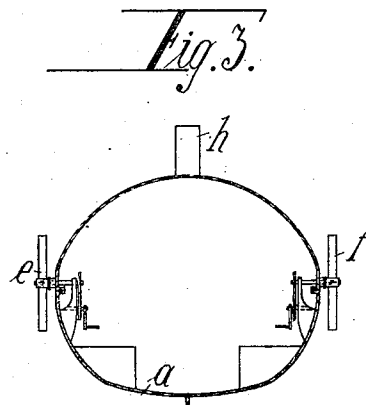
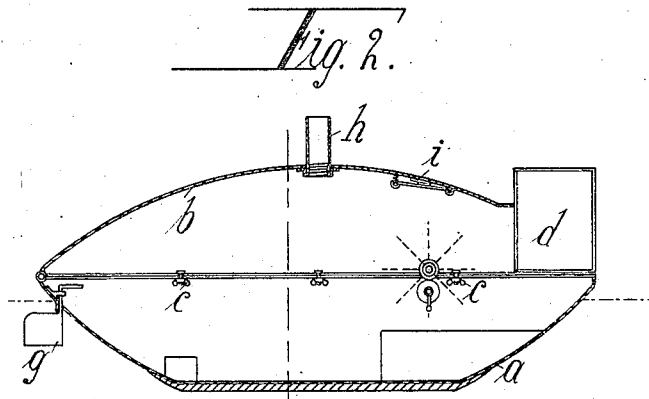
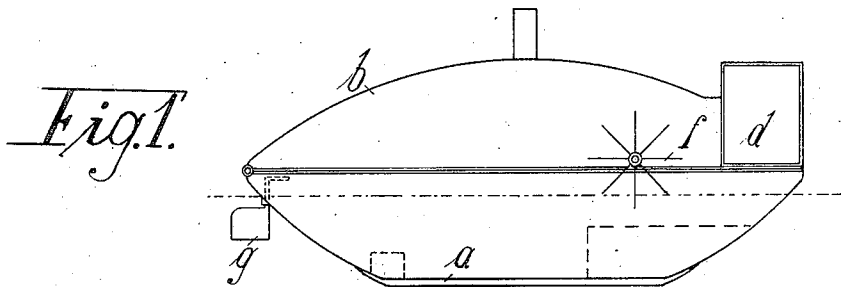


No. 844,372.

PATENTED FEB. 19, 1907.

C. LEHNERT.
LIFE BOAT.

APPLICATION FILED NOV. 14, 1906.



Witnesses:
Max H. Kann
Wilhelm Offener.

Inventor:
Carl Lehnert
By Wilhelm Kirschbaum
Attorney

UNITED STATES PATENT OFFICE.

CARL LEHNERT, OF MARXLOH, GERMANY.

LIFE-BOAT.

No. 844,372.

Specification of Letters Patent.

Patented Feb. 19, 1907.

Application filed November 14, 1906. Serial No. 343,454.

To all whom it may concern:

Be it known that I, CARL LEHNERT, a subject of the German Emperor, and resident of Marxloh, Ruhrort District, Germany, have
5 invented certain new and useful Improvements in Life-Boats, of which the following is a specification.

This invention relates to a new or improved life-boat which is made of aluminium mixed
10 with any appropriate metal alloy.

The accompanying drawings show the boat embodying the invention.

Figure 1 is an elevation, Fig. 2 a longitudinal vertical section, and Fig. 3 a transverse
15 vertical section, of the same.

The life-boat essentially comprises the lower part *a* and the upper part *b*, which are hingedly connected to one another at their rear ends. Between the two boat parts a
20 tightening of india-rubber or any other suitable material is placed. The two parts are rigidly and tightly held together by means of fly-screws *c*, arranged inside the boat and passed through the projecting edges of the
25 two parts. In order to allow an inspection toward the sea, the upper part *b* is at its front end provided with a glass *d* of great resisting capacity.

To move the boat forward, two paddle-wheels *e* and *f* are arranged in the upper boat
30 part outside the boat in such a manner as to reach into the water and to be capable of being actuated from inside the boat by means of a toothed or chain gearing and a handle or
35 through the medium of any convenient power source, preferably an electromotor. In order to prevent water from entering the boat through the bearings of the paddle-wheels, the axles of the latter are passed through
40 stuffing-boxes. A rudder *g* is arranged at the rear end of the boat and also adapted to be manipulated from inside the boat, its supporting-axle being for this purpose also passed through a stuffing-box.

The air is admitted through a pipe *h*, which can be closed toward the outside by a flap or a slide. In order to allow of this pipe
45 being made longer, which is especially necessary at rough sea, the same is provided with

projecting inner screw-threads, into which
50 another long pipe can be screwed from inside, so as to project in sufficient height over the top of the boat.

A separate safety-flap *i* is provided in the top of the upper part *b*.
55

The boat can be carried with the steamers and the like in similar manner as the hitherto used life-boats.

By means of flags carried with the boat and which are to be passed on a rod through
60 the air-inlet pipe the occupiers of the boat can make themselves conspicuous to passing ships and the like.

Having fully described my invention, what I claim, and desire to secure by Letters Pat-
65 ent, is—

Life-boat, comprising in combination, a lower part *a* made of aluminium mixed with any suitable metal alloy, an upper part *b*
70 hinged to said lower part and made of the same material as said lower part, a tightening placed between said two parts, fly-screws *c* passed through the projecting inner edges of said two parts and adapted to hold the latter tightly and rigidly together, a glass *d* pro-
75 vided at the front end of the boat and adapted to allow an inspection toward the sea from inside the boat, paddle-wheels *e, f* arranged outside the boat so as to reach into the water and passed with their axles through stuffing-
80 boxes in said upper part of the boat so as to be capable of being actuated from inside the boat, a rudder *g* provided at the rear end of the boat and also passed with its supporting-
85 axle through a stuffing-box in the rear end of the boat so as to be capable of being operated from inside the boat, an air-inlet pipe *h* provided at the top of the boat and adapted to be closed and to be made longer if required, and a safety-flap *i* provided in the top of the
90 boat, substantially as described and shown.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

CARL LEHNERT.

Witnesses:

ALFRED POHLMAYER,
WILLIAM ESSENWEIN.