

C. DICKENSON.

LIFE-BOAT.

No. 188,782.

Patented March 27, 1877.

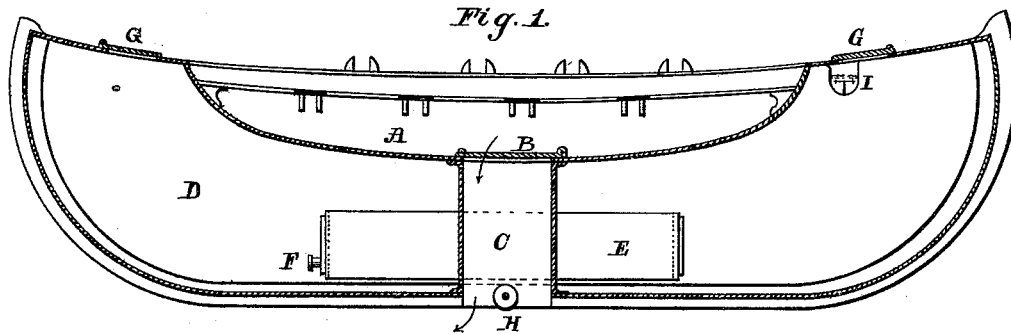


Fig. 2.

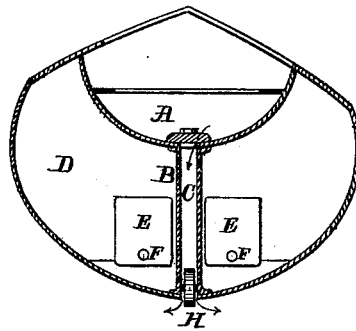
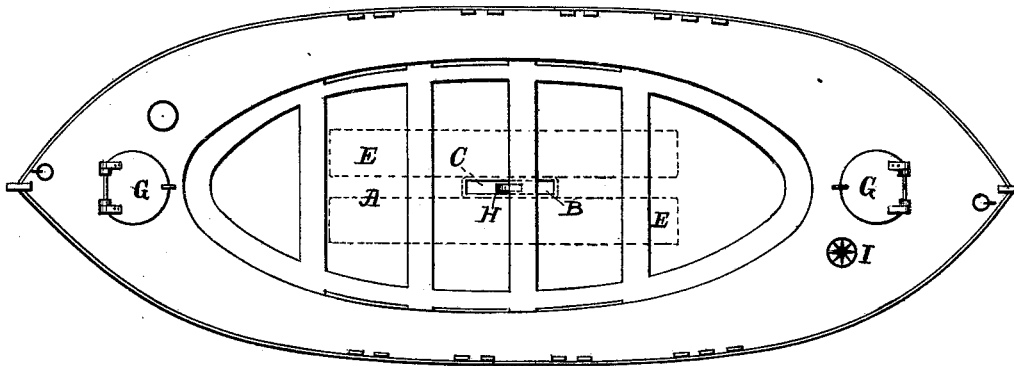


Fig. 3.



Witnesses:

Philip Reid

Chas. B. Talbot

Inventor:

Charles Dickenson

UNITED STATES PATENT OFFICE.

CHARLES DICKENSON, OF PORTLAND, OREGON.

IMPROVEMENT IN LIFE-BOATS.

Specification forming part of Letters Patent No. **158,782**, dated March 27, 1877; application filed April 13, 1876.

To all whom it may concern:

Be it known that I, CHARLES DICKENSON, of Portland, in the county of Multnomah, in the State of Oregon, have invented an Improvement in Life-Boats for the use of sea-going vessels and life-stations, and of which the following is a specification:

In Figure 1 is shown a longitudinal section. In Fig. 2 is shown a cross or midship section, and in Fig. 3 is shown a deck plan.

The object of this invention is to produce a water-tight boat that shall right itself when capsized and free itself of water in the cock-pit that may have been filled by a sea, or in launching from the wreck or vessel, or in passing through breakers. Another thing sought to be obtained is the safety of the crew or passengers in such a boat. To this end my boat consists of two parts—a water-tight hold and a cock-pit, the cock-pit being large enough to hold the oarsmen or working crew only and nothing else, the hold to contain the provisions, water, and the survivors of a wreck or disaster.

Attention is called to manner in which this boat is able to right itself when capsized, and bale itself when the cock-pit is full of water.

In Fig. 1 in the bottom of the boat a water tank, E, is placed. There are two of these tanks—one on each side of the trunk C. (See Figs. 2, 3.) These are kept continually filled with fresh water for use in case of accident, and for the ballast used in righting the boat. These tanks E are of a combined capacity of such volume that they shall exceed the volume of water possible to be contained by the cock-pit and weight of the oarsmen in the same.

By this means the boat is kept continually righted, though she may be capsized many times. In addition the cargo in the hold D is lashed fast to the bottom of the boat, and this assists the water-ballast in the operation of righting and keeping the boat "trimmed."

Should the cock-pit A become filled with water it immediately runs through the trunk C and discharges through the bottom of the boat. To prevent water from swelling up through the trunk C into the cock-pit A a cover, B, is placed over the upper end of the

trunk C in the bottom of the cock-pit; and the bottom of this cock-pit is considerably above the water-line of the boat. Several thwarts are placed in the cock-pit similar to any common boat. The boat is provided with rowlocks or thole-pins, life-lines, and the usual appliances of a life-boat on deck. In the after part of the boat a binacle and compass, I, are placed on the under side of the deck with a thick glass in the deck, so that it may be readily seen by the steersman at all times.

The hold D is approached by two water-tight man-holes, G, which are hinged and screwed down similar to a ship's "dead-light." If the weather is very severe and bad these are securely fastened, otherwise they are left open; and they are always fastened when the boat is launched from the ship, or passing through breakers.

This boat will usually be constructed of metal, though it can be made of wood. The tanks E are filled or emptied from the plugs or spigots F. The wheel H (seen in the under end of the trunk C) is used for moving the boat on the keel when on deck, and for this purpose drops slightly below the keel. The boat will be usually kept bottom up on beams above or over the deck when on a vessel; and on this a frame, with casters set, so as to carry the gunwales of the boat, will be placed. This will be useful in launching when the lashings of the boat are cut, and she can be launched bottom up with the same safety as any other way, as she will immediately right herself when once in the water.

The passengers and provisions are all placed inside the hold and the crew go overboard with her, each one having hold of the life-lines or fastening himself to it. On the ends of these life-lines there is a large cork float, so that should any one be lost from his line he may have the possibility of again regaining the line and haul himself aboard.

It will be seen from the above that the dangers of great exposure and chilling are prevented, as regards a large number of the survivors; and those who are outside can be suitably relieved after the first few hours of peril are past, and they may obtain rest and a degree of comfort in the dry hold.

The inventor thinks that this plan makes perfectly safe the launching of the boat from the ship, as it is a matter of no consequence how this is done, it only being necessary that the boat clear the ship. Afterward she takes care of herself in righting in the manner described, and baling herself, as shown, without any effort of the crew, thus lessening the dangers of fatigue and exhaustion, and otherwise protecting perfectly those who are unable to protect themselves, as might be the case in an open boat.

I claim—

In a life-boat, constructed substantially as described, the combination of the cock-pit A, trunk C, and closed hold D, provided with ballast-tanks E, all constructed and arranged substantially as and for the purpose set forth.

CHARLES DICKENSON.

Witnesses:

PHILIP REED,
CHAS. B. TALBOT.