

W. G. BLAIR.

SWINGING BERTHS FOR VESSELS.

No. 179,442.

Patented July 4, 1876.

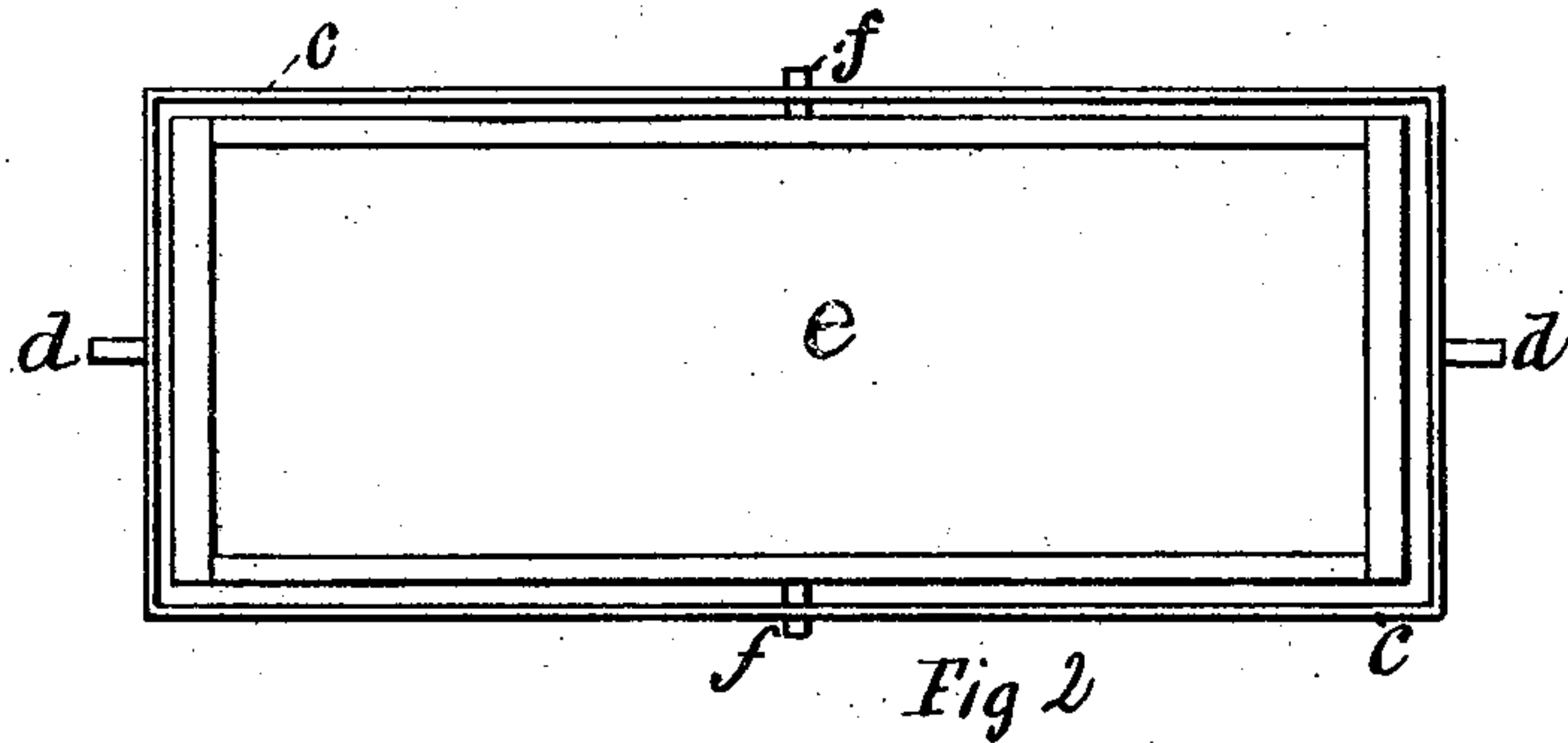


Fig. 2

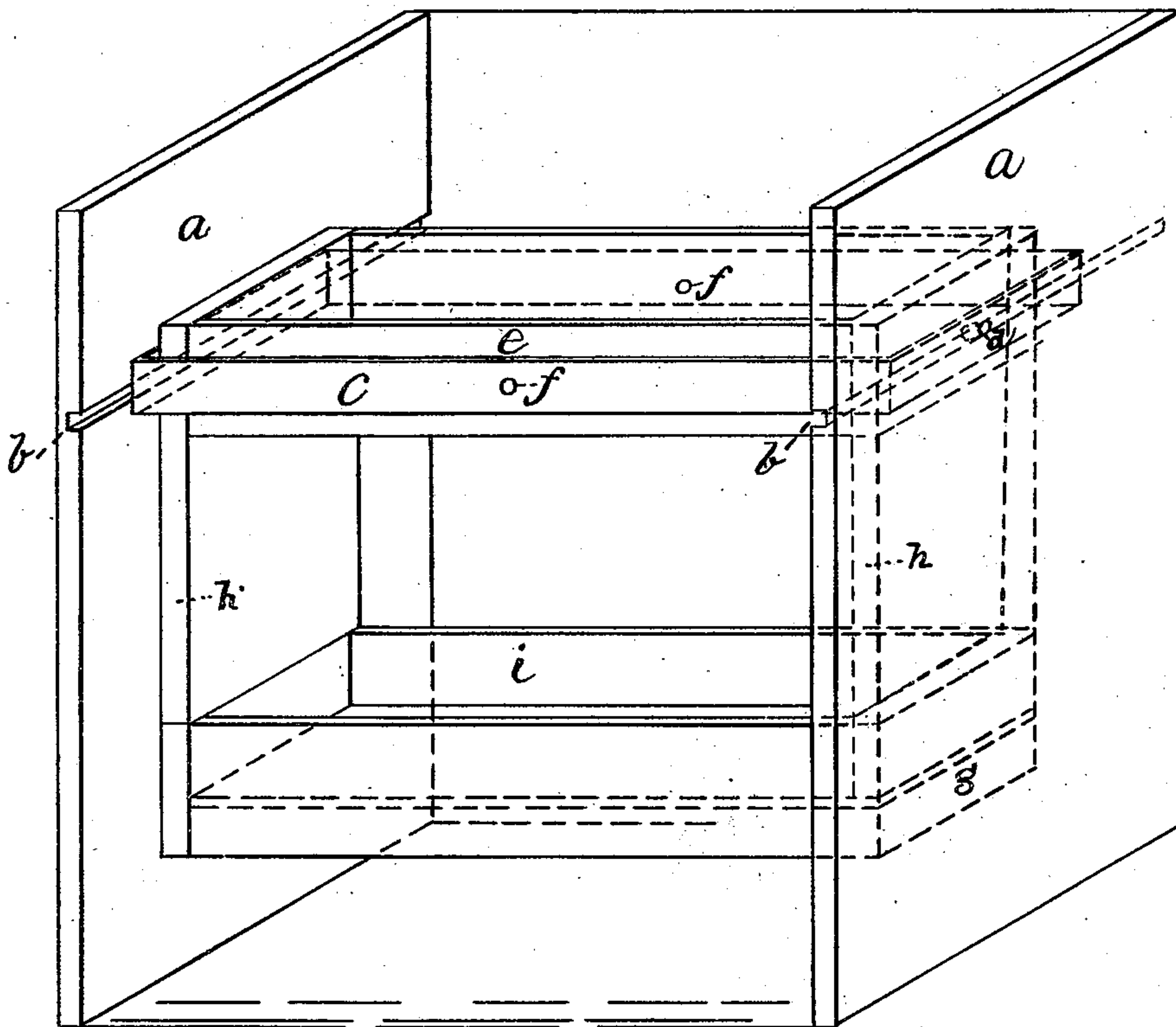


Fig. 1

Witness

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Inventor

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# UNITED STATES PATENT OFFICE.

WILLIAM G. BLAIR, OF HAMPDEN, MAINE.

## IMPROVEMENT IN SWINGING BERTHS FOR VESSELS.

Specification forming part of Letters Patent No. **179,442**, dated July 4, 1876; application filed March 13, 1876.

*To all whom it may concern:*

Be it known that I, WILLIAM G. BLAIR, of Hampden, in the county of Penobscot and State of Maine, have invented certain new and useful Improvements in Berths for Vessels; and I do hereby declare that the following is a full, clear, and exact description thereof, that will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 shows a front view of my invention in perspective; Fig. 2, a plan.

Same letters show like parts.

My invention consists of a tier of two or more berths intended for use upon steamers or sailing-vessels, and so hung as to always remain in a horizontal position, irrespective of the motions of the vessel, and capable of being drawn out from the side of the state-room to allow free movement. By my device the danger of seasickness is very much diminished, and the comfort of the passenger increased.

My invention will be readily understood by reference to the accompanying drawing. At *a a* are shown partitions between adjoining state-rooms or berths, having therein transverse slots or tracks *b b*. Between these partitions a frame, *c*, is suspended upon pivots *d d*, resting in or upon the slots or tracks *b b*, and having a rocking motion on said pivots. Within this frame *c* is placed the berth *e*, pivoted thereto at its center *f* in such a manner as to move easily. To each end of this berth *e* are rigidly attached hangers *h*, to the lower ends of which are attached a second berth, *i*,

sufficient space being left between the berths to accommodate the passenger. When the berths are to be used, the frame *c* is drawn out upon its tracks *b b*, allowing the berths to swing without touching the walls.

It will be observed that the motion of the frame *c* upon its pivots *d d* is at right angles to the motion of the berth upon its pivots *f*, securing it to said frame, thus enabling the berth to accommodate itself both to the pitching and rolling motions of the vessel and to remain horizontal, while the rigid attachment causes the lower berth to accommodate itself to the motions of the berth *e*, to which it is attached, thus enabling one set of trunnions to serve for the whole tier of berths.

When not in use the berths are to be slid back upon the tracks *b b* against the wall or partition. Ballast will add greatly to the steadiness of motion, and may be placed in a receptacle provided for it in the berths, which are provided with false bottoms for the purpose.

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

The combination of the frame *c*, suspended from pivots *d d*, sliding on tracks *b b*, with berths *e* and *i*, rigidly attached to each other by hangers *h*, said berth *e* being pivoted to said frame *c* at the center of its length, as herein set forth, for the purposes specified.

In testimony that I claim the foregoing I have hereunto set my hand this 2d day of March, 1876.

WILLIAM G. BLAIR.

Witnesses:

GEORGE TENNEY,  
AMOS ROOKS.