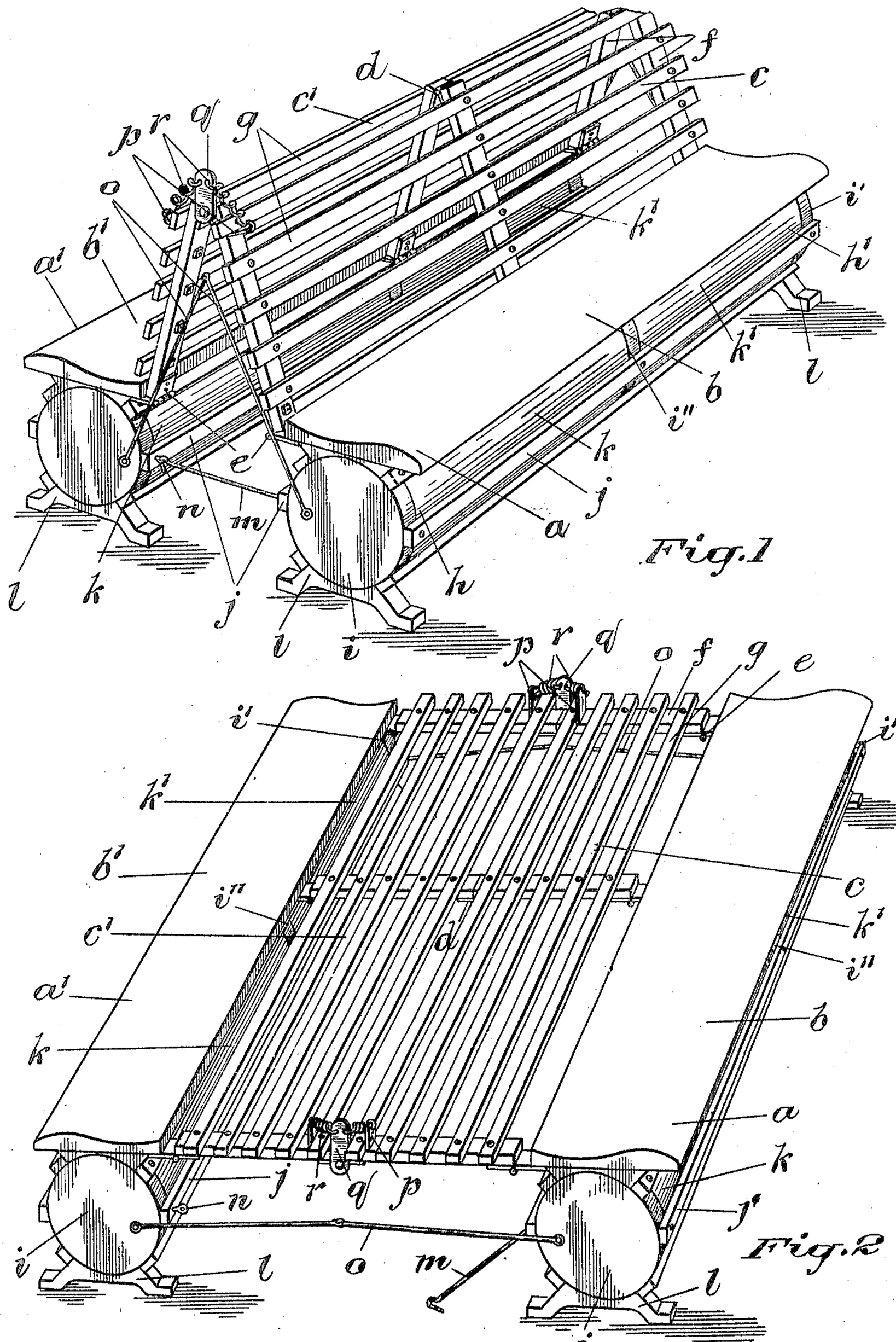
No. 816,891. PATENTED APR. 3, 1906.

C. & C. S. TAYLOR.

COMBINED SEAT AND LIFE RAFT.

APPLICATION FILED APR. 22, 1905.



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CECIL TAYLOR AND CHARLES STANLEY TAYLOR, OF DRAYTON, CANADA.

COMBINED SEAT AND LIFE-RAFT.

No. 816,891. Specification of Letters Patent. Patented April 3, 1906.

Application filed April 22, 1905. Serial No. 256,910.

To all whom it may concern:

Be it known that we, CECIL TAYLOR and CHARLES STANLEY TAYLOR, farmers, of the town of Drayton, in the county of Wellington and Province of Ontario, Canada, have jointly invented a new and useful Improvement in a Combined Seat and Life-Raft, of which the following is a specification.

The objects of our invention are to construct a seat and life-raft combined, whereby the device may be utilized as a convenient seat adaptable to be placed on the decks of vessels and may be readily rearranged into such form that it may be used as a life-raft in the event of an emergency.

The device is so constructed that in appearance it will represent two ordinary deck-seats placed back to back, the backs and seat parts being in all respects similar to an ordinary deck-seat. In our device and for this purpose we hinge the backs to the seat parts and couple the two edges of the backs together by hinges. Incased in the framework of each of the seat parts are air-tight compartments by which the device may be rendered buoyant in the event of being placed or thrown into the water. When the device is to be used as a life-raft, a fastening by which the two seat parts are relatively held together is unfastened, which allows the two seat parts to be separated sufficiently to allow the backs to lower into a horizontal position, and the parts are maintained and supported in this position by hinged brace-bars pivoted to the ends of the seat parts.

We attain these objects by the device as illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of the device arranged to form a seat, and Fig. 2 is a perspective view of the device rearranged to provide a life-raft.

Like letters refer to like parts throughout the specification and drawings.

In Fig. 1 of the drawings is shown the device arranged as a seat, or more particularly shown as two seats (back to back) *a* and *a'*, consisting in each case, essentially, a seat part *b b'* with reclining backs *c c'*. The two seats *a* and *a'* are arranged in parallel relation to one another, the backs *c* and *c'* being adjacent and are coupled together at their top edges by a series of hinges *d*, and the lower edges being hinged to the back edge of the seat parts *b b'* by similar hinges *e*. The backs *c c'* consist of a rectangular-slatted structure formed by a series of uprights *f*, joined together by a series of parallel cross-slats *g*. The slats are bolted to the uprights so as to leave a space between each of the slats. The hinges *d* and *e* are preferably fastened to the ends of the uprights *f*, so that when the backs are let down to form the deck for the raft the uprights *f* act as cross-supports. As shown in the drawings, the seat parts *b b'* are made up of a framework-base circular in cross-section; but we do not wish to confine ourselves to the circular form, as square or any other shape may be used. The base is divided into two parts *h* and *h'*, formed by the ends *i* and *i'* and the center *i''*, the ends and center being shown in a circular form, which may be made or constructed from wood or metal, wood being the preferable. Fastened to the periphery of the ends *i i'* and center *i''* and extending the entire length of the seat parts are a series of slats *j*. By the slats and ends a frame is formed for the seat parts, and in each half of the frame is contained an air-tight chamber *k* and *k'*. The chambers *k* and *k'* may be made of metal, wood, or fabric, metal being the preferable. They are to be perfectly air-tight to render the device buoyant when in the water. Fastened to the bottom edge of the ends *i* and *i'* are feet *l*, by which the seats may be set and prevented from rolling or tilting. Fastened to the back of one of the seat parts is a hook-bar *m*, and fastened to the back of the other seat part in opposite relation is an eyebolt *n*, and by fastening the hook-bar into the eyebolt the two seat parts are held in proper relation to one another and are maintained in their arrangement as a seat. Pivoted to each of the ends *i i* and *i' i'* of the seat parts *b* and *b'* are hinged brace-bars *o*. The brace-bars *o* are for the purpose of maintaining the two frame parts of the seats in vertical position and also the necessary interval apart when the device is arranged as a life-raft. Bolted or fastened to the upper part and projecting outward from the front face of the backs *c* and *c'* near each end, and preferably fastened to the uprights *f*, are brace-plates *p*, and pivoted at the joints of the two end uprights *f* of each of the backs *c* and *c'* is a lever-plate *q*. Connected with each of the lever-plates *q* and each of the brace-plates *p* is a coiled spring *r*. By the aid of the springs the backs are to a certain extent maintained in their horizontal posi-

tion. When the backs are let down to form the deck of the raft, the springs also aid to force the backs downward when the hooks *m* are released from the eyebolts *n*.

By reference to Fig. 2 of the drawings it will be seen the device has been rearranged to form a life-raft and that the hook-bar *m* has been unhooked from the eyebolt *n* to allow the two seat parts *b* and *b'* to be separated apart until the backs have opened out into a horizontal position and also into the one plane to form a slatted deck for the raft. When the backs are being let down, the outward movement of the seat parts is checked when they reach the one plane, and at the same time the seat parts are being moved apart the brace-bars drop down into a horizontal position and parallel with the plane of the backs, whereby they act as braces to the backs that form the deck and also maintain the two seat parts in an erect and in a proper relative position apart. They also in bracing the backs prevent the backs sagging in the middle.

When the device is rearranged into the form of a raft, the backs and seat parts will be in one plane, and the backs will be prevented from buckling up in the center by the downward pressure maintained by the springs *r*.

It will be understood that the forms or sizes of the air-chambers may be varied without deviating from the nature of our invention.

What we claim as new, and desire to secure by Letters Patent, is—

In a combined seat and life-raft, two seat parts arranged in parallel relation to one another, air-tight chambers fastened within a framework comprising the base of the said seat part, a slatted back hinged to each of the said seat parts, the said slatted backs being hinged together along their upper and adjacent edges, a hook-bar fastened to the said seat parts and adapted to maintain the said seat parts and backs in the arrangement as a seat, a brace-bar fastened to the ends of the said seat parts and adapted to maintain the parts in the rearrangement as a life-raft, coiled springs fastened to plates and lever-arms arranged in combination at the junction of the said backs, being adapted to maintain the backs in one plane when arranged to form the deck of the said raft, as and for the purpose specified.

Signed at Drayton this 18th day of April, 1905.

CECIL TAYLOR.
CHARLES STANLEY TAYLOR.

In presence of—
R. H. ASHBURY,
J. M. KEARNS.