

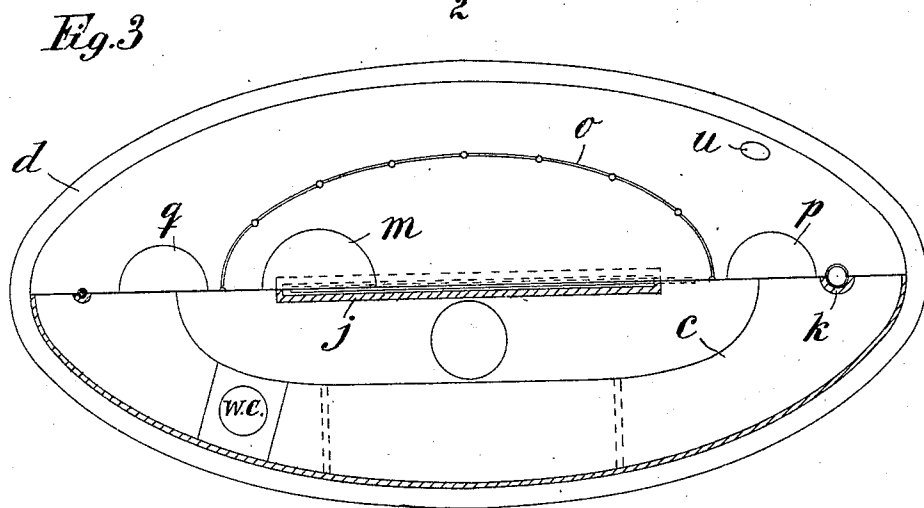
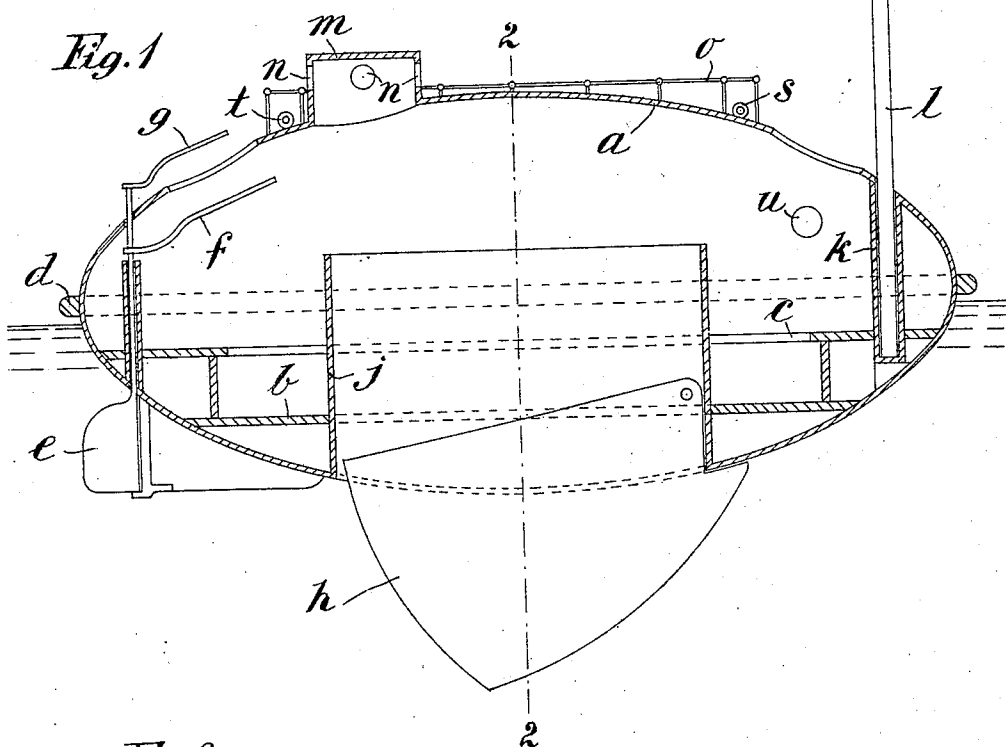
No. 835,498.

PATENTED NOV. 13, 1906.

O. BRUDE.
LIFE BOAT.

APPLICATION FILED AUG. 31, 1905.

2 SHEETS—SHEET 1.



Witnesses:
C. C. Tuss.
Robert A. A. A.

Inventor:
Ole Brude,
By his Attorney,
F. H. Richards.

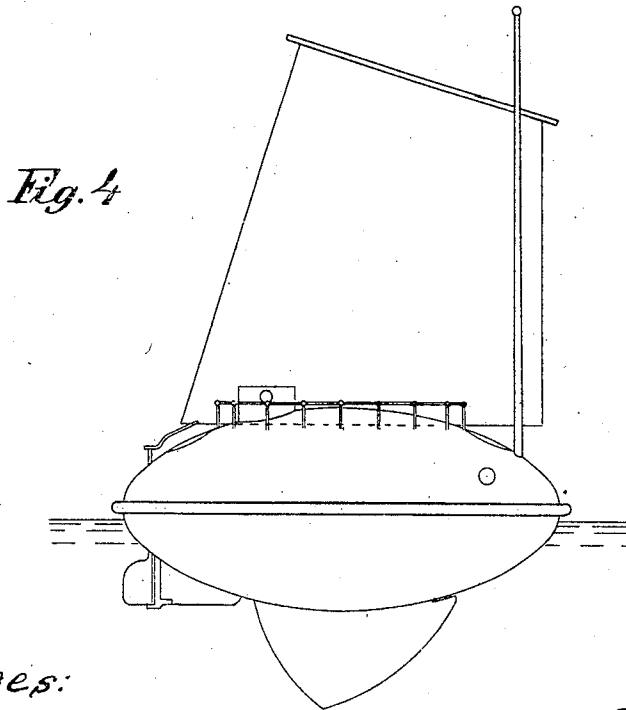
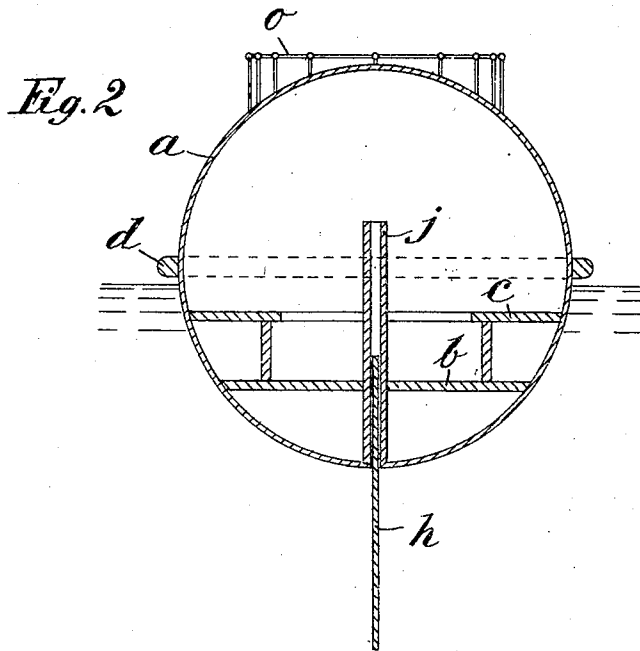
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2 SHEETS—SHEET 2.



Witnesses:

L. G. Foss,
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Inventor:
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UNITED STATES PATENT OFFICE.

OLE BRUDE, OF AALESUND, NORWAY.

LIFE-BOAT.

No. 835,498.

Specification of Letters Patent.

Patented Nov. 13, 1906.

Application filed August 31, 1905. Serial No. 276,494.

To all whom it may concern:

Be it known that I, OLE BRUDE, a subject of the King of Sweden and Norway, residing in Aalesund, Norway, have invented certain new and useful Improvements in Life-Boats, of which the following is a specification.

The principal object of the invention is to provide a life-boat which affords a good shelter to the occupants and is equipped with such appliances and accommodations as to allow of a voyage for a longer time and, above all, is capable of sailing.

The invention consists in the features, combinations, and details of construction hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a longitudinal section of a life-boat constructed in accordance with my improvements. Fig. 2 is a cross-section on the line 2 2 in Fig. 1. Fig. 3 is a plan view and partly horizontal section of the boat, and Fig. 4 is a view of the boat under sail.

The shell *a* of the boat has the shape of an egg or elongated ellipsoid. A flooring *b* is provided at a suitable distance from the bottom of the boat, and the space underneath said flooring is divided into a number of compartments, which serve as storage-room. Admission to the said compartments is obtained through manholes to be closed water-tight.

Along the interior sides of the shell is a bench or seat *c*, and the space underneath said seat is taken up by storage-tanks.

The boat has a fender *d* just above the water-line and a rudder *e*, which is provided with a handle *f* inside and a removable handle *g* outside, to be used in fine weather.

h is a centerboard or movable keel, which is located in a cistern *j* and might be raised by any suitable means, so as to be quite out of the way when the boat is to be run ashore or placed on the deck of a ship.

k is a socket to receive the mast *l*.

m is a small tower provided with windows *n*, which is necessary when the steering of the boat is to be done from the inside in rough weather.

o is a hand-railing.

Entrance to the inside of the boat is effected through openings fore and aft, which openings are closed water-tight by covers *p* and *q*, which are hinged to the deck and locked by suitable mechanism.

s and *t* are eyebolts secured to the deck and by which the boat might be hauled on the deck of a ship by means of the davits, like ordinary life-boats.

u represents windows located at such a height above the seat *c* that they can be used as oar-locks when rowing is necessary in calm weather or as exercise for the occupants.

Otherwise the boat is equipped with water-closet, pumps, and other necessary appliances.

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

A life-boat composed of a substantially egg-shaped shell, a fender running along the outside of said shell, a rudder, a well located substantially in the middle of said shell, a centerboard pivotally mounted in said well, a socket located in the forward part of the shell, a mast adapted to set in said socket, a conning-tower, and windows in said tower as well as in the shell adapted to be used as oar-locks.

In testimony whereof I affix my signature in presence of two witnesses.

OLE BRUDE.

Witnesses:

JEUS H. SLEUVAAY,
JOH. B. OLSE.