(No Model.)

M. BESOSA.

LIFE BOAT.

No. 289,208. Patented Nov. 27, 1883.

Fig. 1.

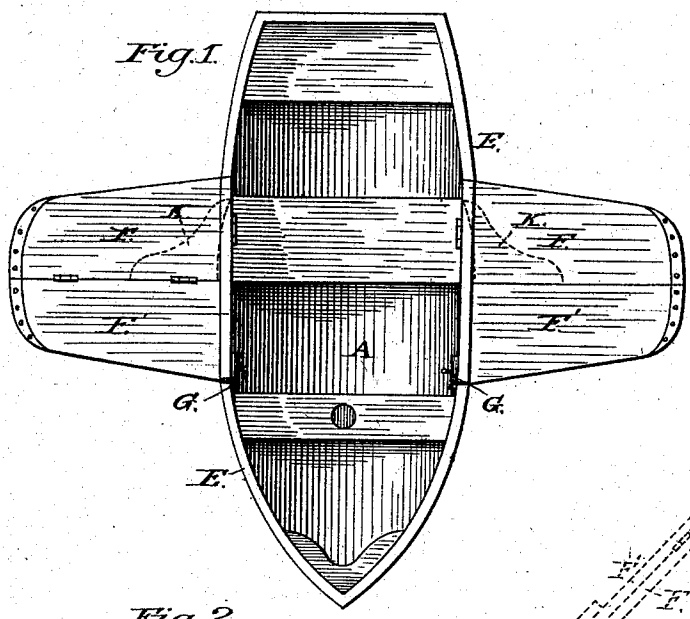


Fig. 2.

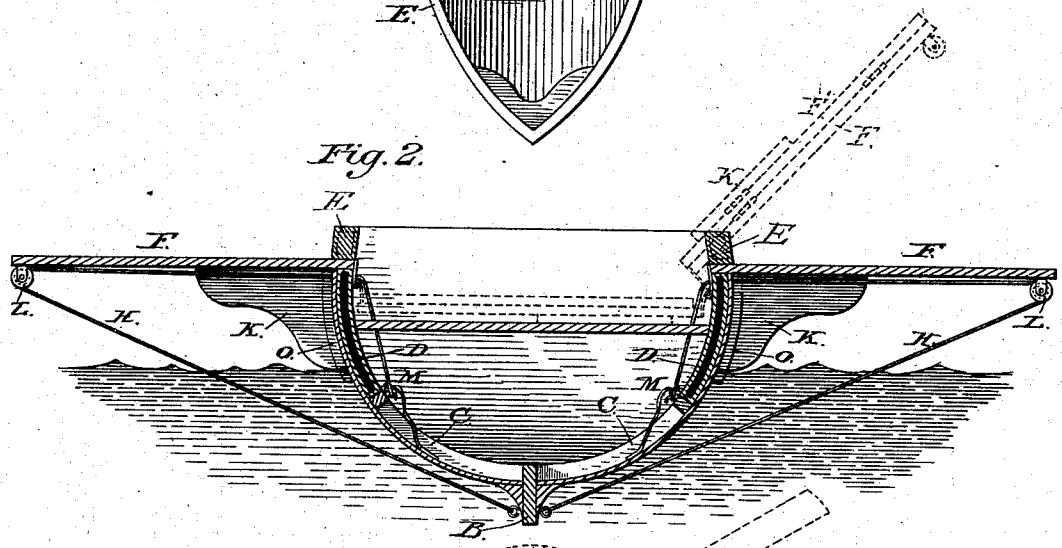
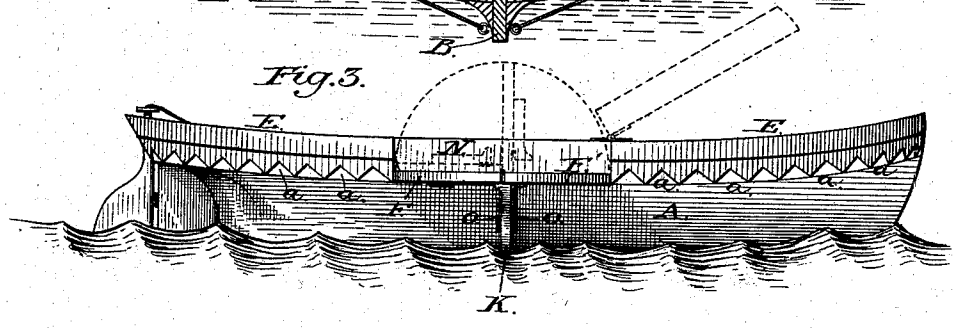


Fig. 3.



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UNITED STATES PATENT OFFICE.

MANUEL BESOSA, OF NEW YORK, N. Y.

LIFE-BOAT.

SPECIFICATION forming part of Letters Patent No. 289,208, dated November 27, 1883.

Application filed February 13, 1883. Renewed October 27, 1883. (No model.)

To all whom it may concern:

Be it known that I, MANUEL BESOSA, a subject of the King of Spain, at present residing in the city and State of New York, have invented a new and useful Improvement in Life-Boats; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

My invention relates to an improvement in the construction of life-boats.

It has for its object preventing the overturning of the boat in heavy seas and an increase of its buoyancy.

It consists in the combination, with the sides of the boat, of folding wings or float-plates adapted to be thrown out and supported from the upper edge of the boat, on each side, to extend horizontally over the water when needed to prevent its capsizing, and be folded in to rest across the boat upon one of the seats when there is no danger.

In the accompanying drawings, Figure 1 is a plan view of a life-boat or yawl, showing my improved attachment fully extended upon one side and partly folded over upon the other. Fig. 2 is a transverse section in line through one division of the wings when fully extended, the manner of folding in the brackets being illustrated by dotted lines. Fig. 3 is a side elevation of the boat with the wings extended.

A represents the hull of the boat, B its keel, and C its ribs. The boat may be constructed upon any approved model, and of suitable dimensions for rowing or sailing. It is rendered buoyant by means of air-cells D D, fitted to the sides of the boat in the spaces between the ribs, and by a tier of air-cells, E E, secured along the top edges of the sides. This tier of cells E E forms a guard along the gunwale, a series of openings, *a a a*, being formed between the cells and the edge of the boat to permit a free escape of water at the level of the seats. At the center of the boat these cells are omitted and wings or plates F F′, of a length nearly equal to the width of the boat, are hinged to the gunwale to admit of being folded in across the boat or of being thrown out over the water in a horizontal plane. These plates are so hinged on either side relatively to one another as that the plates from one side may fold down over and upon these folded in from the opposite side. When thus folded in, the lower plate will rest upon one of the seats of the boat for support, and the upper plate thereupon serve in itself as a seat. To the edge of each plate thus hinged to the side of the boat a second plate or leaf, F′, is hinged, so as to fold over upon the first, and with it inward, and to open out therefrom to double its width, as shown in Fig. 1. When thus opened out, the inner end of the second plate, F′, rests upon and is supported by the gunwale of the boat, and its outer end is locked and fastened by means of a bolt, G, or equivalent fastening device. The two plates are furthermore jointly supported by a bracket, K, hinged to the outer face of the inner edge of the second plate, F′, in position to open out at right angles to said plate when the plate is dropped into its horizontal plane, and to bear with its inner edge against the outer side of the boat, between supporting strips or cleats O O, adapted to form a groove or recess for the reception thereof. (See Fig. 2.) The upper hinged edge of the bracket K is widened, so that it shall overlap or span the joint between the horizontal plates F F′, as shown in Fig. 3. The wings are braced when thrown open, and are prevented from springing up under the action of the waves by means of cords H H, whose lower ends are secured to the keel, and are led thence through pulleys L L at the outer end of the plates and inward through eyes formed in the gunwale, near to the hinges to belaying-pins M M, to which they are secured. When it is desired to fold in the wings, these cords are loosened, the plates F′ F′ are unlocked and folded over upon the plates F F, and the brackets G, lifted with them, are also folded in upon the plates F′. (See Fig. 1 and dotted lines, Fig. 2.) The plates F F are then folded over into the boat, those from the one side resting upon the seat and those from the other upon the first, the brackets being carried out of the way under the plates F′. The under side of the plate F is brought to the top, and forms in itself a seat for the boat. To spread the wings this order is reversed, and the plates, when opened out, locked by the bolts, and braced by the ropes, will serve effectively as a means for prevent-

ing the boat from capsizing. The space left open in line with the tier of air-cells E E along the gunwale to admit of the dropping of the wings into a horizontal plane on a level with the gunwale is closed, when the wings are extended, by means of guards or bars N, which are hinged at one end to fold over in line with the gunwale, as clearly indicated by dotted lines in Fig. 3. These guards serve to prevent an inward wash of the water, which may fly over upon the upper surface of the wings.

I claim as my invention and desire to secure by Letters Patent—

The combination, with a yawl or life-boat, of wings or float-plates F F', hinged to the gunwale to fold inward athwart the boat as a seat, or open out to extend in a horizontal plane over the water, and of brackets G and stay-cords H H, adapted to support and brace the plates when extended, all substantially in the manner and for the purpose herein set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

MANUEL BESOSA.

Witnesses:
WALTER M. WOLFE,
JOHN A. ELLIS.