

No. 647,630.

M. PESCHMANN.
LIFE PRESERVING FLOAT.
(Application filed Dec. 19, 1899.)

Patented Apr. 17, 1900.

(No Model.)

2 Sheets—Sheet 1.

Fig. 1.

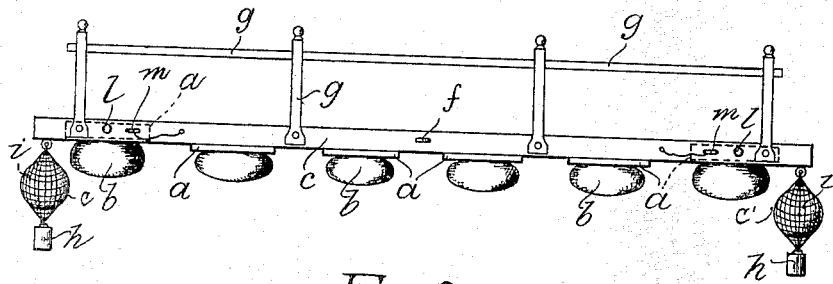
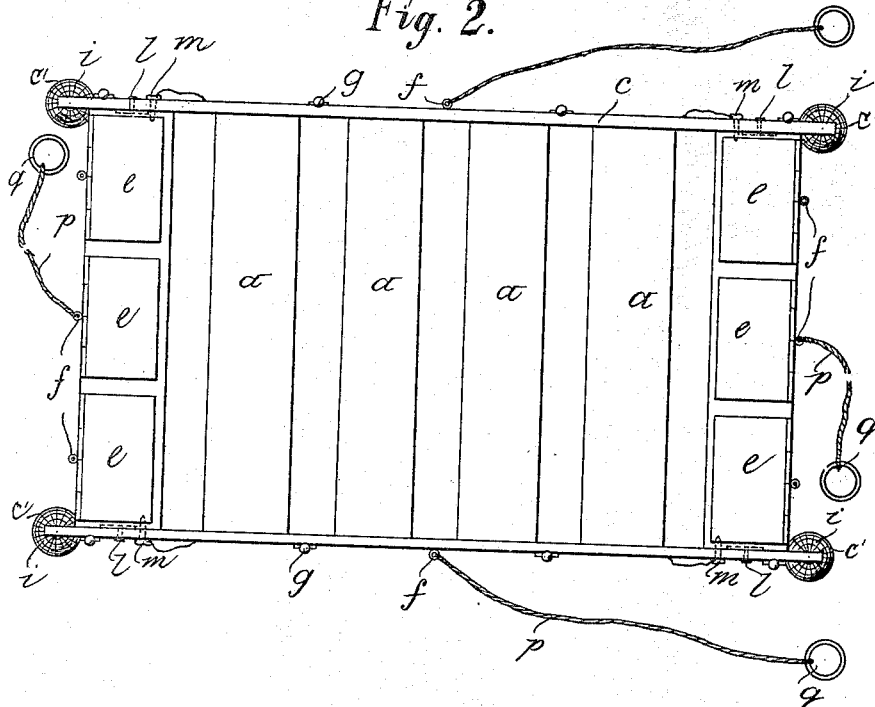


Fig. 2.



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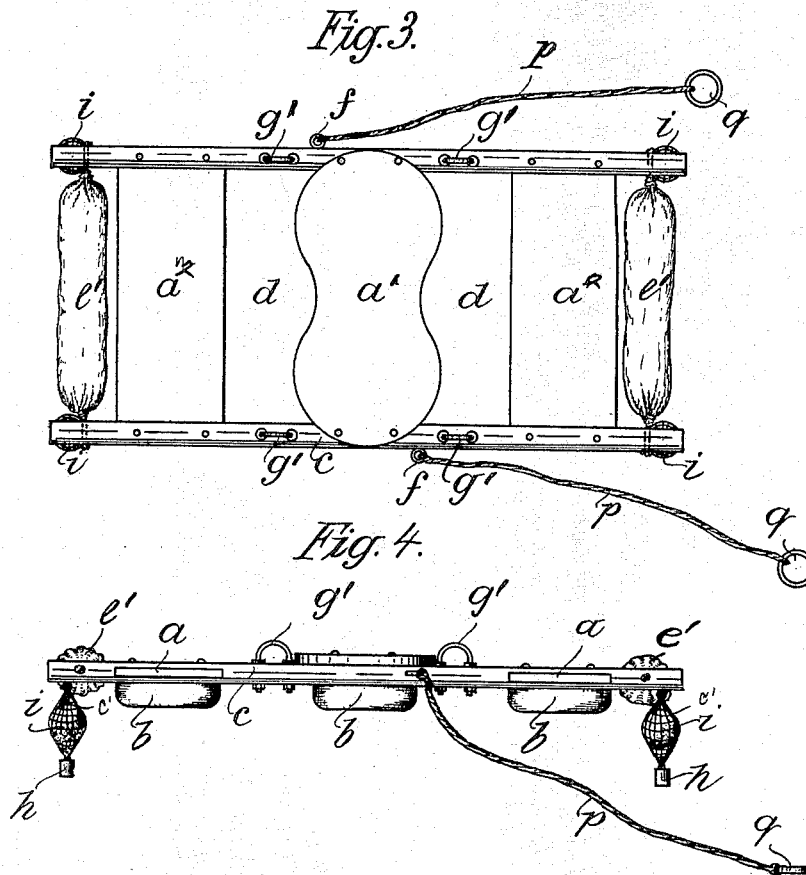
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UNITED STATES PATENT OFFICE.

MAX PESCHMANN, OF WALDENBURG, GERMANY.

LIFE-PRESERVING FLOAT.

SPECIFICATION forming part of Letters Patent No. 647,630, dated April 17, 1900.

Application filed December 19, 1899. Serial No. 740,935. (No model.)

To all whom it may concern:

Be it known that I, MAX PESCHMANN, jeweler, a subject of the Emperor of Germany, residing at Friedlanderstrasse 4, Waldenburg, in the Province of Silesia, Germany, have invented a certain new and useful Life-Preserving Float, of which the following is a full and clear specification.

My invention relates to life-rafts upon which a shipwrecked person may ride with his body supported out of the water and which is provided with water-tight compartments for the reception of such provisions as are best suited for the emergency that calls the raft into use.

The invention is confined particularly to the means for maintaining the raft in upright position and preventing the capsizing of the same.

To this end the invention includes the details of structure to be hereinafter described, and particularly pointed out in the claims.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of the raft; Fig. 2, a plan view of the same; Fig. 3, a plan view of a modification, and Fig. 4 is a side elevation of the latter.

The raft shown in Figs. 1 and 2 is designed to carry several persons. It comprises two side frames *c*, connected by a series of cross-planks *a*, spaced a distance apart. At each end of the raft between the side pieces a plank extends which is pivotally connected to said pieces by the bolts *l*, a pin *m* being provided at each end of the same for locking these planks against movement. Each of these planks carries a series of water-tight receptacles *e*, adapted to receive provisions, signaling-flags, &c., which are needed by a shipwrecked person. Eyes *f* are secured in the sides *c* and end planks which receive ropes *p*, to which large rings *g* are secured, so that the raft may be secured to a ship or wharf. Under each of the planks *a* a series of inflated bags *b* are secured, which act to buoy up the raft. A suitable railing *g* may be secured to each of the side pieces *c*.

To maintain the raft upright and prevent capsizing, a weight *h* is suspended from each end of the pieces *c* by means of a netting *c'*.

Within this netting an inflated ball is placed. When the balls are submerged, they will be of sufficient buoyancy to entirely support the weights suspended below the same. However, if one end of the raft is tilted out of the water, so that the ball at that end is lifted, the weight *h* suspended below the same will of course be no longer supported thereby, but will tend to draw down that end of the raft.

In the use of the raft the shipwrecked persons may seat themselves upon the planks *a* and permit their limbs to depend through the space between the planks.

In the modification shown in Figs. 3 and 4 the raft is intended for the support of but one person. The seat *a'* in this form extends between the sides *c*, which are provided with handles *g'* in place of the railing *g*. This seat is curved in at the sides to provide a larger space *d* between the same and the plank *a'* for the comfort of the lower limbs of the shipwrecked person. The planks *a'* in this form are simply designed for the attachment of the buoyant devices *b*. In place of the separate compartments *e* a waterproof bag *e'* is provided to receive provisions, &c., these bags being arranged at each end of the raft between the side pieces *c*. The weights *h* and buoyant supports *i* are similar to those described in connection with Figs. 1 and 2.

I claim—

1. A life-raft comprising side frames, cross-plates connecting the frames and providing seats, air-bags under each cross-plate, and weights suspended from each end of the raft having independent buoyant devices for each weight, substantially as described.

2. A life-raft comprising side frames, cross-plates connecting the frames and providing seats, air-bags under each cross-plate, and weights suspended from each end of the raft, and air-bags interposed between each weight and the raft adapted to support the same when wholly submerged, substantially as described.

Signed at Breslau, Germany, this 30th day of October, 1899.

MAX PESCHMANN.

Witnesses:

HERMANN BARTSCH,
ALBERT SCHENK.