

(No Model.)

P. HÜBNER.
LIFE BOAT.

No. 484,592.

Patented Oct. 18, 1892.

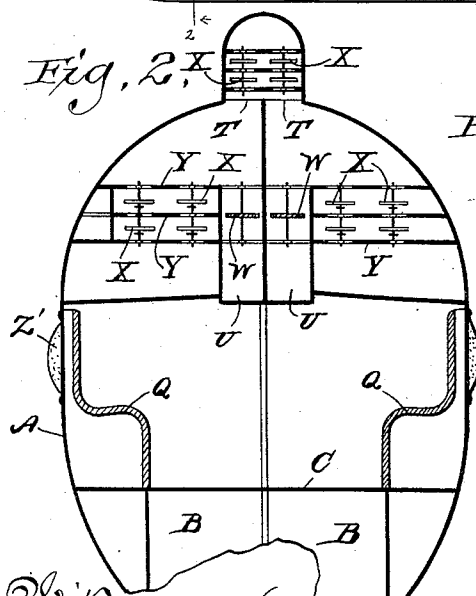
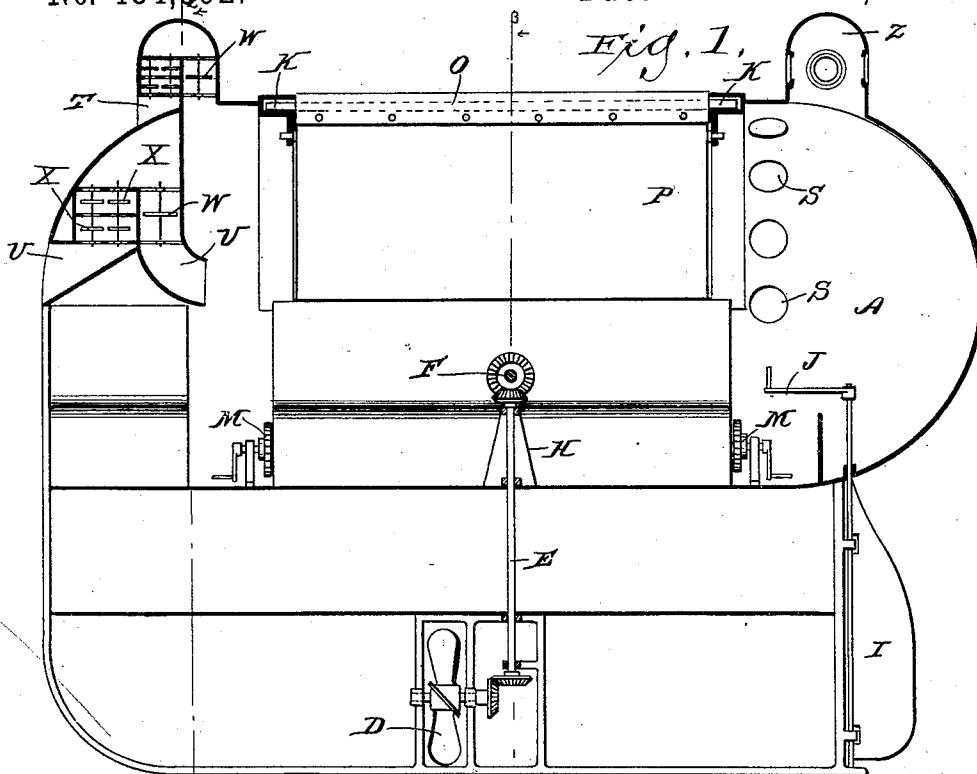
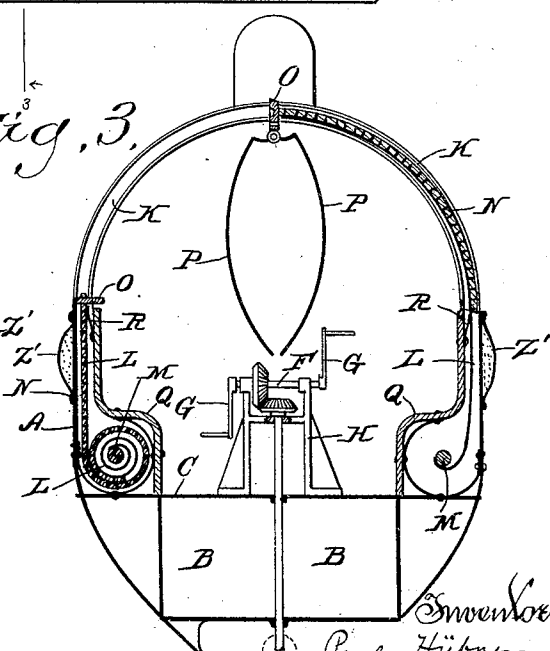


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

PAUL HÜBNER, OF MILWAUKEE, WISCONSIN.

LIFE-BOAT.

SPECIFICATION forming part of Letters Patent No. 484,592, dated October 18, 1892.

Application filed May 19, 1892. Serial No. 433,578. (No model.) Patented in Germany August 1, 1891, No. 61,601.

To all whom it may concern:

Be it known that I, PAUL HÜBNER, a subject of the German Emperor, and a resident of Milwaukee, in the county of Milwaukee, and in the State of Wisconsin, have invented certain new and useful Improvements in Life-Boats; and I do hereby declare that the following is a full, clear, and exact description thereof.

This invention has for its object to provide a simple, very buoyant, and water-tight life-boat, that forms the subject of my German patent, No. 61,601, dated August 1, 1891, although certain details of construction herein set forth do not appear in said patent.

The invention consists in certain peculiarities of construction and combinations of parts, to be hereinafter described with reference to the accompanying drawings, and subsequently claimed.

In the drawings, Figure 1 represents a vertical longitudinal section of a life-boat constructed according to my invention; and Figs. 2 and 3, vertical transverse sections, respectively, taken on lines 2 2 and 3 3 of the preceding figure.

Referring by letter to the drawings, A represents the hull of my life-boat, made from sheet metal or other suitable material and provided with longitudinal air-compartments or bulk-heads B beneath a deck C, and approximately amidship of the keel of the boat I arrange a propeller-wheel D, that is open to the sea and geared to a vertical shaft E, extended above the deck and geared in turn to a horizontal drive-shaft F, the latter being actuated by cranks G or other suitable means. As a matter of convenience both shafts may have bearings in a single frame H, secured to the deck of the boat, as best illustrated in Fig. 3. By the peculiar arrangement of the propeller it will be seen that it cannot come out of the water by any lifting of the boat, and consequently when said propeller is in motion its power is never lost. The boat is provided with an ordinary rudder I, and the stem of this rudder extends up into the overhanging stern portion of said boat to connect with a tiller J, as shown in Fig. 1. The upper portion of the hull at the bow and stern is preferably semicylindrical and provided with guideways K for movable sections, that

constitute closures for a space intermediate of said bow and stern. Each of the sections comprises a sheet or strip L, preferably of spring material, connected to a windlass M, and a series of longitudinal slats N, joined to said sheet or strips. The outer terminus of each of the movable sections is in the form of a bar O, and by means of a tongue and groove both bars may be joined together when said movable sections are run up in the guideways above specified. Both of the bars O are preferably provided with registering-openings, and by means of bolts or other suitable devices inserted in said openings the movable sections of the boat-hull may be fastened together.

Hung within the boat are hinged supports or reinforces P for the movable hull-sections above specified, and when these sections are run down the parts P are swung in toward each other, as shown in Fig. 3. When not in use, the movable hull-sections are concealed by seats Q for passengers and others in the boat, and springs R are arranged on the back of said seats to bear against said movable sections, and thereby prevent binding of the same in their guideways.

To afford light to the interior of the boat when the movable hull-sections are run up and joined, I provide the stern portion of the hull with glazed ports S, and, if desirable, similar ports may be placed in the bow portion of said hull.

Air is admitted to the closed hull through one or both of the passages T U in the bow, and in these passages I arrange fans W to create suction when found necessary or desirable. To prevent the entrance of water through the air-supply passages, I employ float-valves X, arranged to close openings in diaphragms Y, that intercept said passages.

At the stern of the boat I show a turret Z, provided with glazed ports, for the convenience of the person who steers said boat when the movable sections of the hull are run up and joined.

Each of the movable hull-sections being independent of the other, one of them can be always kept closed toward the windward, or against the direction of the waves, and the other lowered to take in passengers, and to protect the boat against damage from contact

with other vessels or objects, I arrange fenders Z' on the outside of the hull.

Having now fully described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In a life-boat, a hull, a semi-cylindrical cover for the hull, having the greater part thereof in the form of rolling sections arranged amidships, a windlass flexibly connected to these hull-sections, and suitable means for ventilating the closed hull, substantially as set forth.

2. In a life-boat, a hull, a semi-cylindrical cover for the hull, having the greater part thereof in the form of rolling sections arranged amidships, a windlass flexibly connected to these sections, hinged supports for the same, and suitable means for ventilating said hull, substantially as set forth.

3. In a life-boat, a hull closed at the bow and stern, but having movable side sections

amidships, each of these sections consisting of slats arranged on helical spring-supports, guideways for these sections, and a windlass connected to said spring-supports, substantially as set forth.

4. In a life-boat, a hull provided with air-compartments, a propeller, longitudinal seats, and rolling sections, which latter are concealed by the seats when not in use, suitable means for operating these movable hull-sections, and other suitable means for ventilating and lighting the closed hull, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand, at Milwaukee, in the county of Milwaukee and State of Wisconsin, in the presence of two witnesses.

PAUL HÜBNER.

Witnesses:

N. E. OLIPHANT,
JOHN E. WILES.