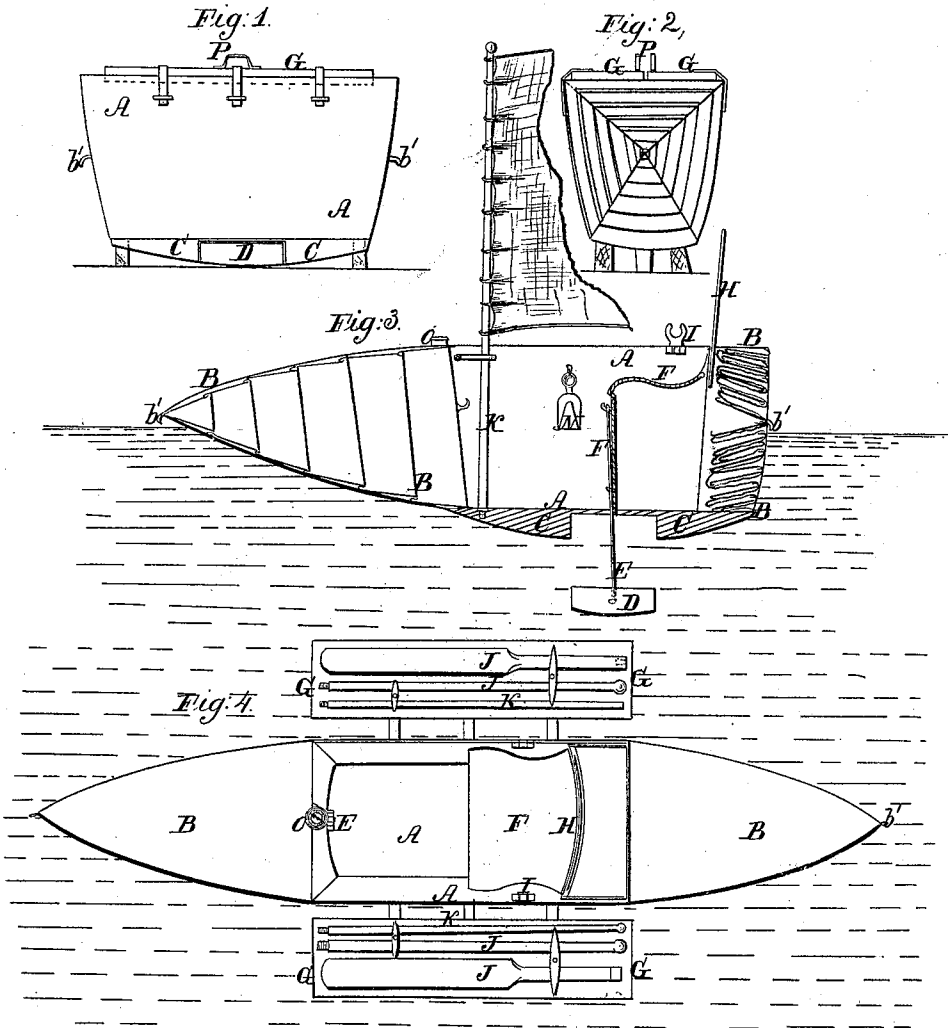


T. Masac. Life Boat.

N^o 103,637.

Patented May 31, 1870.



Witnesses;
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THEOPHILE MASAC, OF GOOD HOPE PLANTATION, LOUISIANA.

Letters Patent No. 103,637, dated May 31, 1870.

IMPROVEMENT IN LIFE-BOATS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, THEOPHILE MASAC, of Good Hope Plantation, in the parish of St. Charles and State of Louisiana, have invented a new and useful Improvement in Life-Boats; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing forming part of this specification, in which—

Figure 1 is a side view of my improved life-boat, closed up for storage or transportation.

Figure 2 is an end view of the same.

Figure 3 is a vertical longitudinal section of the same, one end being shown extended and the other closed up.

Figure 4 is a top view of the same, fully opened up.

Similar letters of reference indicate corresponding parts.

My invention has for its object to furnish an improved life-boat, strong, simple in construction, and effective in use, and which shall be so constructed that it may be closed up into small compass, adapting it to be taken by the passenger into his private cabin, and kept stocked, ready for an emergency; and

It consists in the construction and combination of the various parts of the boat, as hereinafter more fully described.

A represents the central part or body of the boat, which is made of sheet-iron, and which may be strengthened upon the inside by wooden timbers, when required.

B are the ends of the boat, which are made of metal bands, shutting into each other in the manner of a telescope, said bands having catches formed upon their edges, which, when extended, interlock with each other, as shown in fig. 3, making the ends of the boat strong and stiff, and, at the same time, giving them the requisite taper.

The outer or pointed bands, which form the extreme ends of the boat, are provided with hooks *b'*, for convenience in extending the boat, when required.

The inner or larger bands, which are next to the body A, are made solid with the end walls of the said body A.

The entire ends B, and the sides and bottom of the body A, are covered with rubber or other water-proof cloth.

C is the keel, which may be made of wood, and the middle part, which is notched to receive the ballasting weight D, which is made of iron, and is suspended by a rope, E, passing down through a hole in the bottom of the body A, as shown in fig. 3, so that the bal-

lasting-weight D may be raised and lowered, as required.

In calm weather the weight D may be raised into the position shown in fig. 1, and when the water is rough, it may be lowered, as required.

The rope E is secured to belaying-pins or cleats, attached to the front of the locker or seat F.

The top of the seat F is hinged at its rear edge, and should shut down air-tight, so that the seat may serve as a locker for the storage of provisions, signal-lights, valuables, &c., and, at the same time, as an air-chamber to increase the buoyancy of the boat.

G are the covers of the body A, which are hinged with leather or equivalent hinges, at their outer edges, to the upper edges of the sides of the body A.

By this construction the covers G, when opened out, will float upon the surface of the water, and serve as wings or outriders to the boat, to assist in keeping it right side up in a rough sea. The covers G may also be connected to the sides of the body A, by rubber straps, to hold them close up against the sides of the boat, when floating in the water.

I prefer to make the covers G of plates of cork of suitable thickness to give them greater buoyancy, and they may be faced with light sheet-metal, to give them strength. The covers G, when thus floating in the water, may also, serve in case of shipwreck, for persons in the water to grasp, and be supported.

H is a plate, sliding into a recess at the rear of the seat F, which may be drawn up, as shown in fig. 3, to support the back of the person sitting upon the said seat F.

I are the oar-locks, which are hinged to the inner surface of the body A, so that they may be turned down out of the way when the covers G are to be closed.

J are the oars, which may be made in two parts, and which, when not required for use, are secured to the covers G by buttons, as shown in fig. 4.

K is the mast, which is also made in two pieces, and which, when not in use, is secured to the covers G by buttons, as shown in fig. 4.

When required for use, the mast is passed through a hole in the hinged plate L, and its lower end is inserted in a hole in the bottom or keel of the boat, and the sail M is attached to it in the ordinary manner.

The boat may also be provided with a shovel, N, hung from a nail or hook attached to its inner surface, and with a sponge and other necessary articles.

The forward part of the body A of the boat may also be provided with a compass, as indicated at O in figs. 3 and 4.

The covers G, when closed, may be secured with bolts or other convenient detachable fastenings, and

should be provided with handles P, for convenience in carrying the boat, when required.

The boat may be built small, for a single person, or may be built larger, to carry two or more, as may be required.

Having thus described my invention,

I claim as new and desire to secure by Letters Patent—

1. An improved life-boat, formed by the combination of the central part or body A and extension or telescopic ends B with each other, the whole being

covered with a water-proof covering, substantially as herein shown and described and for the purpose set forth.

2. The buoyant covers G, adapted to serve as floating wings or outriders, in combination with the boat A B, substantially as herein shown and described and for the purpose set forth.

THEOPHILE MASAC.

Witnesses:

W. M. PINCKARD,
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