B. W. TAYLOR.

Improvement in Life-Preservers.

No. 115,386. Patented May 30, 1871.

Fig. 1.

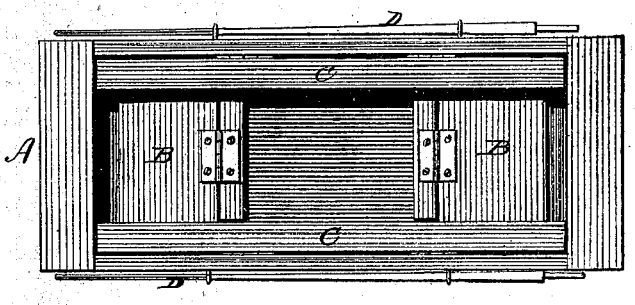


Fig. 2.

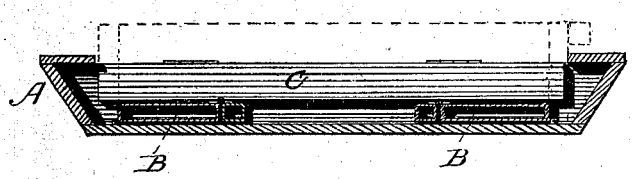
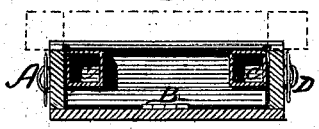


Fig. 3.



Witnesses.

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UNITED STATES PATENT OFFICE.

BENJAMIN W. TAYLOR, OF HENDERSON, KENTUCKY.

IMPROVEMENT IN LIFE-PRESERVERS.

Specification forming part of Letters Patent No. 115,386, dated May 30, 1871.

To all whom it may concern:

Be it known that I, BENJAMIN W. TAYLOR, of Henderson, in the county of Henderson and State of Kentucky, have invented certain Improvements in Life-Preserver, of which the following is a specification, reference being had to the accompanying drawing.

My invention relates to life-preservers to be carried on vessels; and consists in a boat or raft of peculiar construction, adapted to be stowed and carried in a berth under the mattress.

Figure 1 is a top-plan view of my apparatus with the air-vessels folded in ready for stowage; Fig. 2 is a central longitudinal section of the same; and Fig. 3 is a cross-section through the middle of the same.

My apparatus consists mainly of a flat rectangular boat, A, made very light, and of such size as to fit within a berth under the bedding. This boat may be made of wood, metal, or other material, having its ends flat and inclined, as shown, or with its bottom rounded and tapered toward the ends. In any case, however, the upper side should be flat and rectangular, so as to support all portions of the mattress. In each end of the boat I place a rectangular air-can, B, and hinge the same to the bottom in such manner that they may be either turned down flat thereon, as shown in Figs. 1, 2, and 3, or turned up on edge, as shown in dotted lines in Figs. 2 and 3, so as to project above the top of the boat. To each side of the boat I hinge a long square air-tube or can, C, which may be turned down within the boat or top of the cans B, when the latter are folded down, as shown in Figs. 1, 2, and 3, or turned up so as to lie along on top of the side or edge of the boat, as shown in dotted line in Figs. 2 and 3. The tubes C I arrange so that when turned up their inner sides are flush with the inner sides of the boat; and the cans B I make of the full width of the interior of the boat, so that when turned up they bear against the inner sides of tubes and hold the latter out in position, as shown in Fig. 3 by dotted lines. The cans B and the tubes C are so made and arranged that when turned up they fit closely against each other and to the upper edges of the boat, and thus form a raised rim around the boat, equivalent to increasing its depth the thickness of the tubes. The air-vessels thus arranged around the top of the boat serve to prevent it from being overturned by waves, and also to sustain it when filled with water. To each side of the boat I secure an oar, D, in such manner that it may be readily detached when required for use.

Instead of being attached to the outside, the oars—and, if desired, a mast and sail also—may be stowed inside of the boat.

When the vessels are folded down inside of the boat the latter is very thin and flat, and may be readily placed in a berth under the mattress, and when required for use it can be withdrawn, the cans and tubes turned out, and the oars detached so as to be ready for use in an instant.

Oar-locks may be attached to the boat in any suitable manner, as, for instance, to the under side of the air-tubes C, so that when they are turned up the oar-locks will be brought into position.

Instead of using the air-vessels cases of the same form and arrangement filled with cork may be used, although this is not considered desirable.

A boat or life-preserver thus constructed is cheap, simple, and very efficient. Occupying, as it does, very little space, and being very light, there is no objection to its use, and being very simple, there is no danger of the passenger failing to get it properly adjusted; and, even if it is thrown overboard without the air-vessels being turned up, it will answer as a float by which a number of persons may sustain themselves, and this, whether it is right or wrong side up. This boat being stowed away in the berth will remain unchanged and serviceable, while nearly all other preservers in use become unserviceable in a short time.

Having thus described my invention, what I claim is—

A life-boat, consisting of the box or body A, with the air-chamber or float hinged thereto, the whole being constructed and arranged for use, substantially as herein described.

BENJAMIN W. TAYLOR.

Witnesses:
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