

W. E. FACER.

COMBINED LIFE-BOAT AND TRUNK.

No. 174,218.

Patented Feb. 29, 1876.

Fig. 1.

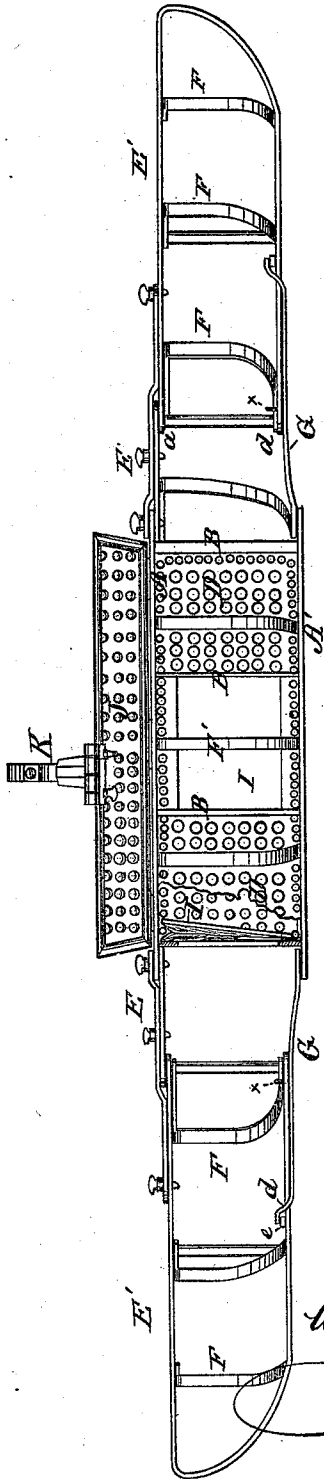


Fig. 3.

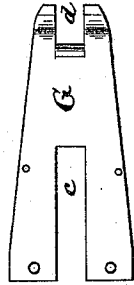
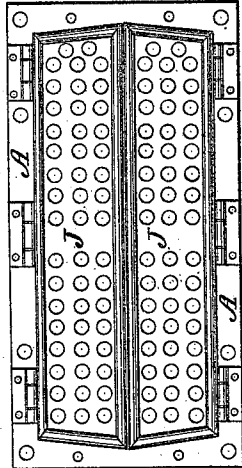


Fig. 2.



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Fig. 4.

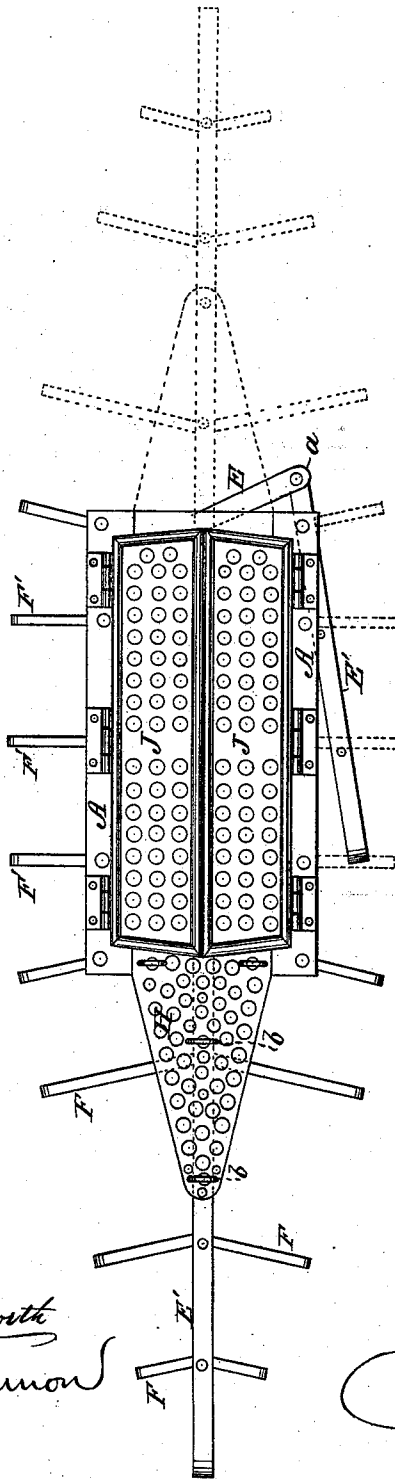


Fig. 5.

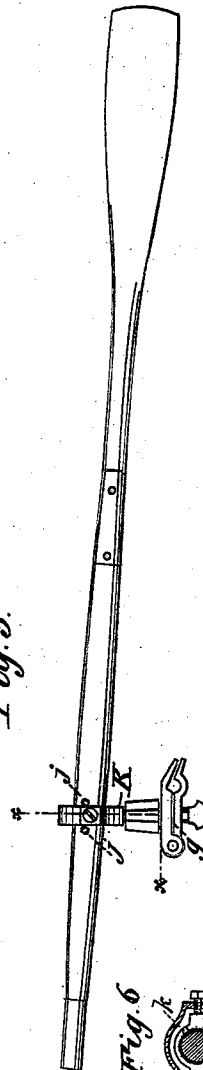
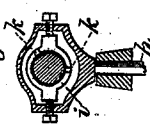


Fig. 6.



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UNITED STATES PATENT OFFICE.

WILSON E. FACER, OF TORONTO, CANADA.

IMPROVEMENT IN COMBINED LIFE-BOATS AND TRUNKS.

Specification forming part of Letters Patent No. 174,218, dated February 29, 1876; application filed February 15, 1876.

To all whom it may concern:

Be it known that I, WILSON E. FACER, of Toronto, Canada, have invented a new and Improved Combined Trunk and Life-Boat; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing, forming a part of this specification, in which—

Figure 1 is a side elevation of the device extended as a boat; Fig. 2, a plan view when folded for a trunk; Fig. 3, a detail of the bottom brace for the boat-frame; Fig. 4, a plan view of the device, having one end extended for a boat and the other end partly folded. Figs. 5 and 6 are detail views of the device for holding the oar, which is to be attached to the folding trunk-lid.

The object of my invention is to provide a combined trunk and life-boat for the use of travelers upon sea-going vessels which, as a trunk, occupies no more room than the ordinary traveling-trunks, and yet, in the event of a disaster, is capable of being unfolded and extended so as to form, with a suitable covering of rubber-canvas, a convenient and effective life-boat.

The invention consists in a rectangular frame and lattice-work, about the size of a trunk, made lightly of steel, and provided with hinged doors, which constitute the trunk or the middle portion of the boat. The stem and stern are constructed of a hinged folding frame at each end of the trunk portion, which, together with the said trunk portion, is provided with pivoted folding ribs, which, when the frames are extended and braced and the ribs opened, form the skeleton of a life-boat, which is to be covered with heavy duck or canvas coated with rubber.

In the drawing, A A' represent an upper and lower rectangular frame, about four feet long and two wide, which are connected by vertical studs B, about twenty inches in length, said dimensions being those of the trunk or middle portion of the boat. This frame is made as light as possible, consistent with strength, and for this reason is made of light steel bars, which are connected also by a lattice-work, D, of thin steel. The two ends of the boat being symmetrical, it will only be

necessary to describe one of the same. E E' are the two sections of a folding frame, which frame constitutes one of the ends of the boat. Said frame, like that forming the body of the trunk, is made of thin bars of steel, and the section E is pivoted to the end of the body-frame, in the middle, so that when turned parallel therewith its joint *a* is at the corner of the trunk-frame, so that the outer section E' may be turned parallel with and between the projecting edges of the side frame. Inside the frame E' are pivoted the folding ribs F, which are made of steel, just half the width of their containing frame, so that the two ribs exactly fold together inside the same, and when extended rest against stop-pins *x*. The end frames E E', after being extended, are braced and locked in position by the triangular braces G below and H above. The brace H is a light steel lattice-work, which is fastened to the end frame of the trunk and the frames E E' by means of binding-screws *b*. G is a plane section of metal, slotted at *c* and *d*, and having its bifurcated ends at *d* turned up, so that when it is to be applied as a brace its upturned ends are passed over a pivoted button, *e*, and its opposite end fastened upon the upper side of the lower end edge of the trunk-frame by means of binding-screws. When the end frames are thus braced and the folding ribs extended, the said end frames form, with the folding ribs F' of the body, a perfect skeleton of a boat, with symmetrically-tapered ends, which skeleton is intended to be covered with heavy duck or canvas coated with rubber. The inside body of the trunk portion is also lined with rubber-canvas, and its sides and ends are provided with hinged doors I, which give access to the front, rear, and side compartments of the boat for the storage of baggage and the contents of the trunk. Said doors I are hinged at the bottom, and are inclosed upon the edges with the rubber-canvas, after the manner of the ends of a pocket-book, so that the water which may dash into the body or exposed part of the boat cannot get into the other compartments. J are the two hinged covers, which form the top of the trunk and bulwarks and outriggers for the boat. They are made of a lattice-work of thin steel with a stiffening-rim, and are larger upon

their outside edges than upon the hinged edge, so that when they are opened and let down to nearly a horizontal position, and the apparatus is to be used as a boat, the rubber-canvas connecting their ends will have an outward inclination from the bottom to the top, so as to prevent the waves from dashing into the open part of the boat.

K is the oar-lock, which consists of a clamp, *g*, fastened to the folding covers J, and carrying a swiveling support, *h*, in which is pivoted the oar-collar *i*, so as to allow the oar to work as upon a universal joint. The oar is fastened in the collar *i* by studs *j j*, so that it may not be swept away, and the collar is provided with stop-lugs *k k*, against which the stud *j* strikes to limit the rotary movement of the oar in feathering the same.

In connection with the boat as thus described, sockets are to be employed for holding a mast or standards for an awning, and the canvas used for the sail or the awning forms the outer covering for the apparatus when it is folded and used for a trunk, under which circumstances it presents to the eye

the appearance of an ordinary traveling-trunk.

Having thus described my invention, what I claim as new is—

1. The combined trunk and life-boat, consisting of the rectangular frame in combination with the symmetrical folding end frames E E' and the folding-ribs F F', as and for the purpose described.

2. The combination, with the frame E E' and the rectangular body or trunk-frame, of the braces G and H, as and for the purpose described.

3. The combination, with the folding covers J, of the oar-locks K, as and for the purpose described.

4. The rectangular trunk or body section, consisting of frames A A' and studs B, inclosed by a thin metallic lattice-work, in combination with the doors I, hinged at the bottom, as and for the purpose described.

W. E. FACER.

Witnesses:

R. L. WHYTE,
GEO. W. BADGEROW.