

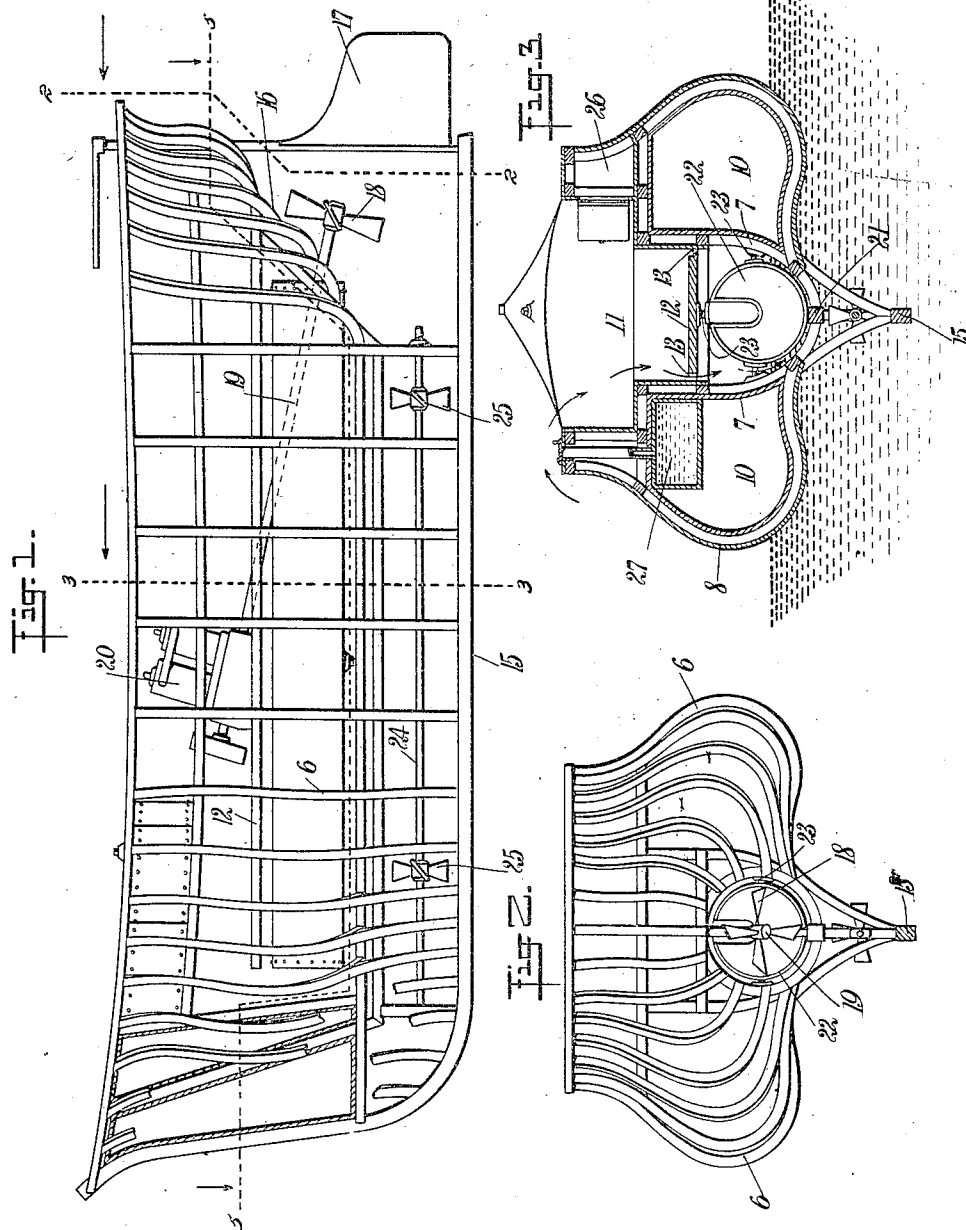
P. E. BÜTOW.
LIFE BOAT.

APPLICATION FILED DEC. 15, 1911.

Patented Dec. 31, 1912.

3 SHEETS—SHEET 1.

1,049,205.



WITNESSES

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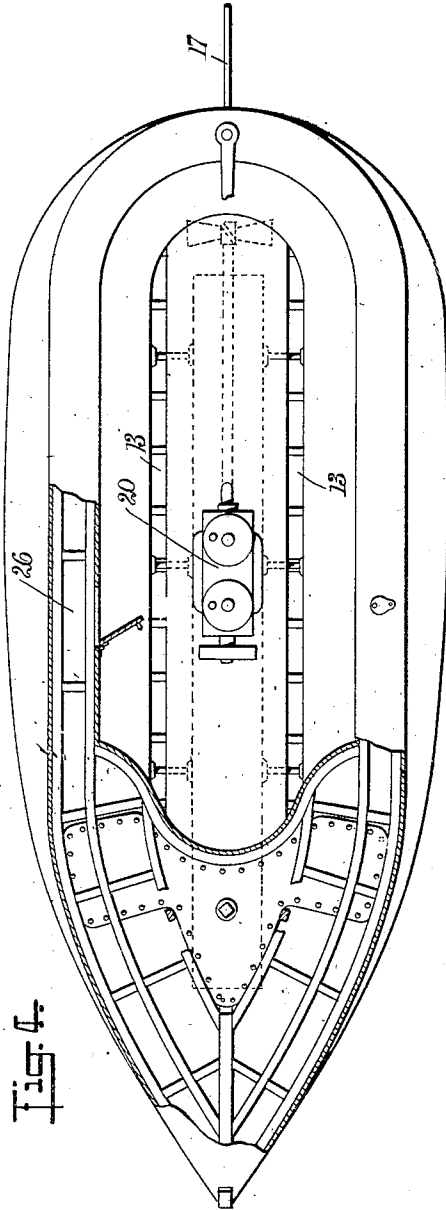


Fig. 4.

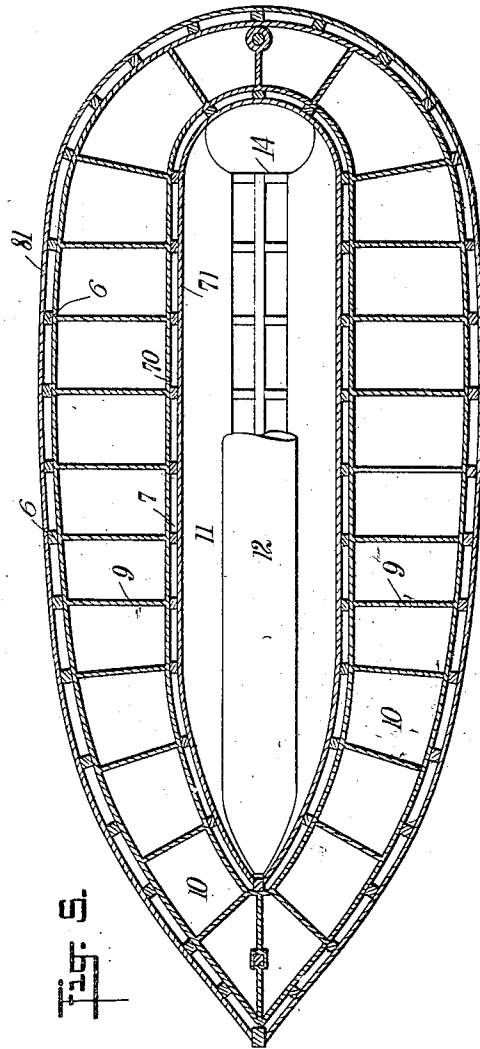


Fig. 5.

WITNESSES

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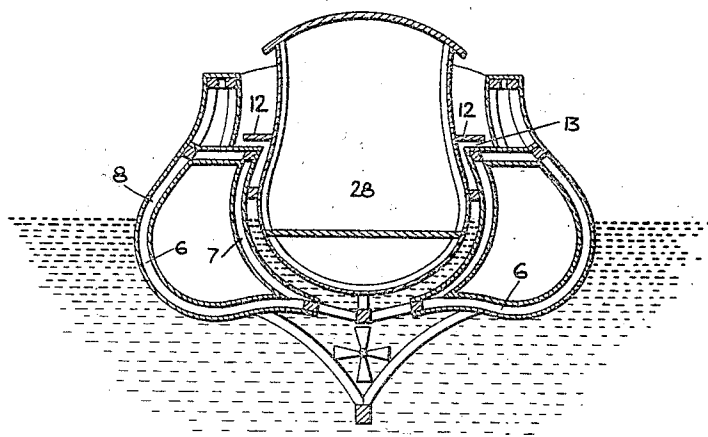
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3 SHEETS—SHEET 3.

Fig. 6.



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UNITED STATES PATENT OFFICE.

PAUL ERNST BÜTOW, OF NEW YORK, N. Y.

LIFE-BOAT.

1,049,205.

Specification of Letters Patent.

Patented Dec. 31, 1912.

Application filed December 15, 1911. Serial No. 665,978.

To all whom it may concern:

Be it known that I, PAUL E. BÜTOW, a citizen of the United States, and a resident of the city of New York, borough of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Life-Boat, of which the following is a full, clear, and exact description.

My invention relates to a life boat, and an object of my invention is to provide an open top power boat, which cannot fill by the breaking of the seas over the same, and which is so constructed as to obtain the maximum bearing surface upon the water, and which has its center of gravity relatively low.

A further object of my invention is to provide a boat structure in which the maximum efficiency is obtained from the propellers by disposing the same within the outlines of the boat.

I attain the above-outlined objects by bellying the boat on opposite sides of the keel, to spread the same transversely over a material surface of the water, and providing a centrally-disposed opening in the bottom and stern of the boat.

The invention consists in the construction and combination of parts to be more fully described hereinafter and particularly set forth in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures, and in which—

Figure 1 is a side elevation of the skeleton of my improved boat; Fig. 2 is a transverse sectional view taken on the line 2—2 and looking in the direction of the arrow; Fig. 3 is a transverse sectional view taken on the line 3—3 of Fig. 1, looking in the direction of the arrow; Fig. 4 is a plan view looking down upon my boat, certain portions of the boat being broken away, to show the construction of the same; Fig. 5 is a horizontal sectional view taken on the broken line 5—5 and looking downward in the direction indicated by the arrow, and Fig. 6 is a view similar to Fig. 3 but showing a cabin in place of the float tank.

Described more in detail, the boat resembles the common power boats now in general use, except that the side ribs 6 are belled outward, as shown more particularly in Figs. 2, 3 and 6 in order to form a broad

bearing on the water. The skeleton, as shown more particularly in Fig. 5, comprises an inner shell 7 and an outer shell 8, connected in spaced-apart relation by transverse bracing partitions 9. These shells, as is common with devices of this character, are formed of a plurality of curved parallel spaced-apart ribs 6, both sides of which have suitable covers 71 and 81, as shown more particularly in Figs. 3, 4 and 5.

The above construction forms a plurality of separated air chambers 10 disposed about the boat, which, of course, materially assists in its buoyancy. The cock pit 11 has a floor 12 of less width than the width of the cock pit, so as to form an opening 13 in the bottom of the boat, in order that water which may flow over the sides thereof, will flow through said opening, as shown by the arrows in Figs. 3 and 6. Further, this cock pit has an opening 14 in the rear of the boat, so that the water will not only flow downward, but will flow rearward out of the cock pit, whereby there is provided an ample outflow of water from the cock pit, especially at the rear end thereof without necessitating an undesirably large or wide opening at any one place. The keel 15 is positioned downward some material distance from the bottom of the sides of the boat, so as to form a keel plate, and is positioned some material distance below the center of the boat, thereby lowering the center of gravity of the same. The keel extends below and to the rear of the under curved stern 16 and forms the lower support for the rudder 17.

Disposed within the space outlined by the under curved stern 16 of the boat, the keel 15 and the rudder 17, is the rear propeller 18, which propeller is mounted on the lower outer end of an inclined straight shaft 19 leading to an engine 20, which engine is positioned on the floor 12, so as to be out of the water as much as possible. Positioned below the floor 12 and within the inner shell 7 and above the keel 21 of the inner shell, is a float or air tank 22, suitably braced in position by means of brackets 23. This tank affords, in addition to the air chambers 10, means for floating the boat but in place of this tank, a cabin 28 may extend above the level of the floor and may contain the engine.

Disposed within the outlines of the outer shell 8 and below the inner shell 7, and in alinement with the keel 15, is a power shaft

24, driven from the engine 20 by any suitable connection, upon which shaft and within the outlines of the boat, are mounted auxiliary propellers 25.

5 Instead of utilizing all of the spaces between the inner and the outer shells as air chambers, in certain of the spaces may be positioned lockers 26 or water tanks 27, as desired.

10 Having thus described my invention, I claim as new and desire to secure by Letters Patent:

1. An open top life boat, comprising two shells, one disposed within the other and spaced therefrom, and means maintaining said shells in spaced relation, said shells and spacing means forming air chambers, the cock pit of said boat being opened at the bottom and rear thereof, to permit water

flowing into said cock pit to pass through said openings and out the rear of the boat.

2. A life boat comprising two shells, one disposed within the other, said inner shell being open at the bottom thereof, a floor supported within said inner shell, said floor 25 being of less width than the width of the inner shell, to form openings therethrough for the passage of water falling into said inner shell, and an air tank disposed beneath said floor and within the outlines of 30 said inner shell and between said openings.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

PAUL ERNST BÜTOW.

Witnesses:

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