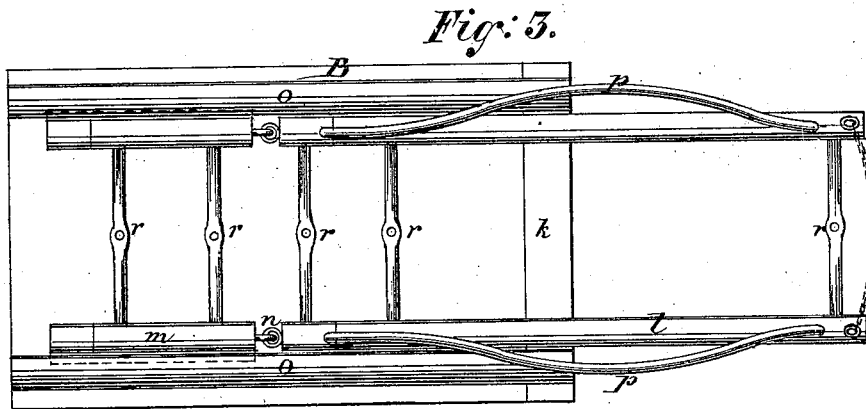
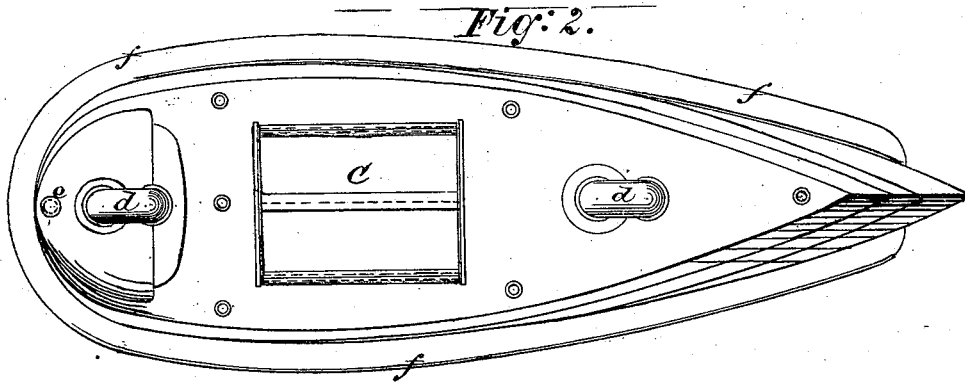
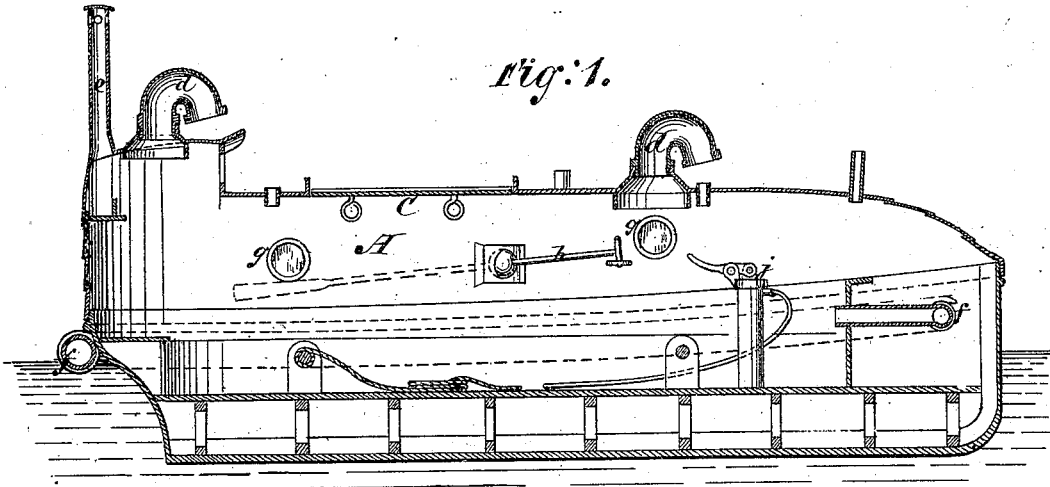


F. X. HUBER, D. LINDAUER & A. J. LERCHE.
LIFE-BOATS AND LAUNCHING APPARATUS.

No. 195,216.

Patented Sept. 18, 1877.



Witnesses:

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UNITED STATES PATENT OFFICE.

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IMPROVEMENT IN LIFE-BOATS AND LAUNCHING APPARATUS.

Specification forming part of Letters Patent No. 195,216, dated September 18, 1877; application filed August 30, 1876.

To all whom it may concern:

Be it known that we, FRANCIS XAVIER HUBER, DIONYS LINDAUER, and ALBRECHT J. LERCHÉ, of the city, county, and State of New York, have invented new and useful Improvements in Life-Boats and Apparatus for Launching, which is fully described and set forth in this specification, reference being had to the accompanying drawing, made part hereof, wherein—

Figure 1 is a side view of the life-boat, showing in part a longitudinal section. Fig. 2 is a top view of the life-boat; and Fig. 3 is a top view of the launching apparatus.

Our invention consists in certain improvements in apparatus for launching life-boats, and in their construction, as we will proceed more particularly to set forth.

In the drawing, A represents the life-boat, which may be constructed in the ordinary way and of any desired material, either with the cover built upon it, or separately, to be fitted onto its top. This cover may be of metal or other desired material, and is with its bottom outlines according with those of the top of the boat, and receding as it rises therefrom sharply at the bows and slightly at the stern, terminating with a flat or slightly rounding deck at a distance proportioned to the depth-length of the boat.

This results in an inclosed cabin which may be fitted with all necessary receptacles, seats, and bunks.

Through this deck ventilating-holes are made, furnished with swiveling downwardly-curved ventilating-pipes *d d*, the form of which causes them to veer and shed the water when struck by a wave washing over the boat.

Through holes at the bows properly packed we pass an air-chamber, *f*, which may be made of rubber hose of proportionate size, which is carried around the sides and stern of the boat, the ends thereof being united within the boat and there connected with an air-pump, J, at or near the bows, by which the air-chamber may be filled.

This flexible tubular air-chamber or float is guarded and held in place by a continuous

projecting flange attached to the sides of the boat above it, and extending around the boat, the flange being curved downward over the outer side of the air-pipe, so as to guard it above and on the outer side. The cover is also provided with dead-lights *g g*.

The deck terminates before reaching the stern to permit a raised platform, with a hood extending a short distance over the deck to protect an opening thereunder to give the person navigating the boat an outlook over the bows.

It is deemed better that one of the ventilators shall be placed on this platform.

There is also at the stern a pipe projecting through the platform, a pipe, *e*, having openings or windows at its upper end, on all sides, and communicating with the interior of the boat, so that, without going outside, a signal-light can be raised in the tube, and through and upon which signals can be displayed both in stormy and pleasant weather.

Through the side of the boat or cover are inserted oars *h*, fastened in the sides by a ball-joint properly packed.

For launching the boat we have provided a platform, *k*, and ways B, on the sides of which we have placed circular ways or rails *o*, forming, with the top of the platform, a gutter or slot. Fitting between these rails, and with flanges fitting into and sliding in the slot, is a carriage or frame composed of corresponding rails *m l*, hinged at *n*, connected together by stays *r r r*, depressed in the center to receive the keel of the boat.

Projecting upward and outward from the ends of the rails *l* are provided additional rails *p p*, the whole forming a cradle into which the boat rests.

At sea and in storms where it may be necessary to resort to the life-boats, our improved boat may, if desired, be launched from davits by means of ropes attached at points on the bottom of the boat; but it is claimed that it may be much more expeditiously launched by the use of the said apparatus.

The platform may be upon wheels, or may

be securely fastened on deck sufficiently near the side of the vessel to permit the rails *l* to pass outward.

The boat when not in use will rest upon the launching apparatus securely fastened.

In operation, the boat being provisioned and loaded, the air-chamber filled is cast loose, the frame or carriage is pushed outboard until the rails *l l* are over the water, when, being hinged at *n*, the outer ends fall downward and the boat slides into the water and away from the vessel.

The boat, being covered, cannot be swamped, filled, or sunk, light and ventilation are secured, and the means of propulsion provided for the people securely protected within.

Having thus described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. The external flexible air-chamber or pipe, covered and guarded by the continuous flange attached around the boat above the air-chamber, substantially as described.

2. The swiveled, curved, and downwardly-opening ventilators, combined with a life-boat, substantially as described.

3. In combination with a ship's boat, a supporting platform or frame, *K*, ways *B o*, and sliding jointed rails *m l*, adapted to support and launch the boat from the ship, substantially as described.

4. In combination with a covered life-boat, a signal-pipe, *e*, having openings or windows on all sides, at its upper end, and communicating with the interior of the boat, by means of which signal-lanterns may be displayed in the pipe and protected thereby, substantially as described.

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