

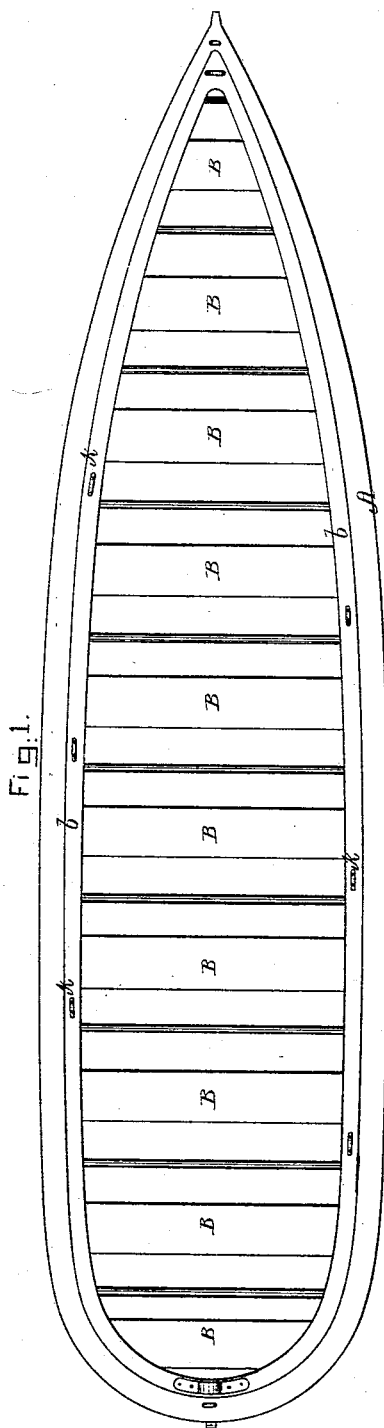
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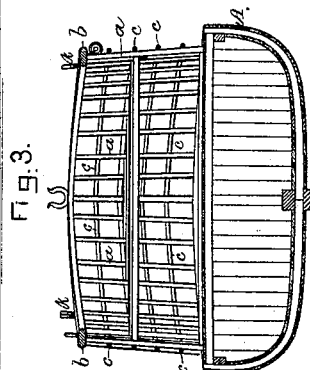
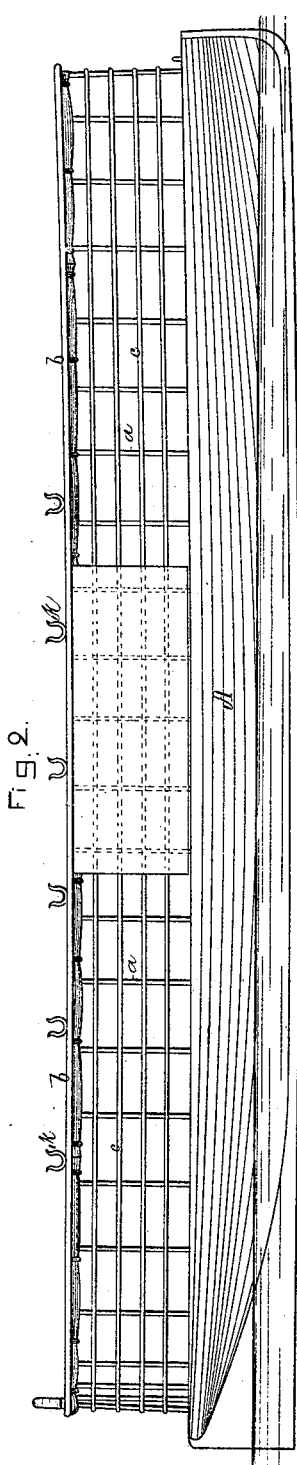
D. B. EDDY.
LIFE BOAT.

No. 261,143.

Patented July 18, 1882.



Witnesses.
S. N. Piper
E. B. Pratt



Inventor
Daniel B. Eddy.
by R. W. Eddy att'y

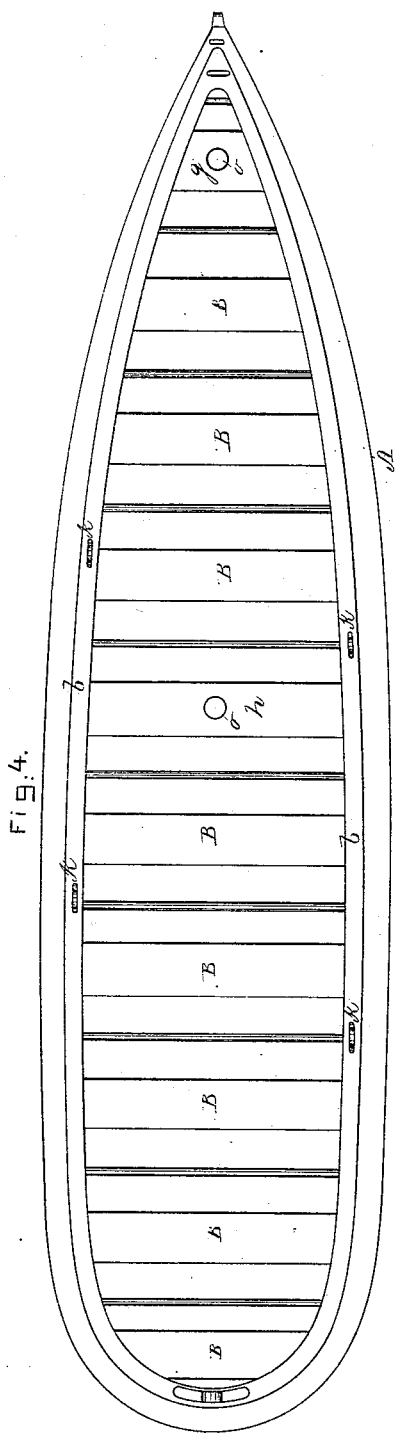
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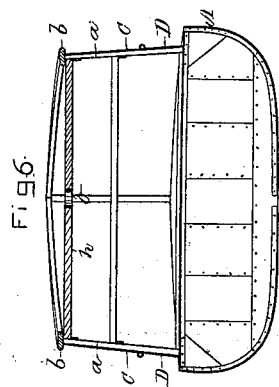
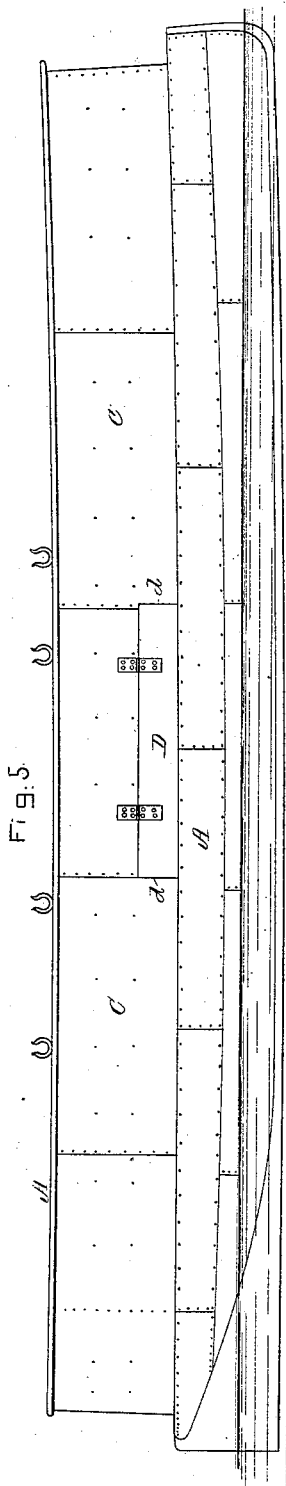
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LIFE BOAT.

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Witnesses.
S. H. Phipps
E. B. Pratt



Inventor
Daniel B. Eddy
by *R. H. Eddy atty.*

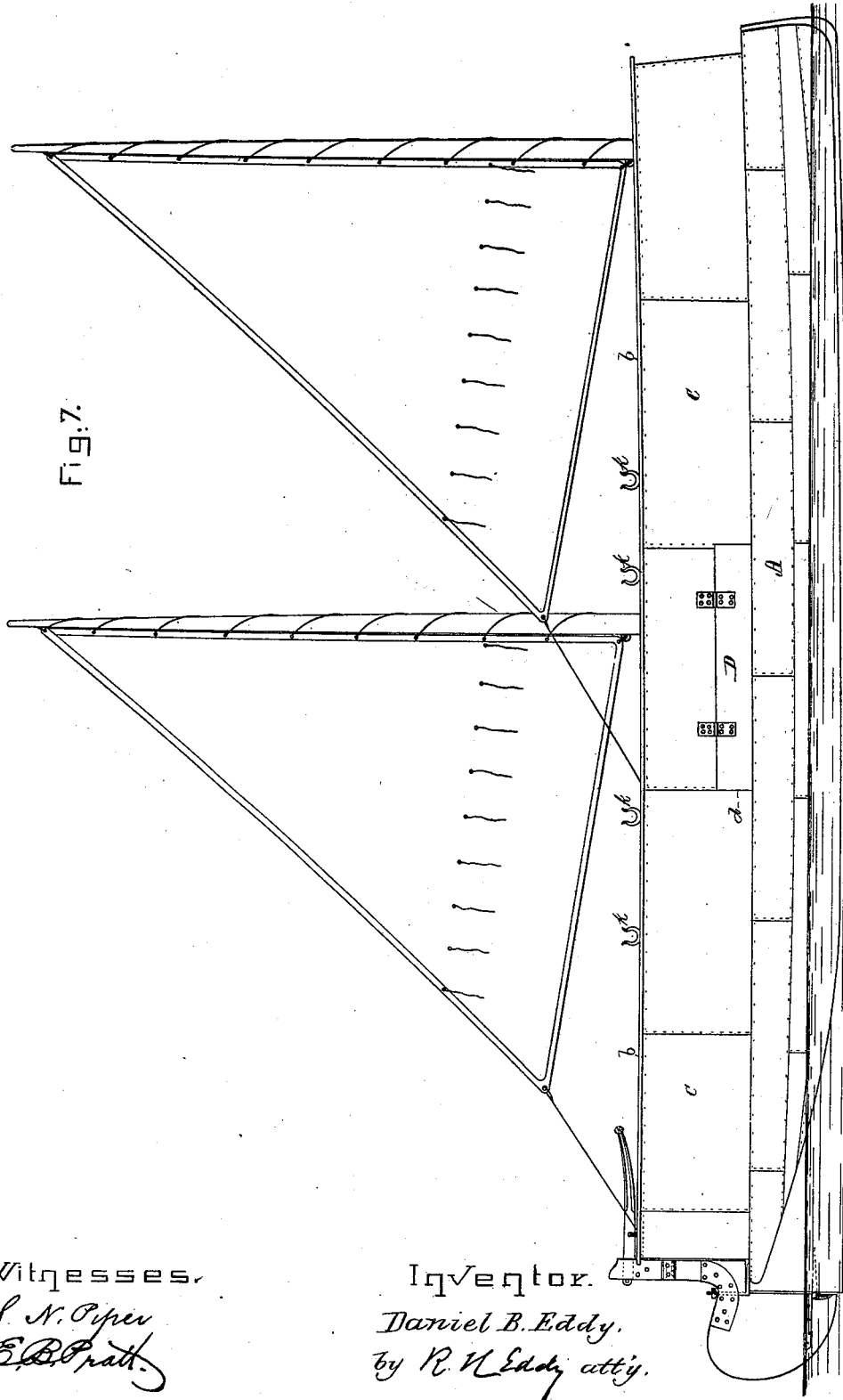
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Witnesses,

S. N. Piper
E. B. Pratt

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UNITED STATES PATENT OFFICE.

DANIEL B. EDDY, OF SOMERSET, MASSACHUSETTS.

LIFE-BOAT.

SPECIFICATION forming part of Letters Patent No. 261,143, dated July 18, 1882.

Application filed April 3, 1882. (No model.)

To all whom it may concern:

Be it known that I, DANIEL B. EDDY, of Somerset, in the county of Bristol, of the State of Massachusetts, have invented a new and useful Improvement in Boats; and I do hereby declare the same to be described in the following specification and represented in the accompanying drawings, of which—

Figure 1 is a top view, Fig. 2 a side elevation, and Fig. 3 a transverse section, of a surf-boat of my improved construction. Fig. 4 is a side view, Fig. 5 a longitudinal section, and Fig. 6 a transverse section, of a ship's boat embracing my invention, the nature of which is defined in the claims hereinafter presented. Fig. 7 is a side elevation of the boat as provided with masts and sails.

The hull A of the boat is to be decked as shown at a, and to be water-tight, and to be constructed in any proper manner and of any suitable material or materials, steel being preferable. It may have within it one or more cross-partitions to divide it into water-tight compartments, and the two extreme ones—that is, the one at the bow and the one at the stern—may be used to carry water and bread or other matters necessary to the comfort of those who may use the boat.

At a suitable distance above the deck of the hull there is to be arranged a series of thwarts, B, and extending upward from and around the deck and to and above the thwarts is an open guard, C, which may be composed of a series of stanchions or posts, a, a top rail, b, and horizontal lines c, arranged as shown in Figs. 1, 2, and 3, or as represented in Figs. 4, 5, and 6. Such guard may consist of the stanchions or posts a, a top rail, b, and a boarding, c, having holes d in its opposite sides, all being arranged as represented. To each of such holes or apertures, or to two or more of them, a valve or closing-flap, D, is to be applied and to be hinged so as to open upward and outwardly relatively to the guard, but not inboard. Instead of such valves or flaps, the guard of the boat (shown in Figs. 1, 2, and 3) may be or is to be provided with a series of canvas or water-proof flexible flaps, D, secured to or hung down from its rail to or nearly to the deck, and on the outer side of the guard. On the boat "shipping a sea" such flaps (or

one or more of them of one side of the guard) will readily give way and allow the water taken inboard to pass out through the guard. The opposite flaps, by closing against the guard, will prevent ordinary seas from entering upon the deck. In fair weather the flaps or any one or more of them may be triced up to the rail, if desirable.

When a boat constructed as shown in Figs. 4, 5, and 6 may ship a sea the flaps on the windward side will close their openings, while those on the leeward side will swing open and allow the water to escape from the deck. This latter kind of boat I usually construct with a mast-thwart, g, at the bow, and another, h, amidships, each having a hole, o, in it to receive a mast, there being also to the deck suitable means of stepping the masts. Such masts with their sails are shown in Fig. 7.

On the rail of the guard, and at suitable distances apart, there are thole-pins or rowlocks k or other suitable devices for supporting or pivoting oars when used by persons sitting upon the thwarts or standing on the deck.

A surf-boat or a ship's boat constructed as described and represented will be found to be of great advantage, especially as a life-saving boat, as will readily be seen and understood by seamen. Such a boat would easily encounter a surf or sea with little or no danger of being swamped or overturned thereby, and if overturned would readily right itself.

What I claim as my invention is as follows, viz:

1. The combination of the decked hull and the series of thwarts with the continuous guard extending around and above the deck and both above and below the thwarts and having openings in it on its opposite sides, essentially as set forth.

2. The combination of the decked hull and the series of thwarts with the continuous guard extending around and above the deck and the thwarts, and having openings in its opposite sides, and flexible or hinged covers to such openings, arranged and to operate substantially as set forth.

DANIEL B. EDDY.

Witnesses:

T. E. BOWERS,
T. H. HOOD.