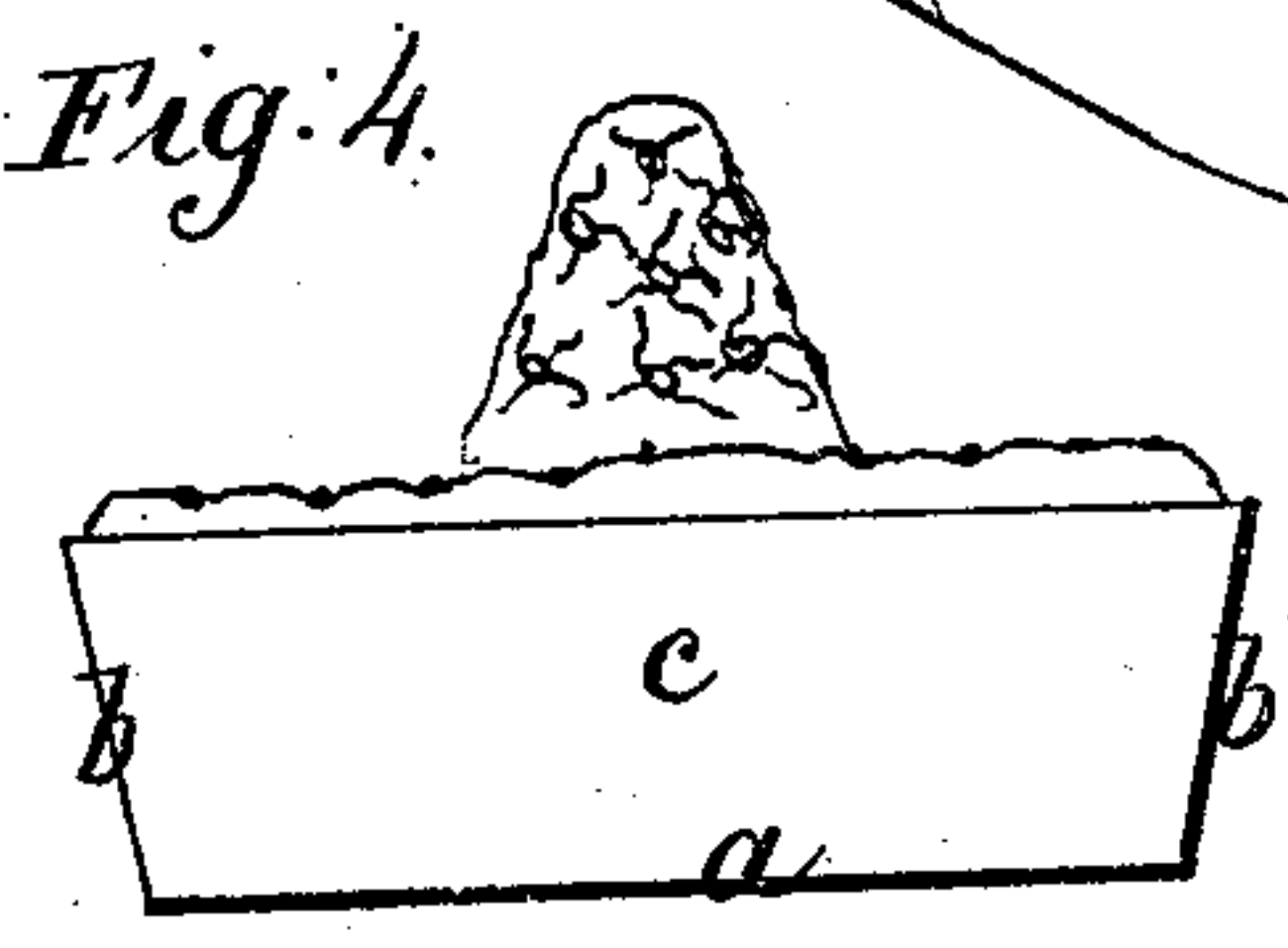
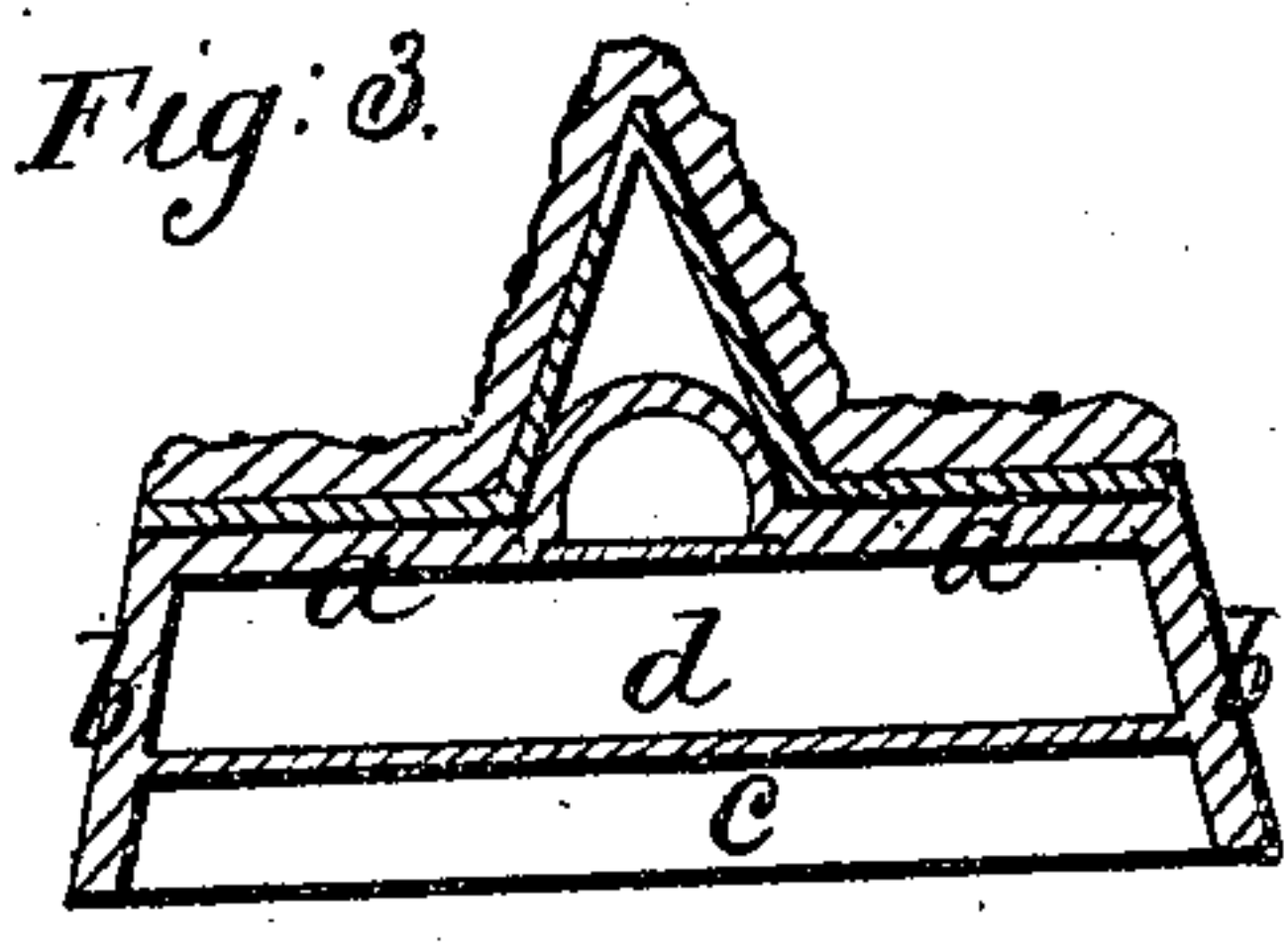
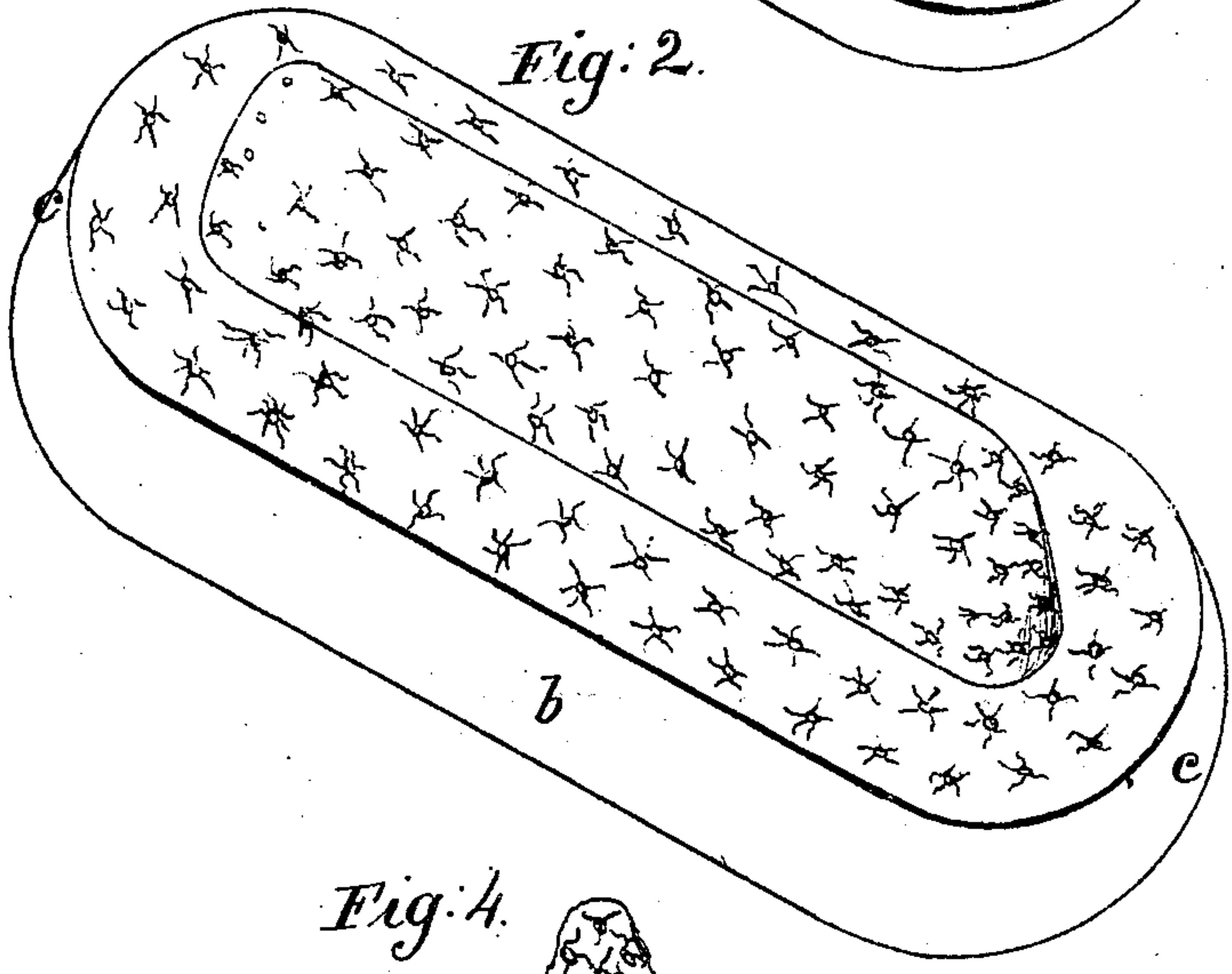
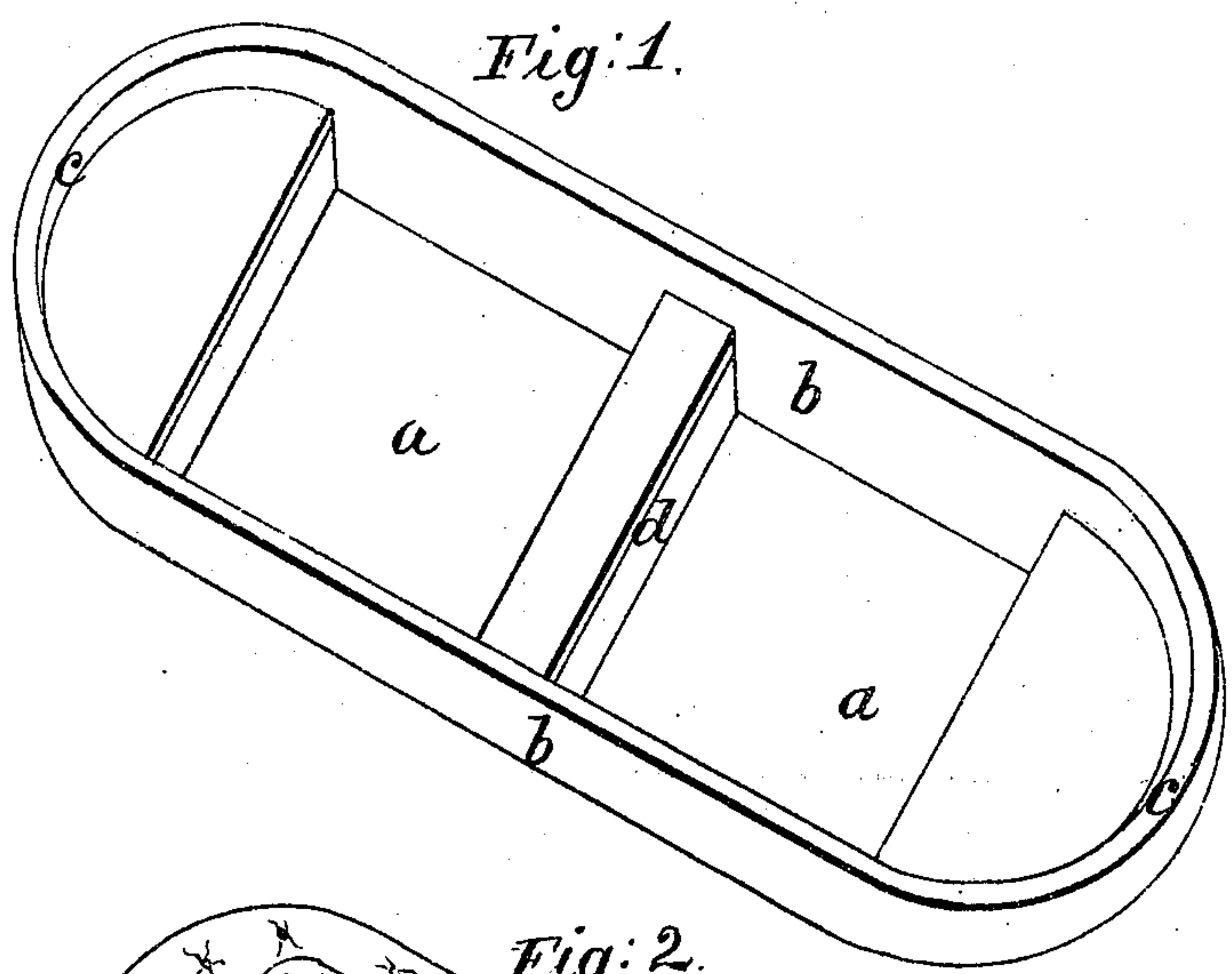


*S.F. Pratt.*  
*Life Preserving Seat.*  
*Nº 65,007. Patented May 21, 1867.*



*Witnesses;*  
*J. B. Kiddle*  
*W. W. Nottingham*

*Inventor;*  
*S. F. Pratt*  
*By his Attor*  
*Crosby & Gould*

# SAMUEL F. PRATT, OF ROXBURY, MASSACHUSETTS.

Letters Patent No. 65,007, dated May 21, 1867.

## IMPROVED FURNITURE FOR VESSELS.

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, SAMUEL F. PRATT, of Roxbury, in the county of Norfolk, and State of Massachusetts, have invented an Improvement in Furniture for Vessels; and I do hereby declare that the following, taken in connection with the drawings which accompany and form part of this specification, is a description of my invention sufficient to enable those skilled in the art to practise it.

The object of this invention is to supply a ready and convenient means for floating voyagers, in case of disaster to their vessels, by affording them, from the furniture thereof, boats complete in themselves, for all the purposes of flotation, and requiring no manipulation to fit them for such purposes.

My invention consists in a water-tight tank, capable of floating as a boat *per se*, and provided with one or more water-tight divisions, compartments, or boxes, designed and arranged to serve the purpose of buoyancy, or for deposits of water or food, when said tank is so shaped and proportioned as to serve also the purposes of a support for seats or backs, and to thus constitute a portion of vessel's furniture, for the purpose of seating the passengers or crew. In large steamboats, especially those used for ferriage, lake, river, bay, sound, and coasting trips, there are saloons and covered decks where there is room for lines of long double seats or sofas, preferably with an upright centre-piece, the two sides of which, especially when upholstered, serve as backs for the double seats. These saloons and decks being generally screened from the direct rays of the sun, afford better facilities for keeping boats from drying, cracking, and warping, than can be had on the exposed open decks, and boats kept there are less liable to injury from violent contact or other accident. By my invention I am enabled to introduce into these desirable and well-protected places, in the guise and serving the purpose of furniture, boats, or water-tight tanks, fitted for use without change as boats, thus without materially changing the appearance of a vessel's furniture, or largely enhancing its cost, making provision for the flotation of a great number of human beings, without necessitating any reduction in the number or capacity of first-class life-boats, or reducing the space in which they would be carried. Of the drawings illustrating my invention—

Figure 1 represents, in perspective, one of my seat-supports, in the position in which it will float when used as a boat.

Figure 2 is a perspective view of the same seat-support, reversed in position, and with the addition thereto of cushioned seats and back.

Figure 3 is a cross-section, showing the support, and the seats and back placed thereupon.

I prefer to embody my invention in metal, such as zinc-covered rolled iron sheets though the embodiment may be made in wood. The shell of the support has a vertical height sufficient to elevate the surface of the seat or cushion placed thereon to the height requisite for the comfort of adult persons when sitting. If it is desirable to have the body of the support, when viewed as a boat, deeper than this, it may be so made, and a platform or step surrounding the support may be used as a foot-stool.

In the drawings, *a* represents the surface which forms the bottom of the boat; *b*, the sides; *c*, the ends, which I prefer to make either angular or curvilinear, instead of square. In the ends of the tank bounded by *a*, *b*, *c*, I design to secure water-tight compartments, preferably of less height than the sides *b* and ends *c*. I also design to provide the tank with water-tight lockers, one of which is seen at *d*, these serving to store a supply of food, and to strengthen the tank, and answer the purposes of seats for occupants of the tank when in use as a boat, these latter purposes being also served by the compartments at the ends of the tank. I prefer to make use of the tank as a support, with its bottom *a* uppermost, as seen in figs. 2 and 3, but the tank may be used to support the seats in the position seen in fig. 4. When the bottom *a* is uppermost, when supporting the seats, as in figs. 2 and 3, I design to make use of a hollow keel thereupon, to be kept constantly full of fresh water, in readiness for any disaster, provision being made inside of the tank for drawing the water as it may be needed. The food-tanks I design to have kept constantly stored with food, to be changed from time to time, like the water, as may be necessary. Provision is made in the back of the seats, as seen in fig. 3, for the keel, which thus serves to keep the whole of the seat in its place on its support.

I do not claim the employment of furniture by joining two or more pieces into a tank, made water-tight by means of packed joints, such a design forming no part of my invention.

I claim the combination of the seat and water-tight tank, when constructed and arranged to operate substantially as and for the purpose specified.

Also, in combination with the foregoing, of one or more water-tight compartments, as and for the purpose specified.

S. F. PRATT.

Witnesses:

J. B. CROSBY,

F. GOULD.