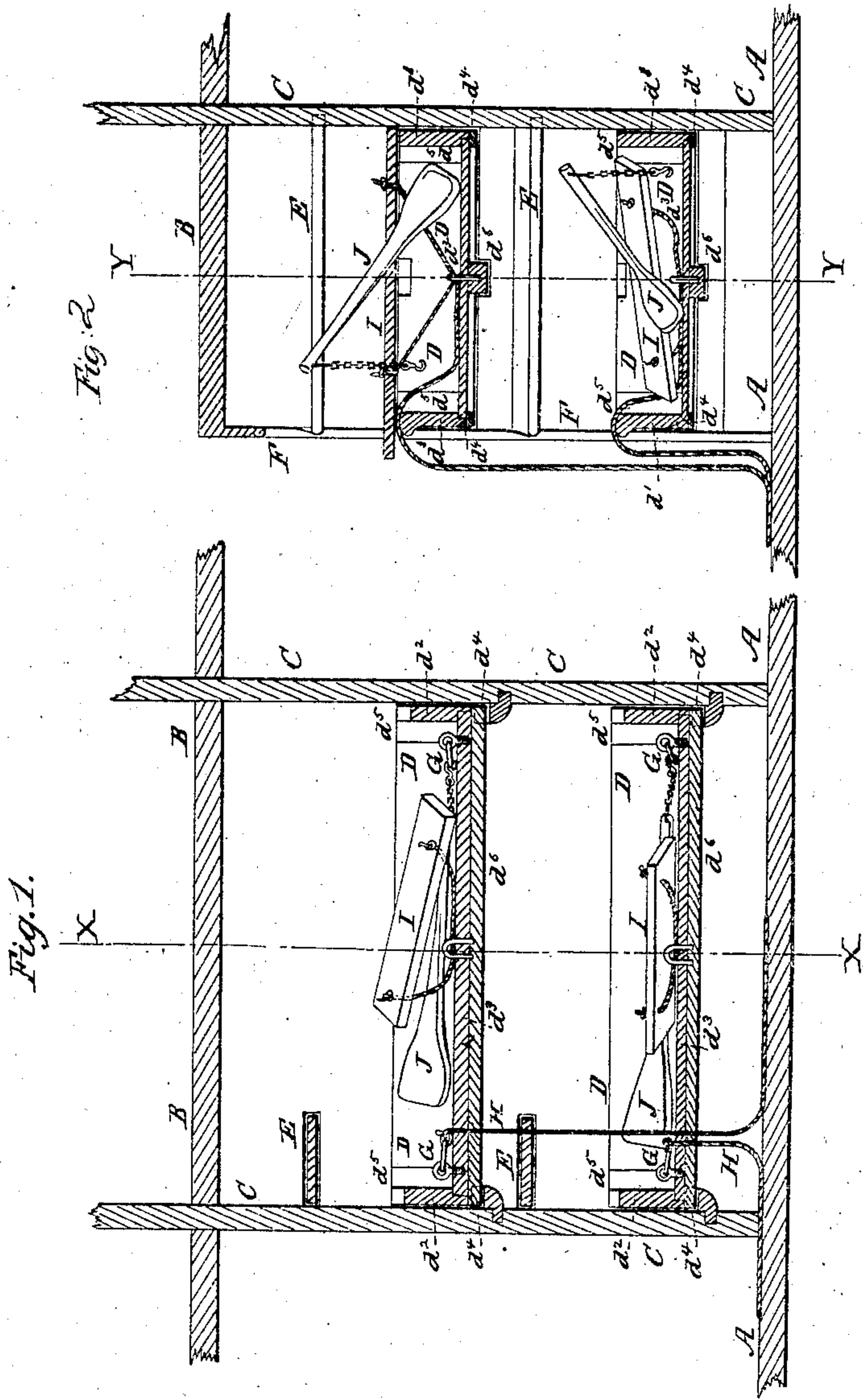


J. J. Clyde.
Life Preserving Berth.
N^o 62,609. Patented Mar. 5, 1867.



Witnesses.
Thos. Tusche
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JOHN J. CLYDE, OF WILLIAMSBURG, NEW YORK.

Letters Patent No. 62,609, dated March 5, 1867.

IMPROVED LIFE-PRESERVING BERTH.

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, JOHN J. CLYDE, of Williamsburg, Kings county, New York, have invented a new and improved Life Preserver Removable Berth for Vessels; 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 drawings, forming part of this specification, in which—

Figure 1 is a vertical longitudinal section of a portion of a cabin or state-room of a vessel, taken through the line *y y*, fig. 2.

Figure 2 is a vertical cross-section of the same, taken through the line *x x*, fig. 1.

My invention consists in so constructing the berths of steamboats and other vessels that they may be removable, and may be water-tight, so that they may be used as life-preservers, to float their occupants; and so that by attaching several of said berths together a strong, serviceable, and buoyant raft will be formed.

A represents the lower deck, and B the upper deck of the cabin or state-room in which the berths are arranged. C represents the partition or side walls of the state-room, or of the section of berths in a cabin. D are the berths, the sides *d'* and ends *d''* of which are securely dove-tailed to each other. The lower edges of the sides and ends are rabbeted for the reception of the bottom *d'*, which is secured in place by the strips *d''*, as shown in the drawings. The bottom *d'* is set with white lead, so as to make the joint entirely water-tight. The corners of the berths D are strengthened with corner-pieces *d''*, as shown in figs. 1 and 2. The bottom *d'* of the berth is also strengthened with a longitudinal strip, *d''*, which also acts as a keel to the berth when floating in the water. By raising one end of the berth D it can be readily removed from its place, and it is so light that its occupant can easily carry it and launch it upon the water. The hat shelf E is also removable, its inner ends being placed in a groove formed in the rear wall or partition C for its reception, and its front end resting in a notch formed in the casing F, as shown in fig. 2. When the state-room is occupied by a single passenger, by removing the lower hat shelf E, he can lower the upper berth so that it may rest upon the upper edge of the lower one, so as to leave a clear space between the berth and the upper deck B, allowing him more room, and space to sit up in his berth, if desired. The berths D may, if desired, be furnished with various articles to be used when the berths are used as life-preservers; as, for instance, G are ring-bolts, which may be attached to the bottom *d'* near its ends, through which a line, H, may be rove for securing the berths to each other in forming a raft. I is a board, which may be laid in the bottom of the berth, and secured in place by a rope attached to it and passing through a staple or ring attached to the bottom of the berth. By turning the board I into the position shown in fig. 2, so that its ends may rest upon the edges of the berth, it becomes a seat, and is held in position by the rope and staple by which it is attached to the berth. A paddle, J, may also be placed in the bottom of the berth, and secured to the berth by a line passing through one of the ring-bolts G. These various articles should all be secured to the berth so that they may not be lost out in carrying and launching the berth. In case of fire or other disaster, each passenger can carry out and launch his life-preserver berth, and by means of the paddle J remove himself to a place of comparative safety. And by means of the lines H and ring-bolts G several of the berths D may be lashed together so as to form a strong, buoyant, and serviceable raft, capable of carrying many passengers, and such provisions and other things as they may desire or have time to take with them.

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

The combination of the removable berth D, having keel *d'*, and provided with ring-bolts G, line H, seat I, and paddle J, secured to the berth, and adapted to be used for the purposes described, when the berth is launched and forms a raft, substantially as specified.

The above specification of my invention signed by me this 3d day of January, 1867.

JOHN J. CLYDE.

Witnesses:

WM. F. McNAMARA,
JAMES T. GRAHAM.