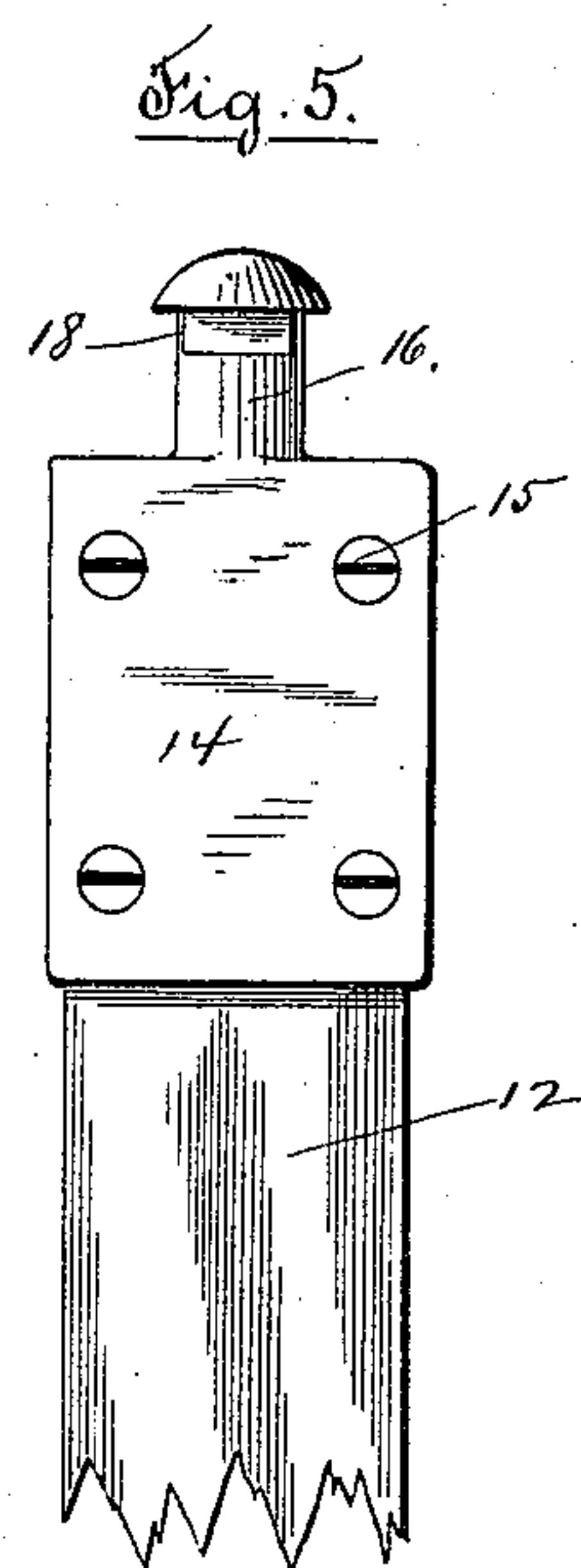
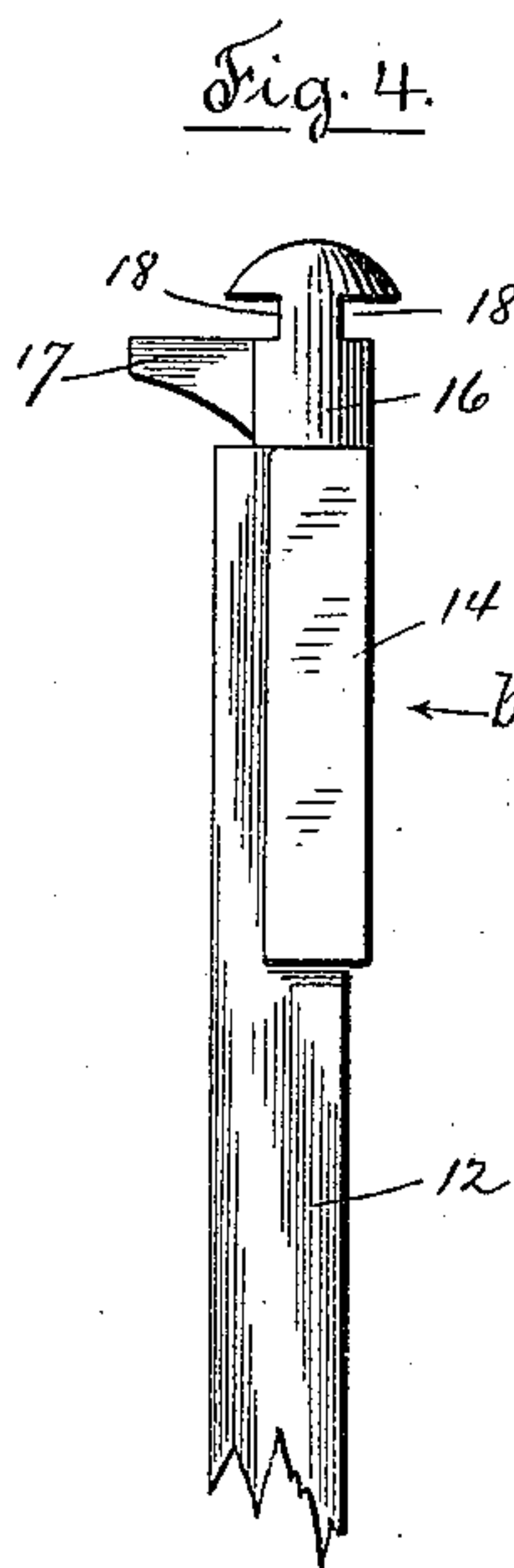
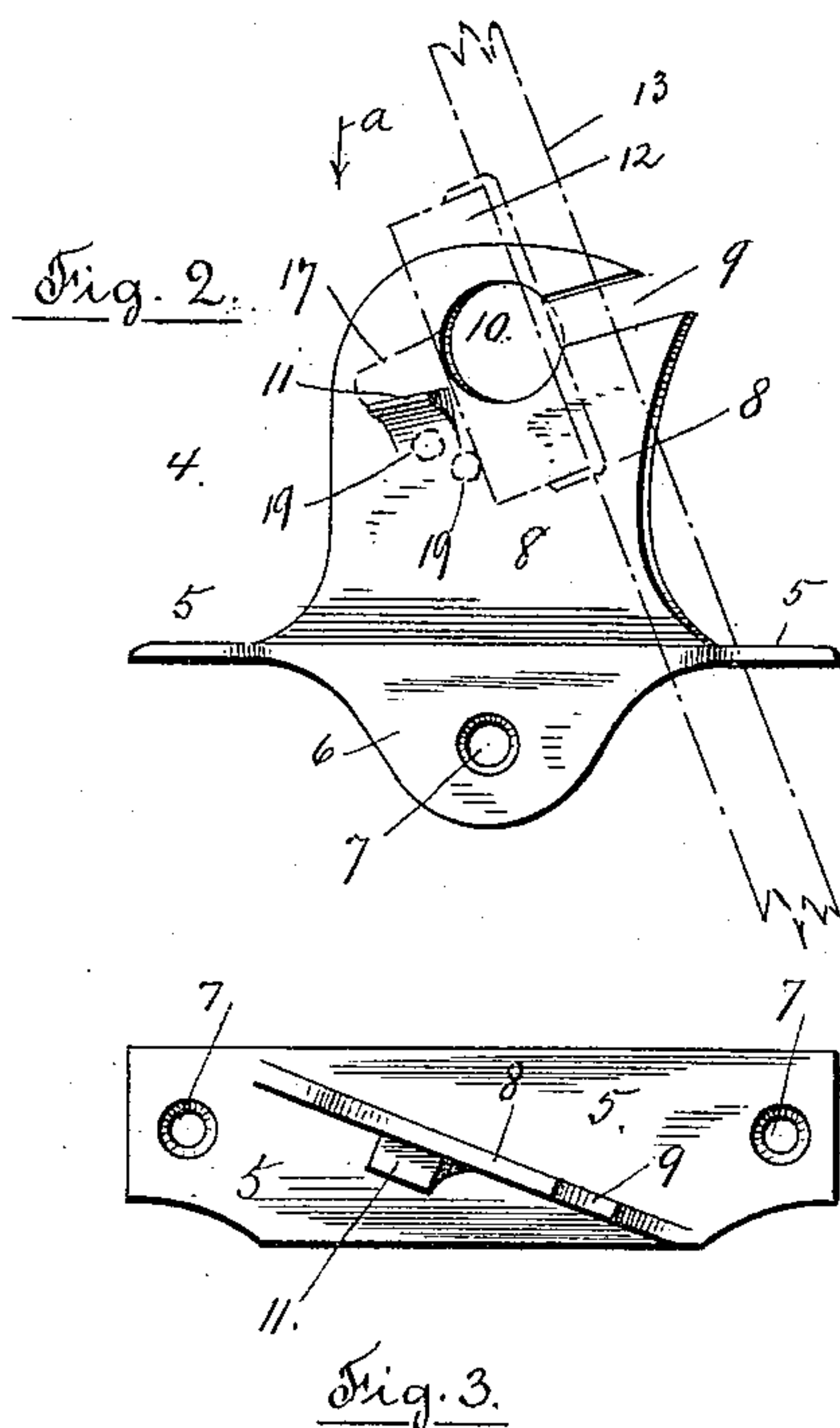
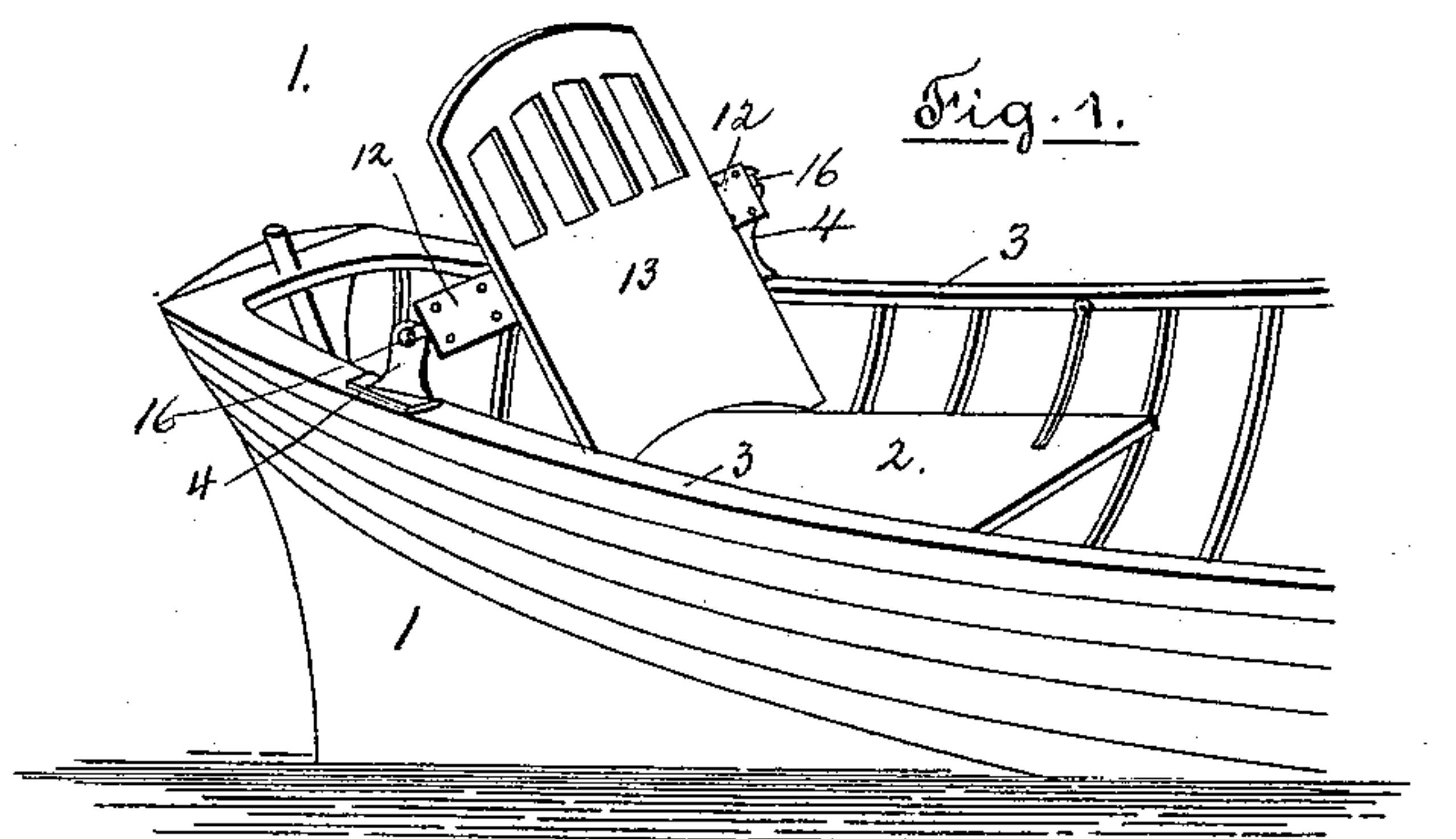


(No Model.)

J. J. O'LEARY.
BOAT SEAT.

No. 430,218.

Patented June 17, 1890.



Witnesses

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UNITED STATES PATENT OFFICE.

JEREMIAH J. O'LEARY, OF WORCESTER, MASSACHUSETTS.

BOAT-SEAT.

SPECIFICATION forming part of Letters Patent No. 430,218, dated June 17, 1890.

Application filed June 22, 1889. Serial No. 315,260. (No model.)

To all whom it may concern:

Be it known that I, JEREMIAH J. O'LEARY, a citizen of the United States, residing at Worcester, in the county of Worcester and State of Massachusetts, have invented certain new and useful Improvements in Boats; and I do hereby declare that the following is a full, clear, and exact description thereof, which, in connection with the drawings making a part of this specification, will enable others skilled in the art to which my invention belongs to make and use the same.

My invention relates to boats, and more particularly to pleasure and row boats; and the object of my invention is to provide an adjustable and movable back for the seats in a boat.

My invention consists in certain novel features of construction of a movable tilting seat-back and the combination of the same with the boat, as will be hereinafter fully described, and the nature thereof indicated by the claims.

Referring to the drawings, Figure 1 represents a portion of a boat with my adjustable tilting seat-back applied thereto. Figs. 2, 3, 4, and 5 are details of parts of my improvement, Fig. 2 being an inside view of one of the stands or bearings for supporting the movable seat-back, showing the back in dotted lines, and Fig. 3 being a plan of the part shown in Fig. 2, looking in the direction of arrow *a*, same figure, Fig. 4 being a side or edge view of one end of the cross-piece of the seat-back, adapted to engage with the stand or bearing shown in Figs. 2 and 3, and Fig. 5 being a plan view of the end shown in Fig. 4, looking in the direction of arrow *b*, same figure.

In the accompanying drawings, 1 is the stern portion of a boat of any ordinary construction. 2 is the seat in the stern of the boat, and 3 are the sides or gunwales of the boat.

On the top of each gunwale, opposite to each other, is secured a stand or bearing 4, preferably made in one piece with the flat base part 5, adapted to rest upon the top of the gunwale or side of the boat, and the downwardly-projecting lip 6, adapted to extend down and bear upon the inside of the gunwale. Said base part 5 and lip 6 are provided with holes 7, for securing said stand or bear-

ing 4, by means of screws, bolts, or otherwise, to the gunwale of the boat.

Extending up from the base part 5 of the stand 4, and preferably made integral therewith, is a bearing 8, preferably of the shape shown in Fig. 2, with a slot 9 leading in from the front edge to a round hole 10 in said bearing, which is also provided with a projection or knob 11, which acts as a stop, as will be hereinafter described. On account of the outward curve of the sides or gunwales of a boat, the bearings 8 extend at an angle to the base part 5 of the stand 4, in order to be parallel to each other. As above stated, two bearings 8 are used for each seat-back, one on each side or gunwale of the boat, opposite each other, and between the bearings 8 extends the cross-piece 12, upon which the seat-back 13 is secured. (See Fig. 1.) Said seat-back 13 is preferably made of one or more pieces of flat wood, and of substantially the shape shown in the drawings, and the cross-bar 12 extends across the central part of the seat-back 13, so that about half of the seat-back will extend above the cross-bar 12 and half below. (See Fig. 1.) The pivotal points of the seat-back 13 will be at about the central cross-line of said seat-back, thus giving a rocking or tilting motion to the same in a vertical plane above and below its pivotal supports. The cross-piece 12, preferably made of wood, is provided at each end with a flat casting 14, secured by screws 15 or otherwise to the cross-piece 12, and having on its outer end the spindle 16 extending out therefrom. The spindle 16 has a lug or projection 17 extending out therefrom, and is provided with slots 18 on opposite sides thereof. The cross-piece 12, provided with the ends 14, as above described, is combined with the bearings 8 of the stands 4 by inserting the slotted portion of the spindle 16 on each end 14 of the cross-piece into the slots 9 in the bearings 8, and then turning the cross-piece partially around, so that the projection or lug 17 on the cross-piece will rest and bear against the stop 11 to limit the tilting or backward motion of the seat-back 13.

Instead of a stationary stop 11 on the bearing 8 to limit the backward tilting motion of

the seat-back, I may substitute a movable pin or stop adapted to extend into holes in the bearings 8, as indicated at 19, Fig. 2, so that the backward tilting of the seat-back may be regulated, if desired.

The bearings or stands for supporting the cross-piece of the movable seat-back are designed to be secured permanently to the gunwales or sides of the boat; but the movable seat-back may be removed and only used when desired.

In order to disconnect and remove the seat-back, it is only necessary to tilt forward the upper part of the back in the direction indicated by the arrow in Fig. 1 until the slotted part 18 of the spindle ends 16 will pass through the slot 9 in the bearings 8.

The advantages of my improved adjustable and removable seat-back for boats will be readily appreciated by those skilled in the art.

I am enabled to combine with any seat in a boat and provide for said seat a removable back, which may be tilted back and forth at any desired inclination, and the backward tilting motion of which may be regulated and limited so as to prevent the user tilting back too far and losing his balance; and, further, I provide an adjustable and movable seat-back, which can be quickly and easily placed and securely attached to the boat, and can be easily removed when not in use.

The details of construction of my adjustable and movable seat-back may be varied from what is shown in the drawings and above described, if desired, without depart-

ing from the principle of my invention, which consists in combining with the seat of a boat an adjustable and removable seat-back made independently of and disconnected from the seat and hinged or pivoted at its central part on the gunwales of a boat, so as to have a rocking or tilting motion in a vertical plane above and below its pivotal supports.

I am aware that prior to my invention chairs have been made with adjustable backs, and therefore I do not broadly claim an adjustable back for a seat.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a boat, the combination, with a seat, of an adjustable and removable seat-back made independently of the seat and adapted to have a tilting motion back and forth by being pivoted at its central part on the gunwales of the boat, in the manner substantially as set forth.

2. In a boat, the combination, with a seat, of a seat-back made independently of the seat and disconnected therefrom, to be removed when desired, and said seat-back supported on pivot-points at a central part on the gunwales of the boat, so as to have a rocking or tilting motion in a vertical plane above and below its pivotal supports, substantially as set forth.

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Witnesses:

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