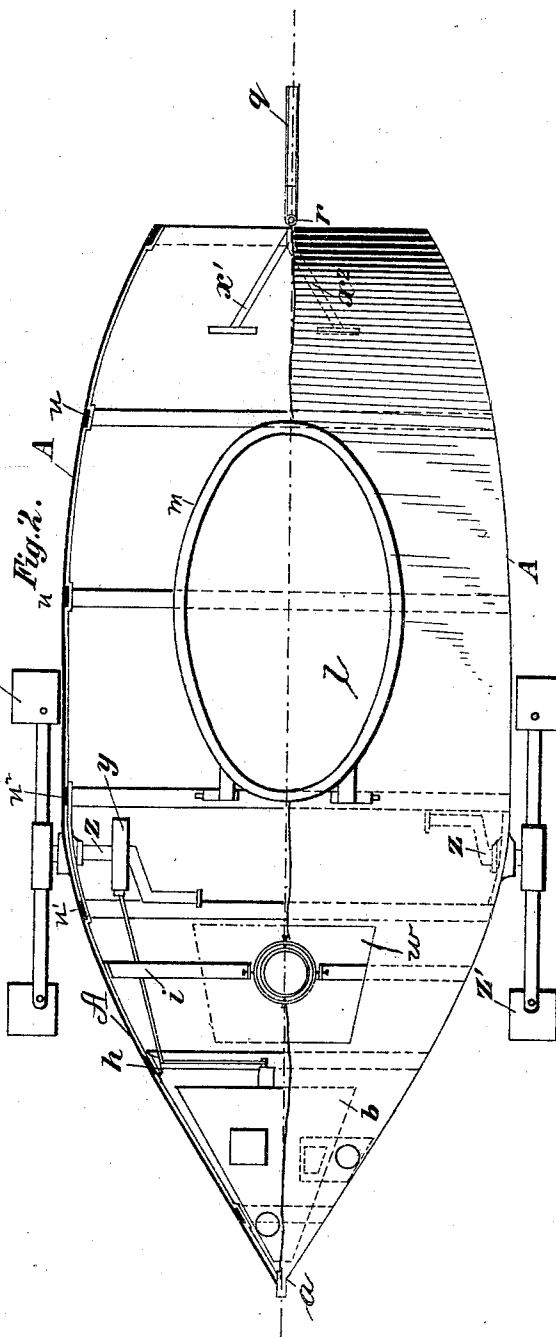
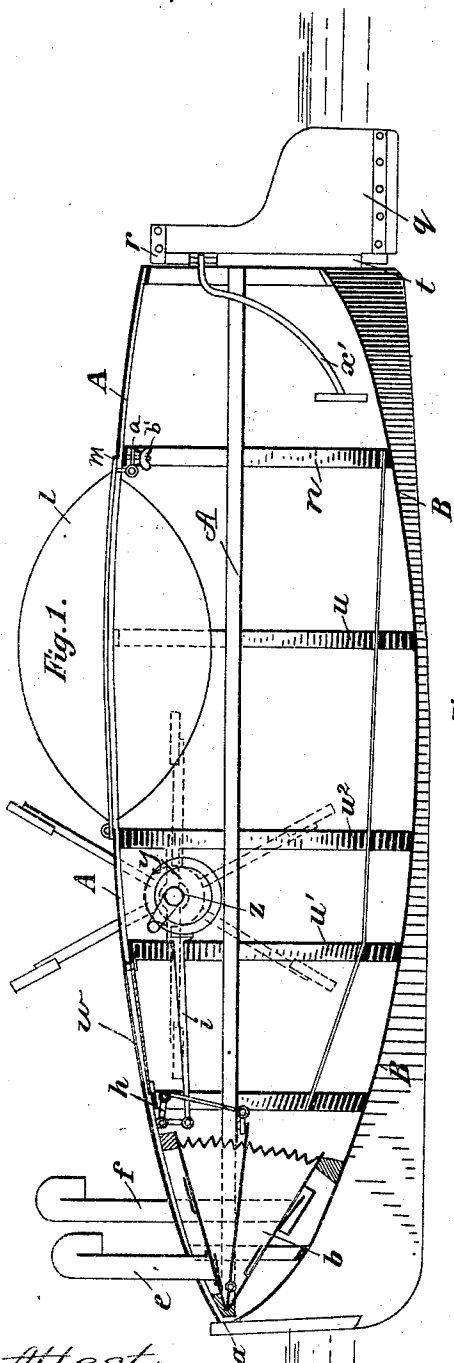


(No Model.)

A. SCHÖNEMANN.
LIFE BOAT.

No. 513,424.

Patented Jan. 23, 1894.



Attest
Malvern Muldady
J. L. Middleton

Inventor
August Schönemann
by Ellis Spear
Att'y.

UNITED STATES PATENT OFFICE.

AUGUST SCHÖNEMANN, OF HASSERODE, GERMANY.

LIFE-BOAT.

SPECIFICATION forming part of Letters Patent No. 513,424, dated January 23, 1894.

Application filed April 28, 1893. Serial No. 472,210. (No model.)

To all whom it may concern:

Be it known that I, AUGUST SCHÖNEMANN, of Hasserode, in the German Empire, have invented new and useful Improvements in Life and other Boats, of which the following is a specification, reference being had therein to the accompanying drawings.

The present invention relates to life-boats for the purpose of picking up or rescuing shipwrecked persons, but is also applicable to other boats to be used generally for sea service.

In the accompanying drawings, which illustrate my improved life-boat, Figure 1 is a longitudinal section and Fig. 2 is a plan view of the same partly in section.

The frame of the boat consists of longitudinal steel hoops or stringers A A and B B connected to the steel frames or ribs *u* so as to form a fish-shaped skeleton frame which, at the bow, ends in a point *a* to enable it to cut easily through the water. The skeleton frame is covered with india-rubber or leather to render it completely water-tight.

The entrance to the boat is effected through an opening in the hatchway, the cover of which consists of an inflated india-rubber bag or chamber *l* secured in an iron frame *m*. The hatchway may be opened and closed in any suitable manner. In the drawings this cover is shown firmly secured in its closed position by means of link plates *a* and fixed screws and fly nuts *b'*. The ribs *u' u''* are made to carry at their upper parts the cranked shafts Z, which can be turned by hand. The outer extremities of these shafts Z are adapted to carry the paddle wheels Z'. One of the shafts Z is provided in the inside of the boat with an eccentric *y*, which latter is connected, by means of a rod *i* and bell crank lever *h*, with the bel-

lows *b*. See Fig. 1. The bellows are provided with suitable suction and discharge valves through which they are alternately filled and emptied as is well understood. The tube *e* fitted with a suction valve serves as suction tube to the bellows. The impure air is forced out through the outlet valve connected with the tube *f*. The tubes *e* and *f* are at their upper parts bent down downward in order to prevent the water from entering the interior of the boat. In the upper part of the boat, in front of the ribs *u' u''*, is inserted a sheet of glass *w*, so as to allow sufficient light into the boat.

A rudder *q* is provided to enable the boat to be steered and it is connected to a bar pivoted at *r t*. The rudder bar is fitted with two arms *x' x''* which reach into the interior of the boat and are actuated by the feet.

What I claim, and desire to secure by Letters Patent of the United States, is—

A life or other boat having a frame built of steel hoops or stringers A A and B B and steel rings *u* covered with india-rubber or leather and propelled by means of paddle wheels Z' rotated by hand from the inside of the boat by means of cranked shafts, one of which is fitted with an eccentric *y* giving motion to the bellows *b* so as to introduce fresh air into the interior of the boat and expel the foul air therefrom, substantially as herein shown and described.

In witness whereof I have hereunto set my hand in presence of two witnesses.

AUGUST SCHONEMANN.

Witnesses:

PAUL FISCHER,
JOHN SALOWSKI.