T. O. L. SCHRADER.

Oscillating Ship's Berth.

No. 224,232. Patented Feb. 3, 1880.

Fig: 1.

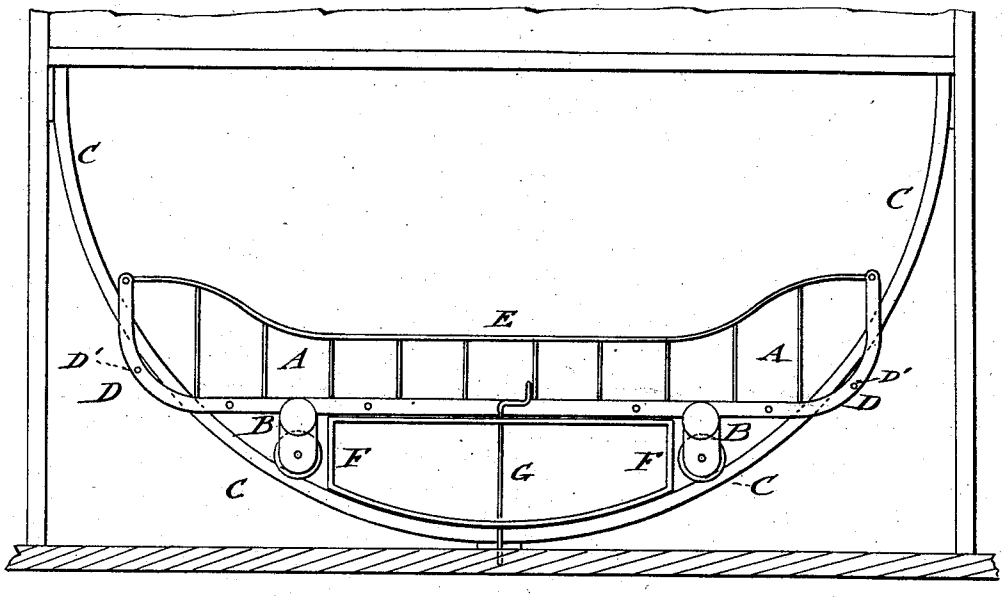
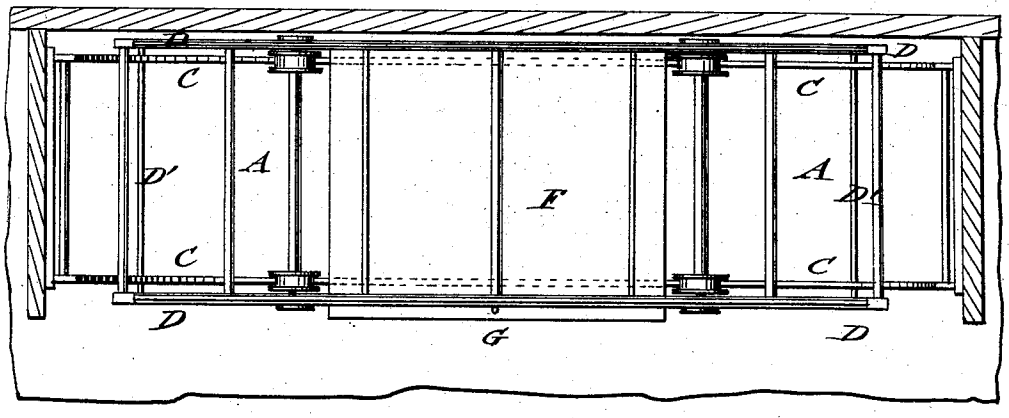


Fig: 2.



Witnesses:

Otto Karp.

Otto Risch.

Inventor:

Thos. O. L. Schrader

by Paul Goepel

Attorney.

N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

THEODOR O. L. SCHRADER, OF NEW YORK, N. Y.

OSCILLATING SHIP'S BERTH.

SPECIFICATION forming part of Letters Patent No. 224,232, dated February 3, 1880.

Application filed June 26, 1879.

To all whom it may concern:

Be it known that I, THEODOR O. L. SCHRADER, of the city, county, and State of New York, have invented certain new and useful Improvements in Oscillating Ships' Berths, of which the following is a specification.

In the accompanying drawings, Figure 1 represents a side elevation of my improved ship's berth, and Fig. 2 a top view of the same. Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish an improved ship's berth that maintains a horizontal position during the rolling or pitching of the ship, so as to render the sea voyage less annoying to the passengers and increase their comfort.

The invention consists of an oscillating berth that moves on fixed semicircular guide-rails, on which the berth is retained by means of guard devices, so as to prevent the jumping of the same from the rails. A storage-compartment that is attached to the berth is arranged between the same and the rails.

Referring to the drawings, A represents my improved ship's berth, which is supported on a carriage, B, the wheels of which run on fixed semicircular rails C. The rails C are rigidly secured to the walls and floor of the state-room of the vessel at the ends and at the lowermost point, and preferably placed transversely to the axis of the vessel, so that the berth, in oscillating, serves, mainly, to overcome the effects of the rolling motion of the vessel.

In case it is desired to overcome the effect of the pitching motion, the rails should be placed parallel to the axis of the vessel.

Whenever it is desired to compensate both for rolling and pitching, the berth is not placed directly on the carriage B, but a second set of arc-shaped rails is interposed between it and the carriage B and secured to the latter. These rails are secured at right angles to the main rails, the berth oscillating thereon by being placed on a second supplementary carriage, one carriage and set of rails providing for the rolling, the other for the pitching, of the vessel. I prefer, however, for most purposes, to use a single set of rails, merely with a view to simplify the ship's furniture and make it less complicated and expensive, and to neutralize the rolling of the vessel only, as this motion exerts the most annoying effect on the system, and as the pitching motion is less annoying when the effect of the rolling motion is obviated.

I may also state, in this connection, that I am aware that ships' berths that oscillate on guide-rails in one direction only, as well as in longitudinal and lateral directions, have been used heretofore, and I do not claim this feature.

The rails C may be made of any desired cross-section, and the wheels arranged to correspond thereto, so as to move with as little friction as possible thereon.

The carriage B is prevented from jumping or otherwise leaving the rails by means of guards D, which are formed by extending the side rails of the carriage beyond the guide-rails and connecting them by transverse rods D′, as shown in the drawings. The rods D′ are detachable, so as to permit the removal of the berth from the rails. They are set back somewhat from the rails, so that they form no frictional contact therewith.

In place of the guard shown any other equivalent guard device, either of the rails, wheels, or carriage, may be employed, as I do not confine myself to the special construction shown.

The berth is provided with a railing, E, at one or both sides, and the segmental space below the berth and between the wheels of the carriage utilized by a casing or box, F, which is attached to the berth, and forms a compartment for the storage of bedding, &c.

The triangular spaces between the rails and the walls and the floor of the state-room may also be utilized for the storage of luggage, &c., in any desired manner.

A locking device, G, serves to secure the berth rigidly in position when the ship is at anchor, and when the oscillating motion of the berth is not desired.

Two oscillating berths are preferably arranged in each state-room—one above the other—and thus with little expense a reliable and comfortable berth obtained, by which the

hardships of a sea voyage are in a great measure overcome.

The same construction may also be used for sofas, chairs, and other ship's furniture.

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

1. The combination, in ship's furniture, of fixed arc-shaped rails with an oscillating berth having guard devices extending beyond the rails, to prevent the jumping of the berth from the rails, substantially as set forth.

2. The combination of fixed arc-shaped rails C with an oscillating berth, A, having side rails, D, extending beyond the rails, and being connected transversely by rods D′, to form a guard device for the berth, as specified.

In testimony that I claim the foregoing as my invention I have signed my name in presence of two witnesses this 25th day of June, 1879.

THEO. O. L. SCHRADER.

Witnesses:
PAUL GOEPEL,
CARL KARP.