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2,836,223

BOAT SEAT

Filed April 15, 1957

Fig. 1

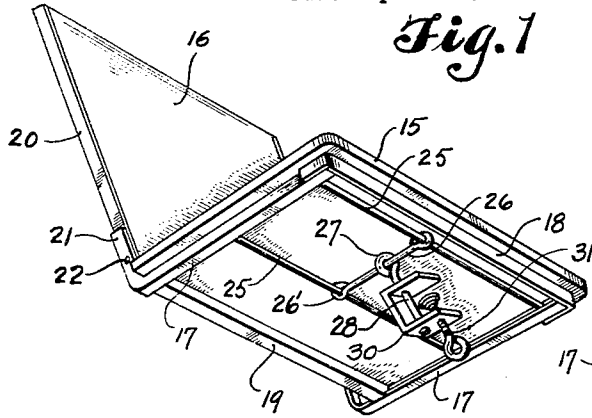


Fig. 4

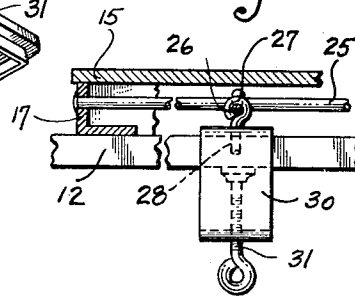


Fig. 2

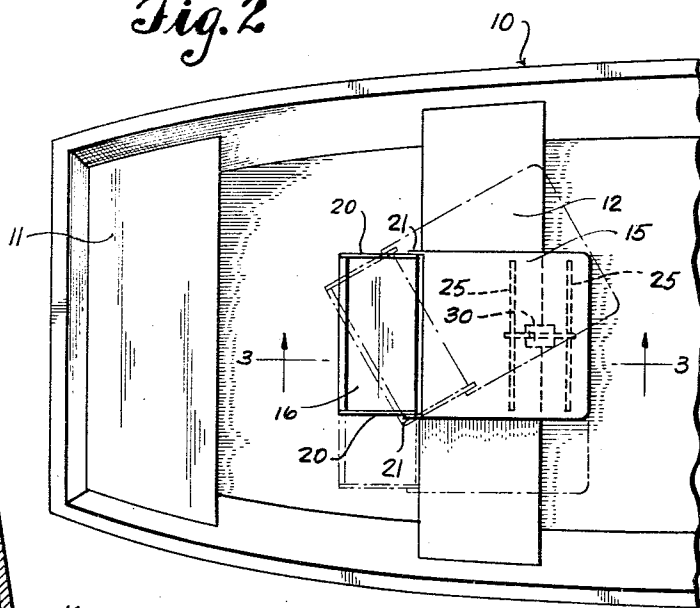
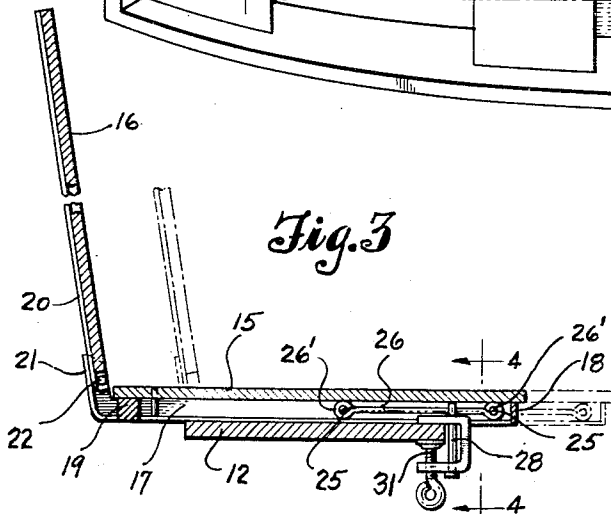


Fig. 3



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1

2,836,223

BOAT SEAT

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1 Claim. (Cl. 155—133)

This invention relates to improvements in boat seats, and it has reference more particularly to auxiliary seats of an easily portable type, and which are adapted to be applied for use to the flat board seat of a row boat, or the like, thus to provide greater comfort and more convenience for the user, especially as employed by fishermen.

It is the principal object of this invention to provide an easily portable auxiliary seat of the above character especially for use by fishermen; that can be readily clamped in a place of use on a boat seat, and which seat provides upon its being secured in the intended manner, for a substantial lateral movement as well as for its being turned from side to side, and even for being reversed in direction, according to the desires of the user, without necessitating that the clamping means be released or re-adjusted.

It is a further object of the present invention to provide an auxiliary seat of the above character that is adapted to rest flatly upon the usual board seat of a row boat, or the like, and which has a single securing clamp, and which seat, through the particular means of its attachment, is permitted to be slid forwardly or rearwardly; to be turned to face toward either side of the boat and also to be slid in either lateral direction, while at all times being securely held against tipping or tilting.

Further objects and advantages of the present invention reside in the details of construction and combination of parts and in the mode of application and use of the seat as will hereinafter be fully described.

In accomplishing the above mentioned and other objects of the present invention, I have provided the improved details of its construction, the preferred forms of which are illustrated in the accompanying drawings, wherein:

Fig. 1 is a perspective view of a boat seat embodying the improved features of the present invention therein; this view showing the seat as seen from its underside, and particularly showing its attaching clamp.

Fig. 2 is a plan view of the stern end portion of a boat which is typical of those for which the present seat is designed for use, and showing a seat which characterizes this invention as applied thereto.

Fig. 3 is a vertical section taken through the present seat on line 3—3 in Fig. 2, and showing the application of the clamps to the board seat of a boat.

Fig. 4 is a sectional detail taken on line 4—4 in Fig. 3. Referring more in detail to the drawings:

In Fig. 2, 10 designates the stern end portion of a common type of row boat with which the present seat is adapted to be used. This boat is equipped with the usual flat board seats 11 and 12 that are permanently fixed to the boat structure, and to either of which boards the auxiliary seat of this invention is adapted to be applied for use. In the present instance, the auxiliary seat has been shown to be fixed to the boat seat 12, but it is to be understood that its place of use is not to be confined to any particular seat of the boat 10. Boat seats 11 and 12, such as herein shown, are usually flat wooden boards

2

about ten inches wide and from three-fourths to one inch in thickness, and fixedly secured to the boat sides, and are not removable or adjustable.

The desirability for the present auxiliary seat arises from the fact that the ordinary flat board seats of row boats, or even of boats using outboard motors, are not comfortable, and when such boats are used for pleasure fishing, it is quite desirable that comfort be supplied by use of back rests or cushions, and that provision be made for the most practical and convenient use of these comfort and pleasure giving means.

The present auxiliary seat, as shown best in Fig. 1, is easily portable. It comprises a rigid bottom portion 15 and a rigid back portion 16; the latter being hinged to the former to fold forwardly from its normal position to lie flatly against the bottom 15 for easy carrying of the seat. If it is so desired, the bottom and back parts 15 and 16 might be cushioned, but in the present instance they are not shown to be. The bottom 15 comprises a substantially rectangular plate and is fixed for support upon opposite side rails 17—17 of angle iron; these rails being applied as shown in Fig. 4 and are joined across their forward ends by a cross-bar 18 and across the back edge of the plate by a rail 19. The opposite side rails 17—17, are disposed with their flat base flanges resting slidably upon the boat seat 12, as will be best understood by reference to Figs. 3 and 4. These rails support the seat portion 15 spaced above the top surface of board seat 12 as seen in Fig. 3.

It is further to be noted that the lower surfaces of the several parts 17—17, 18 and 19 all lie in the same plane so that, in any position of the use of the auxiliary seat on the boat seat 12 there will be neither teetering or a tilting condition.

The back portion 16 of the auxiliary seat is equipped with angle iron rails 20—20 along its opposite side edges. At their lower ends, these rails overlap within the up-turned rear end portions 21 of the bottom rails 17—17 and to which they are secured by pivot pins 22. The particular pivotal connections provided permits the back 16 of the seat to be supported in a slightly rearwardly leaning position of use, and to be folded forwardly therefrom over and against the bottom 15 in a position of non-use.

For the movable fixation of the auxiliary seat to the seat board 12 of the boat, I provide the following devices: Fixed in parallel relationship to and extended between the opposite angle iron rails 17—17 are rods 25—25, these being in the same horizontal plane and are set forwardly in the bottom structure, beneath the seat plate, as well shown in Figs. 1 and 3. In the present instance, the rods are parallel and about five inches apart. Mounted by and extended directly between the rods 25—25, is a link 26. This has loops 26' at its ends through which the cross-rods extend. The link 26 can be slid along the cross rods to their full lengths with freedom of movement when the seat rails 17—17 are rested upon the boat seat 12.

Applied to the link 26 is the looped upper end 27 of a vertical swivel bolt 28 which has its shank rotatably fixed in a C-shaped clamp member 30 that is adapted to be applied to the forward edge of the boat seat 12, has been shown in Fig. 3. A clamp screw 31 is applied upwardly through the lower jaw of the C-clamp, and this screw is adapted to be tightened against the board 12 thus to fix the clamp in place. The bolt 28 swivels in the secured clamp, and the link 26 can move endwise forwardly and rearwardly in the eye 27 of the bolt. Also, the rods 25—25 can move endwise in opposite directions through the end loops of the link.

Assuming that the parts of the auxiliary seat are so constructed and assembled, and that it is desired to put

3

the seat to use, the clamp is opened and then applied to an edge of the selected board seat of the boat, for example, as has been illustrated in Fig. 3. It is then apparent that the bottom of the auxiliary seat can rest flatly upon the seat board 12 and can be turned or slid forwardly, rearwardly or laterally in either direction to the extent permitted by the movement of the link 26 in the swivel bolt and the movement of the crossrods 25—25 in the end loops of link 26.

Such portable seats can be used to great satisfaction in fishing boats but it is not the intent that their use be in any way confined to boats of any specific kind.

While such auxiliary seats are well suited for use with boat seats as illustrated herein, it is likewise designed for use with the narrower side and back seats that are fastened against the boat walls.

While I have shown the auxiliary seat as being equipped with a foldable back 16, this is also of no particular import except that it adds to the comfort of the user.

Seats of this kind may be made in various sizes, in various shapes and of various materials without departing from the spirit of the invention.

4

What I claim as new is:

An auxiliary seat of the character described having a seat bottom equipped about its bounding edges with supporting rails whereby it may be supported for sliding and turning movement upon the top of a flat board seat, a pair of cross-rods fixed at their opposite ends in the supporting rails at opposite sides of the seat bottom and extended therebetween in parallel spaced relationship, a link extended between said cross-rods and formed at its ends with loops through which said cross-rods pass for easy endwise sliding in opposite directions, a C-clamp applicable to the edge of said board seat, a swivel pin mounted vertically therein and formed at its top end with a loop slidably receiving said link therethrough.

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