

(No Model.)

2 Sheets—Sheet 1.

R. E. PINHEY.

LIFE SAVING SEAT FOR VESSELS.

No. 284,229.

Patented Sept. 4, 1883.

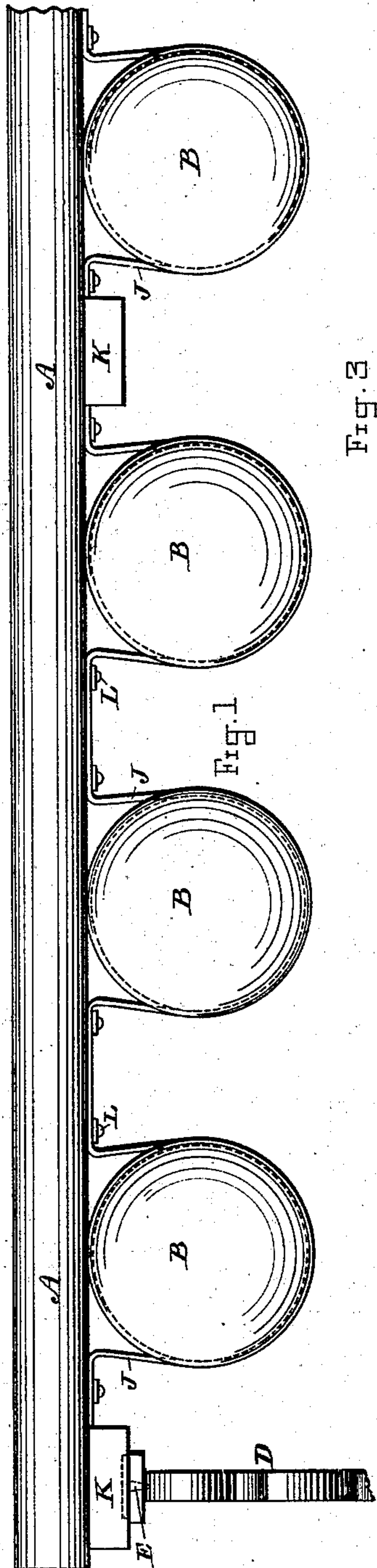


Fig. 1

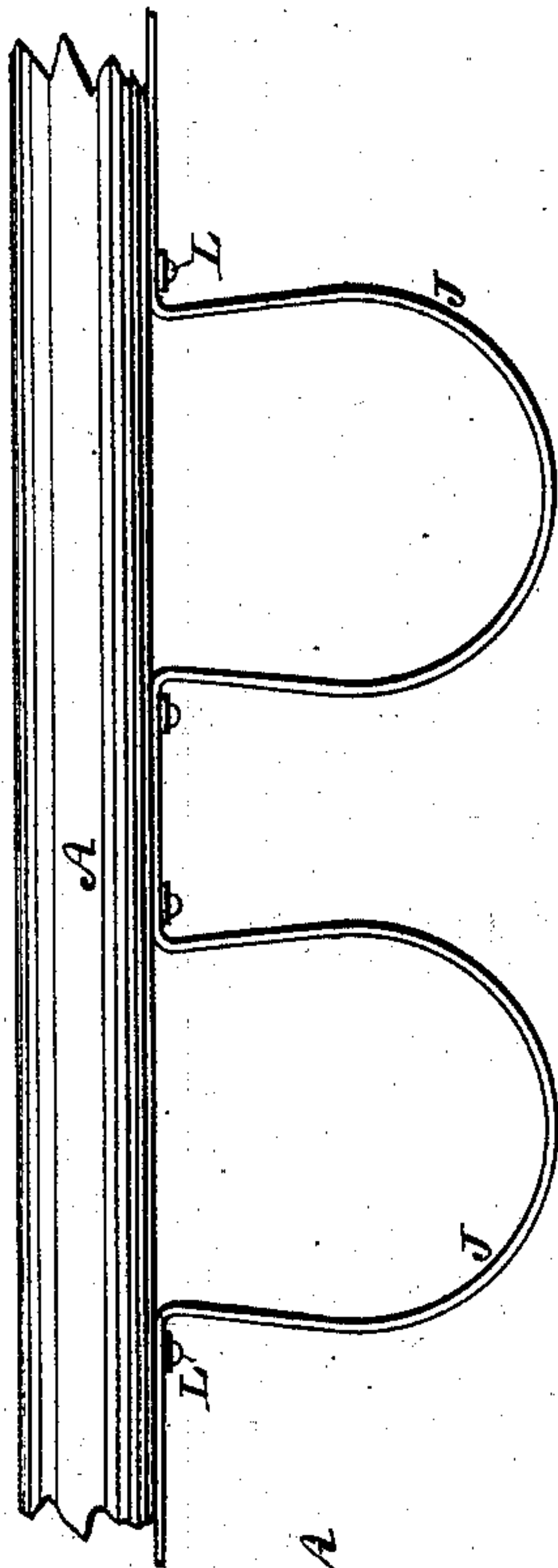


Fig. 2

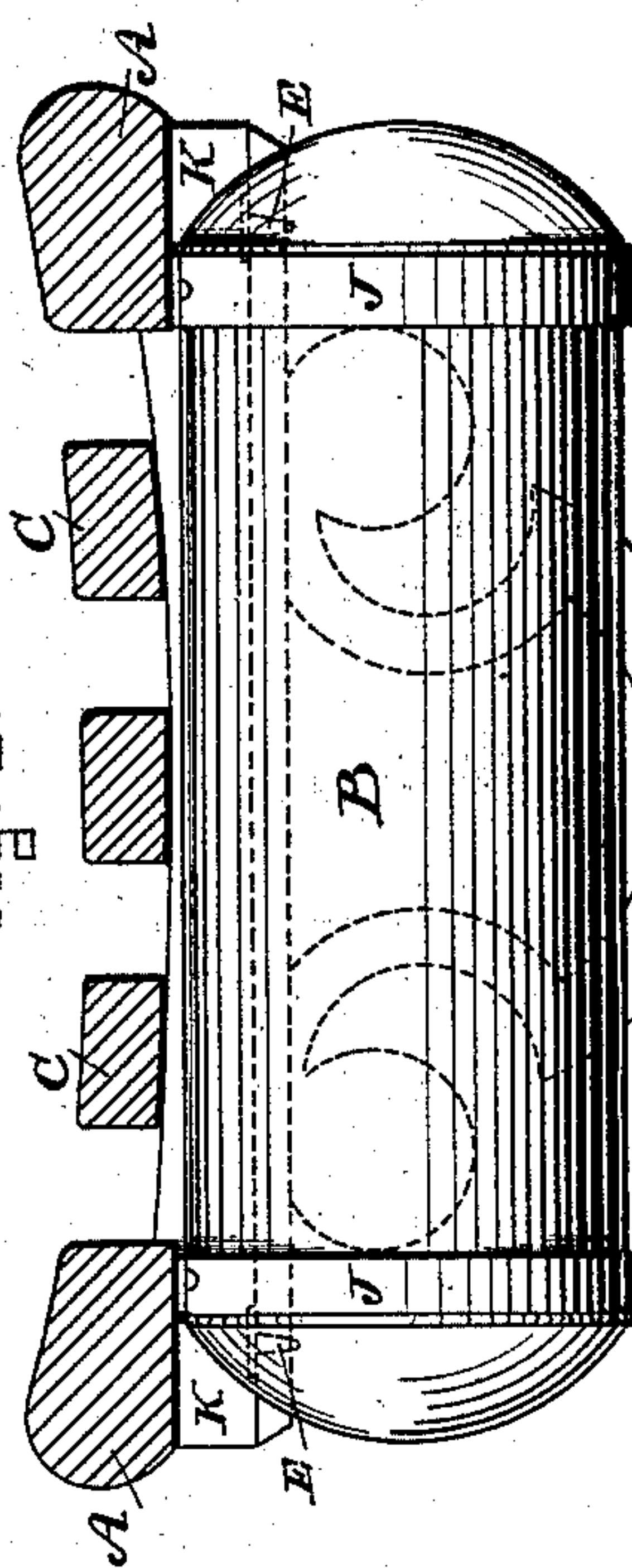
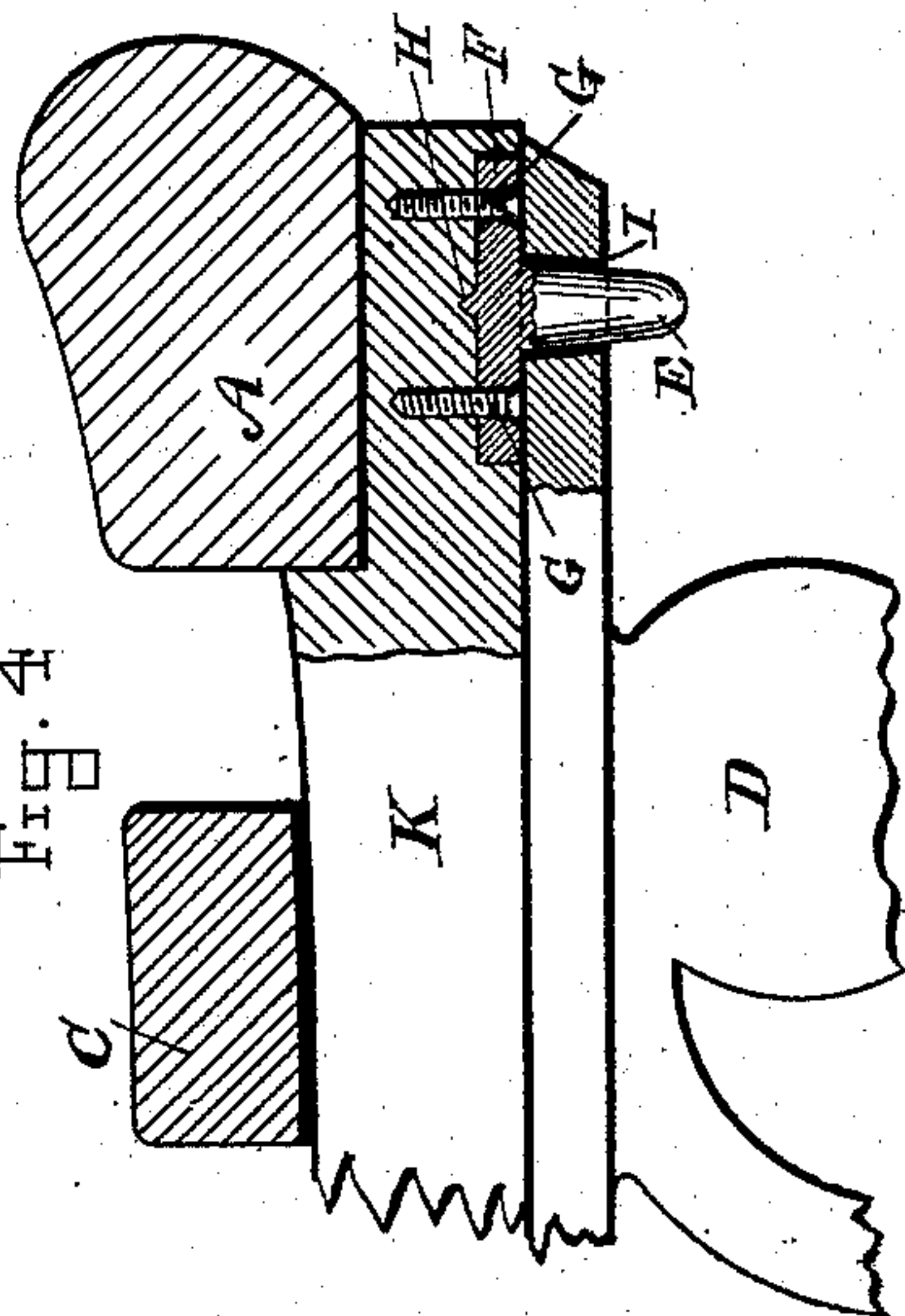


Fig. 3



Witnesses.

Walter S. Dodge.  
Jas. F. Duhamel.

Inventor  
Robert E. Pinhey.  
by Dodge & Son  
Attys.

(No Model.)

2 Sheets—Sheet 2.

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Fig. 6.

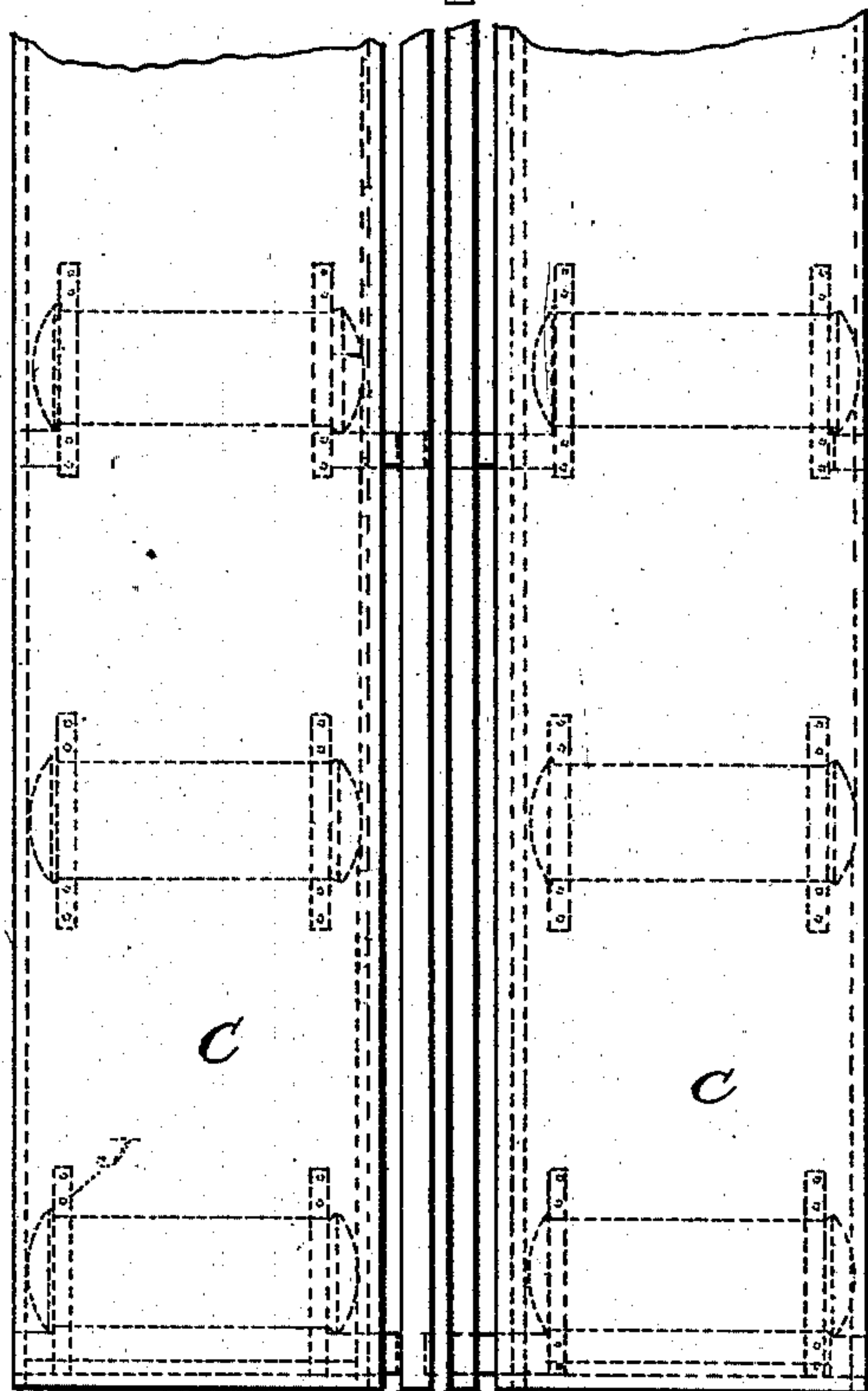
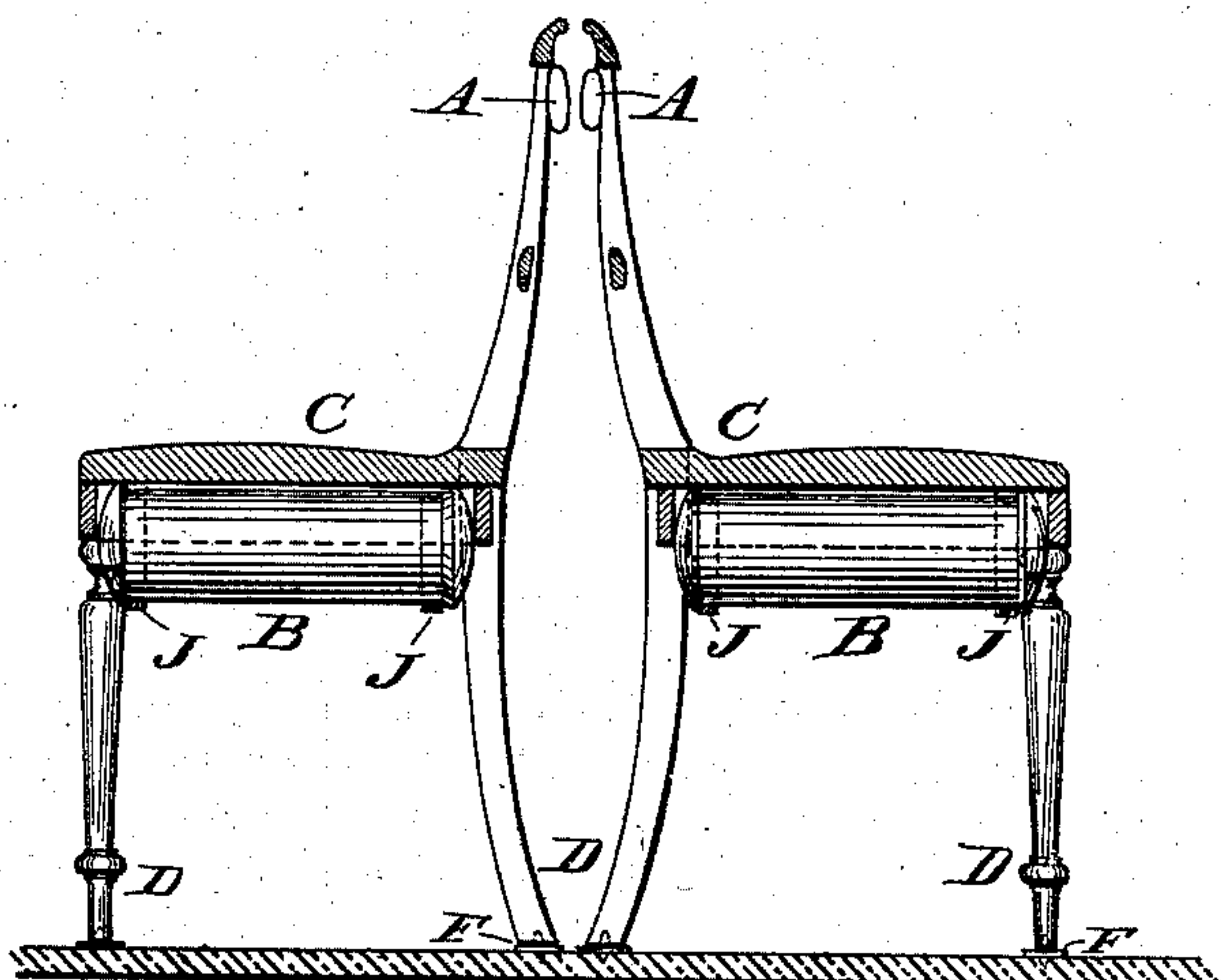


Fig. 5.



Witnesses.

Walter S. Dodge.  
Jas. F. Duffhamel.

Inventor.

Robert E. Pinhey,  
by Dodge & Son,  
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# UNITED STATES PATENT OFFICE.

ROBERT EARDLEY PINHEY, OF OXTON, COUNTY OF CHESTER, ENGLAND.

## LIFE-SAVING SEAT FOR VESSELS.

SPECIFICATION forming part of Letters Patent No. 284,229, dated September 4, 1883.

Application filed April 12, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, ROBERT EARDLEY PINHEY, a subject of the Queen of Great Britain, residing at Oxtton, in the county of Chester and Kingdom of Great Britain, have invented a certain new and useful Improvement in Life-Saving Seats for Vessels, of which the following is a specification.

In passenger-steamers, especially for river navigation, it is very desirable to provide means of escape available at a moment's notice in cases of collision and fire. The state of the art at present is very imperfect. Boats are provided, which take long in launching; life-rafts, which are in the way and difficult to launch in case of a fire; life-belts, cork jackets, and life-buoys, which get packed away and are not ready when wanted. The great desiderata in life-saving apparatus are that it shall always be at hand when wanted, shall perform a useful purpose when not in use for life-saving, and thus not uselessly take up space, and that it shall be loose and sufficiently light to launch overboard, while at the same time so fixed as not to be washed overboard easily or upset. All these desiderata I have supplied in my invention, which consists in an ordinary seat, with a hollow canister or cylinder fixed at intervals to the same, said seat being prevented from being overturned or floated overboard by being fitted with conical pegs fitting into sockets in its feet, which are nailed or bolted or otherwise fixed to the floor. The size and form of the seat is immaterial, and the floating cylinder or cylinders can be placed in any convenient part or parts that may be found best. I prefer, however, to place them in backless seats or forms underneath the same transversely, as set forth in the drawings, in which—

Figures 1 and 2 are respectively a side and sectional view of seat and canisters attached; Fig. 3, a view with canister removed, and Fig. 4 a sectional enlarged view of part of seat screwed or otherwise fastened to deck; Fig. 5, an elevation, and Fig. 6 a plan, of double row of forms fitted with the transverse canisters, and with backs fitted with a small longitudinal air-tube, oval in section, (A,) so that when thrown in the water wrong way up or upset, the back may have a tendency to right

itself, and either form a trough with the seat or stand bolt upright. In this case a slightly-varying arrangement of pegging is shown, which, however, is not as good as the other—namely, the peg and socket are in the deck and the leg of the seat, instead of between the leg-frame and the seat. I merely show this as a possible variation of my invention, useful in some rare cases.

In the drawings, A is the front edge of bench; B B, the canisters; C, laths of the seat; D, leg, with bracket-socket I, fitting peg E loosely; E, slightly-conical pin fixed by flange F to frame K of seat by means of screws G, and further held in place by the projection H.

The socket-pin E, with its flange for fastening it on, is preferably made of bronze or gun-metal, so as to prevent any chance of the pin rusting fast. It is obvious, however, that the form of fastening may differ widely, just as the attachments of casters to furniture differ, the main point being that the bench shall be pegged, so as to be prevented from lateral movement, while free to be lifted off vertically, or even by tilting up at one end more than at the other. The pin is slightly conical to prevent it sticking in the socket; and it is obvious that it could be placed in the leg-frame and a metal socket let into the seat, in place of the exact arrangement shown.

The canisters B are of copper, hermetically sealed, and have slightly-projecting ends or flanges, so as to enable the iron, or preferably bronze, bands J to have a firm and secure hold on them; otherwise the canisters might be forced loose. These bronze bands J are fitted to clasp the canisters tightly and hold them to the seat. The bands are screwed to the seats with wood-screws L. These canisters are much superior to cork stuffing, for this reason: they are more buoyant, and they do not easily decay, whereas it is no uncommon thing to find a cork buoy so sodden with moisture as to almost or quite sink when thrown into the water.

The invention is fitted to the seats of the Birkenhead ferry-boats at Liverpool, and looks very elegant.

I claim as my invention—

1. As a new article of manufacture, a loose seat or form fitted with air-tubes or canisters



pegged to its supports, so as to be incapable of horizontal motion thereon, yet capable of being lifted vertically free from its supports, substantially as and for the purposes described.

5 2. In combination with a deck or floor and a buoyant seat, a socket, I, fixed to one and a slightly-tapering pin secured to the other of said parts, adapted to enter the socket, substantially as and for the purpose explained.

10 3. In combination with a seat having a fixed

upright back, and having floats B attached to the seat, a longitudinal air-tube near the top of the back, substantially as shown, whereby the seat is caused to right itself when thrown into the water wrong side up or overturned.

ROBERT EARDLEY PINHEY.

Witnesses:

W. P. THOMPSON,  
I. O. O'BRIEN.