(No Model.)

J. M. LOVOLD.

DECK SEAT FOR SHIPS.

No. 429,928. Patented June 10, 1890.

Fig. 1

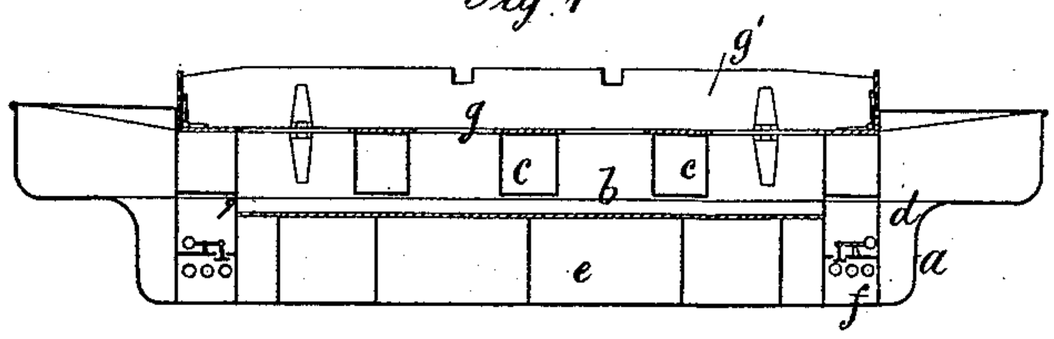


Fig. 3

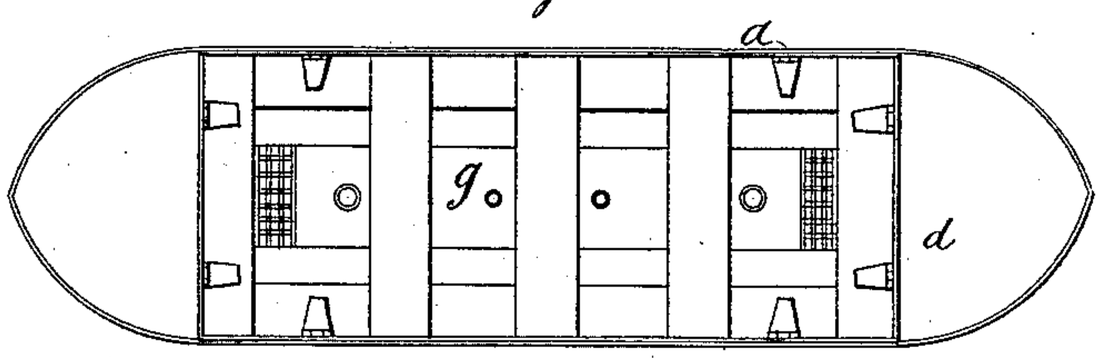


Fig. 4

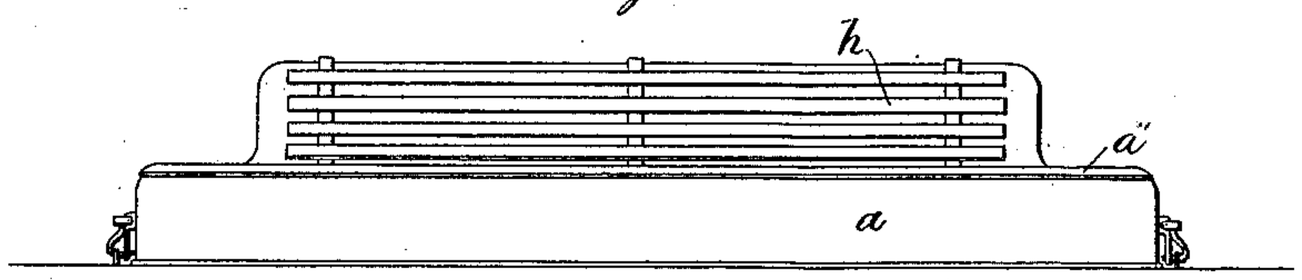


Fig 2

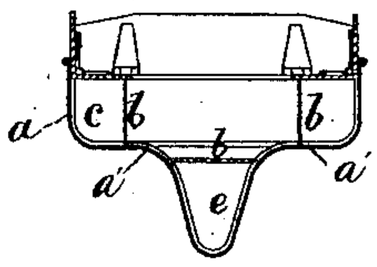


Fig. 5

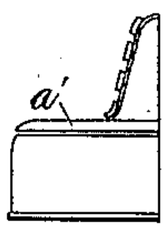
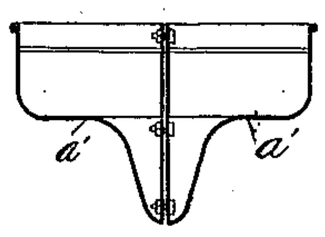


Fig. 6



WITNESSES

W. B. Johnson
J. Richman

INVENTOR

John Michael Lovold

UNITED STATES PATENT OFFICE.

JOHN MICHAEL LOVOLD, OF LIVERPOOL, ENGLAND.

DECK-SEAT FOR SHIPS.

SPECIFICATION forming part of Letters Patent No. 429,928, dated June 10, 1890.

Application filed November 29, 1889. Serial No. 331,894. (No model.) Patented in England November 12, 1887, No. 15,462; in France September 8, 1888, No. 192,916; in Germany September 9, 1888, No. 46,586, and in Belgium September 11, 1888, No. 83,237.

To all whom it may concern:

Be it known that I, JOHN MICHAEL LOVOLD, master mariner, of Liverpool, in the county of Lancaster, England, have invented a new and useful Improvement in Deck-Seats for Ships and Navigable Vessels, (for which I have obtained Letters Patent in Great Britain, No. 15,462, dated November 12, 1887; in France, No. 192,916, dated September 8, 1888; in Germany, No. 46,586, dated September 9, 1888; in Belgium, No. 83,237, dated September 11, 1888, and nowhere else;) and I do hereby declare the following to be a full, clear, and exact description thereof.

The subject of my invention is a deck-seat for vessels, which may be employed for the ordinary uses of a deck-seat, and in case of necessity may be used as a boat.

In the accompanying drawings, Figure 1 shows in vertical longitudinal section my improvement when in condition for use as a boat. Fig. 2 is a cross-sectional view, and Fig. 3 is a plan view, thereof. Fig. 4 is a side elevation of the device when in position for use as a deck-seat. Fig. 5 is a vertical cross-sectional view of a modified form of deck-seat. Fig. 6 is a vertical cross-sectional view showing two of these seats united and inverted to form a boat.

Like symbols of reference indicate like parts in each.

As shown in Figs. 1, 2, and 3, the convertible deck-seat and boat is made with a sheet metal outer hollow shell *a*, the shape of which, as clearly shown in the drawings, approximates that of a boat having at the base a contracted longitudinal trough-shaped portion *e*, which serves to the boat interiorly the function of a water tank or tanks and exteriorly the function of a keel. The boat is also provided with inner transverse and longitudinal sheet-metal partitions *b*, which are united to the outer shell and form air-tanks *c* to make the boat buoyant in case it is upset or filled with water, lockers *d* at the ends of the boat, wells *f*, and a covering and partitions for the water-tanks *e*. The wells *f* may be provided with valves, as shown in Fig. 1, for the discharge of water. The gunwales of the cockpit *g* of the boat are formed by hinged plates *g'*, the side plates being notched to form rowlocks for oars. The boat may also be provided with the usual steps for masts.

As thus constructed, my improvement forms a safe and efficient life-boat. When it is to be used as a deck-seat on vessels, the gunwales of the cockpit are folded down and the boat is overturned, as shown in Fig. 4. The substantially flat portions *a'* of the hull of the boat at the sides of the keel then form a convenient seat, for which the portion *e* serves as a back. Lattice-strips *h* may conveniently be placed against the part *e* to form a facing for the seat-back. When the boat is thus used as a deck-seat, sails, oars, masts, and like appurtenances may be stored beneath it.

The seat formed by inverting the boat (shown in Figs. 2 and 3) is double, having a seating-bench on each side of the back *e*. In Fig. 5 I show the improvement constructed as a single seat, the shape being that of a longitudinally-divided half of the seat-boat of Fig. 2. The manner of use of this form of the device as a seat is shown in Fig. 5. When it is to be used as a boat, two of the seats are bolted together, as shown in Fig. 6.

The advantages of my improvement are apparent. As a seat it is convenient and neat in appearance, and as a boat it possesses desirable characteristics of strength, buoyancy, and good shape.

I claim—

1. A convertible deck-seat and boat, consisting of a hollow shell forming the hull of the boat and having a longitudinal exteriorly-projecting hollow portion constituting a hollow keel for the boat and (when inverted) a back for the seat, and having portions *a'*, which are exteriorly substantially flat and are situated at the sides of the keel, forming the seats, substantially as and for the purposes described.

2. A convertible deck-seat and boat, consisting of a hollow shell forming the hull of the boat and having a longitudinal exteriorly-projecting hollow portion constituting a hollow keel for the boat and (when inverted) a

back for the seat, and having portions *a'*, which are exteriorly substantially flat and are situated at the sides of the keel, forming the seats, and partitions extending across the interior of the boat and constituting chambers, substantially as and for the purposes described.

3. A convertible deck-seat and boat, consisting of a hollow shell forming the hull of the boat and having folding gunwales and a longitudinal exteriorly-projecting hollow portion constituting a hollow keel for the boat and (when inverted) a back for the seat, substantially as and for the purposes described.

In testimony whereof I have hereunto set my hand this 11th day of November, A. D. 1889.

JOHN MICHAEL LOVOLD.

Witnesses:
W. B. JOHNSON,
J. RICHMAN.