranged along the sides of the boat in the region of the water-line, substantially as described.

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

JOHN ANTONE ANIELLO.

Witnesses:
P. A. CHOPIN,
JOHN J. SAUCIER.