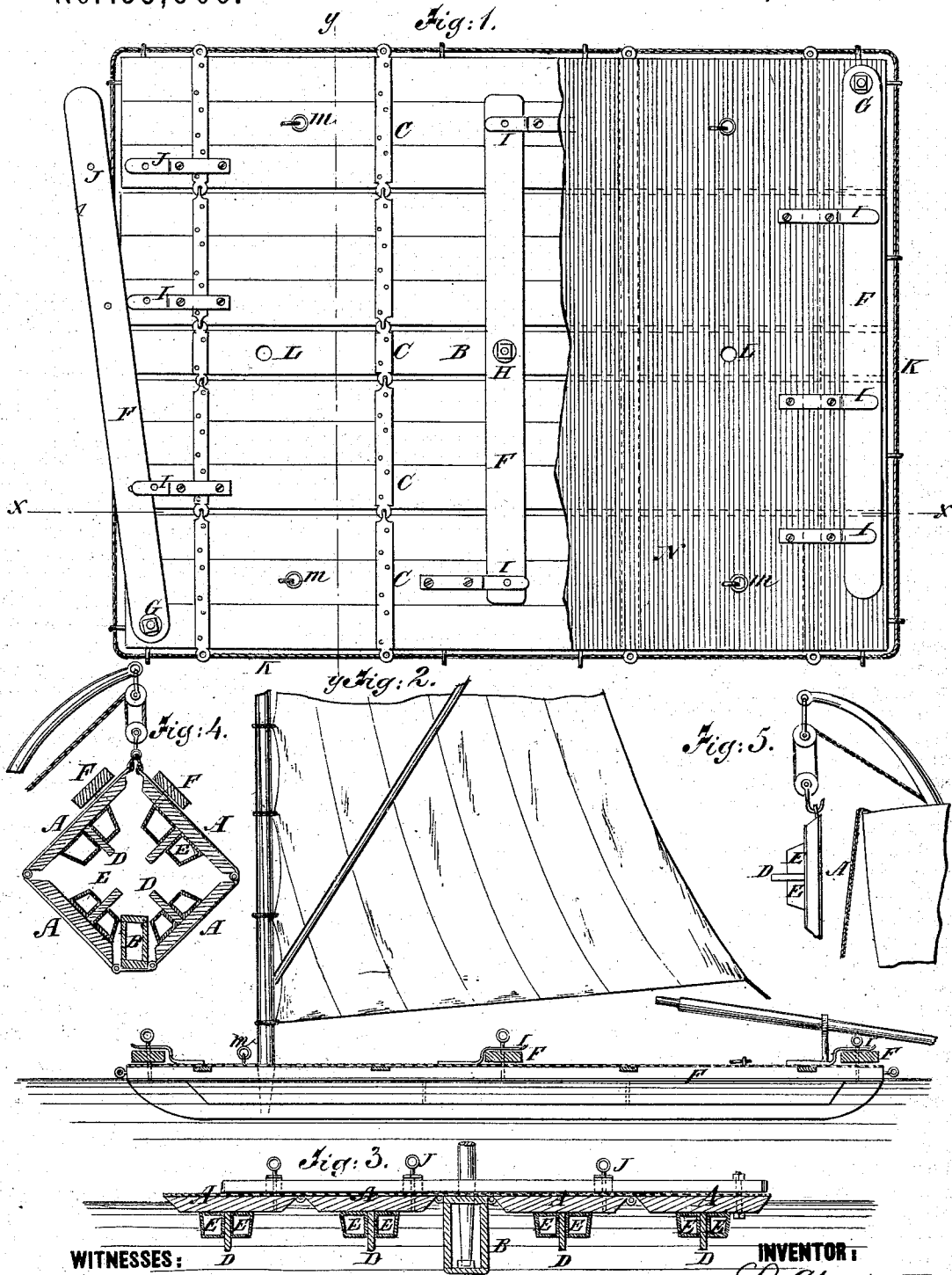


B. ALMONTE.
Life-Rafts.

No.155,000.

Patented Sept. 15, 1874.



WITNESSES:
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UNITED STATES PATENT OFFICE.

BERNARD ALMONTE, OF GREAT BARRINGTON, MASSACHUSETTS.

IMPROVEMENT IN LIFE-RAFTS.

Specification forming part of Letters Patent No. **155,000**, dated September 15, 1874; application filed June 6, 1874.

To all whom it may concern:

Be it known that I, BERNARD ALMONTE, of Great Barrington, in the county of Berkshire and State of Massachusetts, have invented a new and useful Improvement in Life-Rafts, of which the following is a specification:

This invention relates to the construction of life-saving apparatus attached to sea-going and other marine vessels; and consists of a raft connected with the vessel, to be launched therefrom in cases of danger to those on board, constructed substantially as herein-after described.

In the accompanying drawing, Figure 1 is a top or plan view. Fig. 2 is a longitudinal vertical section of Fig. 1, taken on the line *xx*, showing the raft launched with the sail set, as when in actual use. Fig. 3 is a transverse section of Fig. 1, taken on the line *yy*. Fig. 4 represents the raft folded and hung from the davits, ready to be launched. Fig. 5 represents the raft as being launched.

Similar letters of reference indicate corresponding parts.

This raft is composed of four, more or less, sections, A, hinged to each other, and to a central keel, B. The sections are made of one or more thicknesses of boards or planks, put together in any manner desired, to secure strength and durability. The hinges by which they are united are, preferably, made to extend across each section, as seen in the drawing, to prevent the straining of the sections; but they may be hinged in any other suitable manner. C are the strap-hinges. Each section is provided with a keel, D, and on each side of each keel is an air-chamber, E. These air-chambers extend nearly the length of the section keels, and are constructed of galvanized sheet-iron, or other non-corrosive sheet metal, or other water-proof material. The keels extend below the air-chambers, so that the latter are protected from injury. These sections, being thus hinged together and to the keel, fold up when not in use, as seen in Fig. 4. F represents long latching planks or bars, (three, more or less,) one at each end of the raft, pivoted to raft at one end, as seen at G G, and one at the middle, pivoted to the central keel, as seen at H. I are strap-hooks, attached to the top of the sections, with which the latches en-

gage, as seen in Fig. 1. These latches hold the sections on the same plane, so that they form a broad platform or raft when launched on the water, the latches being prevented from working from the hooks I by means of pins through the holes J, or by any other suitable means. Before the raft is launched these latches are turned on their pivots, so as to be parallel with the sections. K is a life-line surrounding the raft. L L are strap-holes in the central keel for the mast. *m* are rings for ropes in supporting the mast or for other purposes. N represents strong painted canvas, by which the raft is covered.

The raft, in its folded condition, may be carried on deck in any convenient place; and, in times of danger, it is hung to the davit, as seen in Fig. 4. When launching it one of the sides is let loose from the davit-hook, which allows the raft to unfold and hang by the side of the vessel, where the latches are adjusted, so that when it is launched upon the water it is ready for use. The sail may be set and the oar shipped as seen in Fig. 2.

The importance of the life-raft as a means of saving life in case of fire or shipwreck is becoming more and more apparent every year. This raft possesses great buoyancy, and is still sufficiently weighty to retain its position on the waves, while it may be folded so as to occupy but little space on shipboard.

The inventor of this raft, having had much experience as a seafaring man, professes to know what is required, and produces this life-raft as the result of his experience.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. The combination, with central keel B, of two sets of hinged sections, A A, one set hinged to and on each side of keel B, to enable the whole to fold up and be hung to, or unfolded from, the davit, as shown in Fig. 4 of drawing, and set forth in the specification.
2. The combination, with a sectional float, of a central keel, B, and a keel, D, on each section, as and for the purpose described.

BERNARD ALMONTE.

Witnesses:

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