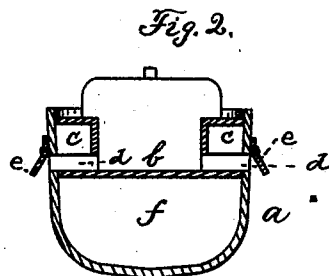
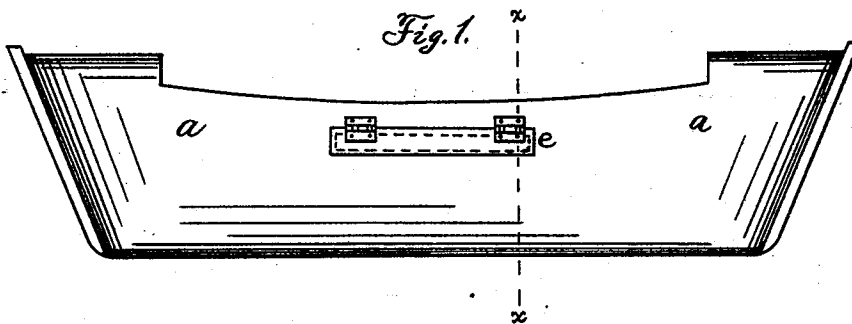


J. M. RICHARDSON.

LIFE-BOAT.

No. 171,698.

Patented Jan. 4, 1876.



Witnesses:
Frank H. Jordaw.
G. W. Schermerhorn.

Inventor:
John M. Richardson
per
Wm. Henry Clifford
att'y.

UNITED STATES PATENT OFFICE.

JOHN M. RICHARDSON, OF AUBURN, MAINE.

IMPROVEMENT IN LIFE-BOATS.

Specification forming part of Letters Patent No. **171,698**, dated January 4, 1876; application filed November 18, 1875.

To all whom it may concern:

Be it known that I, JOHN M. RICHARDSON, of Auburn, in the county of Androscoggin and State of Maine, 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, which will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawing, and to the letters of reference marked thereon, which form a part of this specification.

Figure 1 is a side view of my improved life-boat. Fig. 2 is a cross-section.

Same letters show like parts.

The object of my invention is to produce a life-boat of improved construction that will always maintain an upright position, and be capable of almost instantaneously freeing itself of any water that may be taken aboard.

In the accompanying drawings, *a* shows the boat; *b*, the water-tight deck; *c*, the air-reservoir running around the inside of the rail; and *d*, the openings leading from the inside to the outside of the boat. *e* illustrates the hinged doors covering the outside of the openings.

The boat is constructed in the usual form, and is provided with a water-tight deck, *b*. This leaves an air-space, *f*, which serves to add buoyancy to the boat. Running around the inside of the rail of the boat and upon the top of the deck is an air-reservoir, *c*, which serves to right the boat in case it is capsized. *d* are openings or conductors leading from the inside of the boat to the outside, and have for their purpose to free the boat of water when a sea is shipped. *e* shows doors or valves hinged to the outside of the boat in such manner as to cover the openings *d*, and, being thus hinged, prevent any water from entering

the boat from the outside, but does not prevent or retard the delivery of any water that may be inside the boat.

From the foregoing description it will be perceived that I provide a life-boat that will always carry itself in an upright position, and one that is capable of freeing itself almost instantaneously of any water that may be taken aboard. The advantages of a boat of such capabilities are too well known to be repeated.

This improvement in the construction of life-boats is intended to be as applicable to a metallic boat as to the ordinary life-boat when made of wood.

I do not claim a life-boat with bustles or air-chambers on the outside of the hull and sides of the boat, as and to serve the purposes described in the patent of P. R. Beaupré, August 29, 1871, No. 118,580.

My air-reservoirs are placed on the inside of the boat, in consequence of which, first, the air-chambers are protected from liability to injury; second, the width of the boat is made less; third, they do not serve to give stiffness to the boat; fourth, the scuppers pass through these reservoirs, and are closed on the outside by slamming-valves operated as described.

What I claim as my invention, and desire to secure by Letters Patent, is—

The combination, in an ordinary life-boat, of the water-tight deck *b*, air-space *f*, air-reservoir *c*, located as described, having openings *d*, and valves *e*, as and for the purpose herein set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

JOHN M. RICHARDSON.

Witnesses:

H. W. GAGE,
FRANK H. JORDAN.