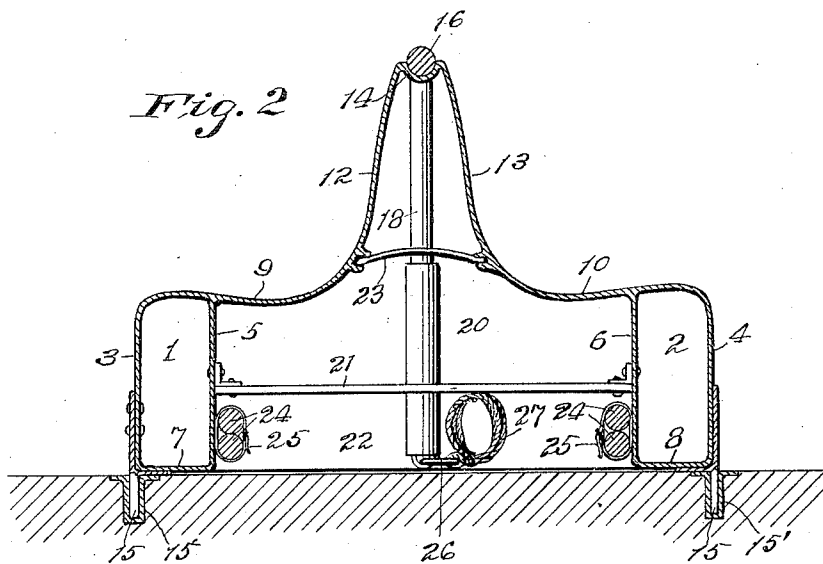
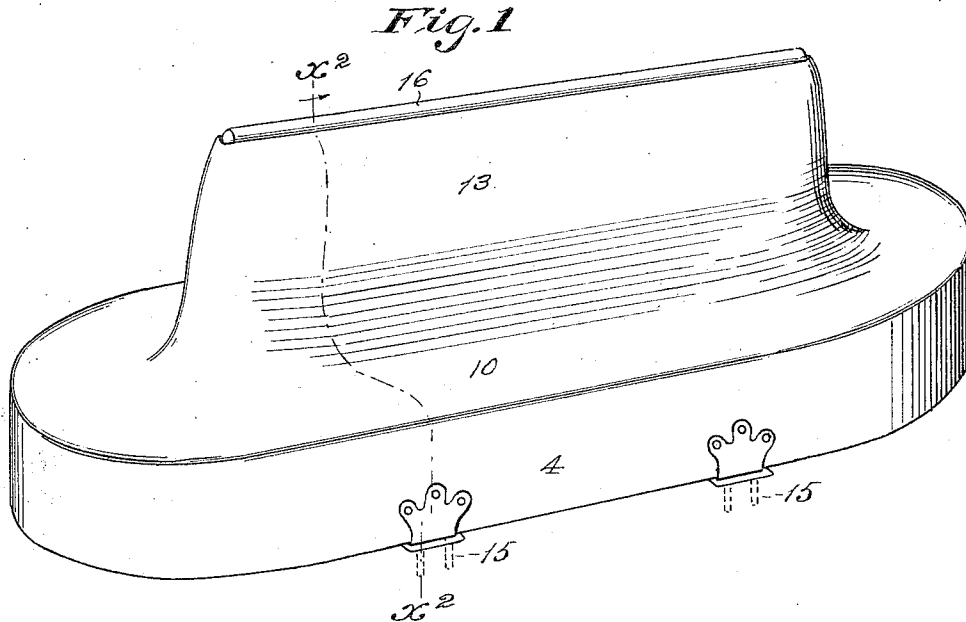


T. J. MURPHY.  
COMBINATION DECK SEAT AND LIFE BOAT.  
APPLICATION FILED NOV. 23, 1908.

1,049,513.

Patented Jan. 7, 1913.

2 SHEETS-SHEET 1.



Witnesses  
C. C. Holly  
S. G. Wells

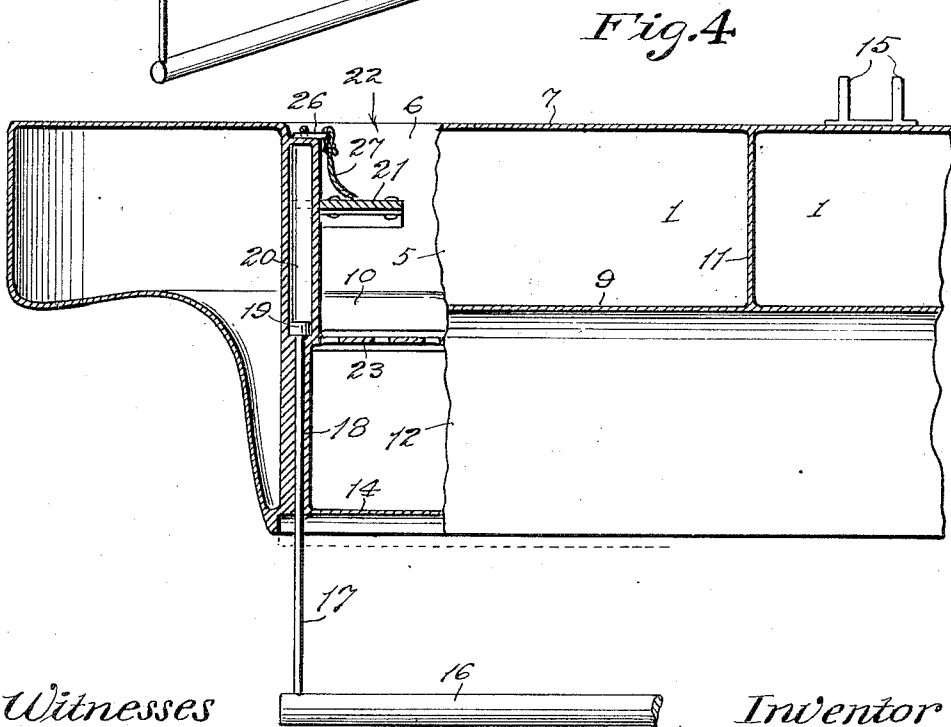
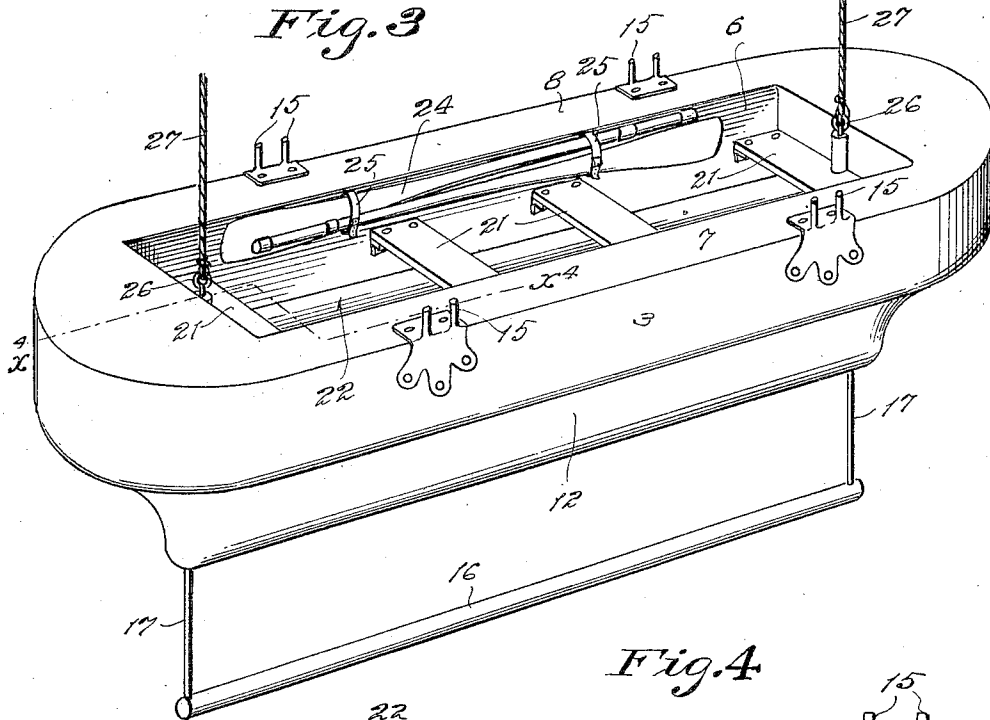
Inventor  
Thomas J. Murphy  
James R. Townsend  
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# UNITED STATES PATENT OFFICE.

THOMAS J. MURPHY, OF NEEDLES, CALIFORNIA.

COMBINATION DECK-SEAT AND LIFE-BOAT.

1,049,513.

Specification of Letters Patent.

Patented Jan. 7, 1913.

Application filed November 23, 1908. Serial No. 464,185.

*To all whom it may concern:*

Be it known that I, THOMAS J. MURPHY, a citizen of the United States, residing at Needles, in the county of San Bernardino and State of California, have invented a new and useful Combination Deck-Seat and Life-Boat, of which the following is a specification.

An object of the invention is to provide improved life-saving apparatus for freight and passenger vessels.

Another object is to economize space and expense in fitting up passenger and freight vessels with life-saving apparatus.

The invention consists of the novel features herein shown, described and claimed.

The accompanying drawings illustrate the invention.

Figure 1 is a perspective of a combination deck-seat and life-boat embodying the principles of my invention and in use as a deck-seat. Fig. 2 is an enlarged cross-section on line  $x^2$ , Fig. 1. Fig. 3 is a perspective of the device in use as a life-boat. Fig. 4 is a longitudinal sectional detail on line  $x^4$ , Fig. 3.

Referring to the device in use as a deck-seat as shown in cross-section in Fig. 2, parallel air-tight sectional compartments 1 and 2 are formed by the outer sheets 3 and 4, the inner sheets 5 and 6, the bottom sheets 7 and 8 connecting the lower edges of the sheets 3, 5 and 6, 4, and the curved seat-sheets 9 and 10 connecting the upper edges of the sheets 3, 5 and 6, 4, said compartments extending entirely around the device and being divided into sections by the insertion of partitions 11. The sheets 9 and 10 are extended upwardly to form backs 12 and 13 for the seats, there being a depressed ridge 14 connecting the upper edges of the backs to form a seat for the sliding keel. Pins 15 extend downwardly from the sheets 7 and 8 into sockets 15' in the deck to hold the seat from sliding upon the deck. The pins 15 are arranged in pairs and located in suitable positions to be used as oar-locks for the boat, as shown in Figs. 3 and 4. A sliding weighted keel 16 is mounted in the depression in the ridge 14, and slides 17 extend downwardly from the ends of the keel 16 in slide-ways 18, there being heads 19 upon the slides to operate in the extension slide-ways 20, so that when the device is in use upon the deck as a seat the sliding weighted keel 16 rests in the depressed ridge

14 with the slide 17 in the slideway 18 and the head 19 in the extension slideway 20, and so that when the device is reversed to be used as a life-boat the weighted keel slides downwardly to the limits of the extension slideways 20 so as to form a ballast or lee-board and steady the life-boat. Seats 21 are arranged transversely of the boat-space 22 between the sheets 5 and 6 and suitable distances apart and of any desired number within the capacity of the boat. A false bottom 23 is inserted substantially in horizontal alinement with the seat-sheets 9 and 10. A pair of oars 24 is placed upon each side of the boat upon the seats 21 and held in place by the straps 25. Rings 26 are attached to the ends of the boat, and ropes 27 are attached to the rings, said ropes to be used in launching the life-boat and as lifelines, and said ropes to be coiled up and stored in the boat when the device is in use upon the deck. Thus it will be seen that I have produced a deck-seat which may be readily used as a life-boat, which requires no lashing or chains to hold it in place upon the vessel, which is ready for instant use, which will disconnect itself from the vessel in case of sudden accident and sinking of the vessel, which may be readily disconnected and thrown overboard by anyone skilled or unskilled, which will float and serve as a life-preserver even if bottom-side up, and which will carry safely a comparatively large load when properly launched and handled.

While I have shown the seats and air-compartments as being continuous around the ends of the boat-space, it is obvious that this feature might be omitted; and while I have shown the device as constructed throughout of sheet-metal it is obvious that the same principles might be carried out in a wooden or other suitable construction.

The size, form, ornamentation, and details of construction may be varied in many ways without departing from the spirit of my invention.

While I have considered the matter with special reference to the open decks of vessels, it is obvious that the seats might be used in the dining-room, social hall, cabins, and other places on a vessel.

The backs of the seat form the stationary keel of the boat and the space between the backs of the seat forms a basin for the reception of any water that may get into the

boat, this basin being covered by a false bottom in the form of slats or other open work; and any water in this basin serves as ballast for the boat.

5 I claim:—

1. A deck-seat comprising seats arranged back to back, backs for the seats forming the stationary keel of a boat, and a sliding keel slidingly connected to the stationary keel.

10 2. In a combination seat and life-boat, the continuous oval seat formed of an air-tight compartment, a solid, inwardly-pitched back in the center of said oval seat to form a keel for a boat, an auxiliary keel seated slidingly  
15 in said back, pins in the lower side of said

seat adapted to engage holes in the deck and for use as oarlocks in a boat, a hollowed sitting space under said seat and within said oval airtight compartment, transverse airtight seats in said sitting space, and oars 20 secured therein, the whole device adapted to be reversed for use as a life-boat.

In testimony whereof, I have hereunto set my hand at Los Angeles, California, this 14th day of November, 1908.

THOMAS J. MURPHY.

In presence of—

JAMES R. TOWNSEND,  
M. BEULAH TOWNSEND.

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."

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