

(No Model.)

G. PERKINS.  
BUOYANT SEAT FOR BOATS.

No. 523,151.

Patented July 17, 1894.

FIG. 1.

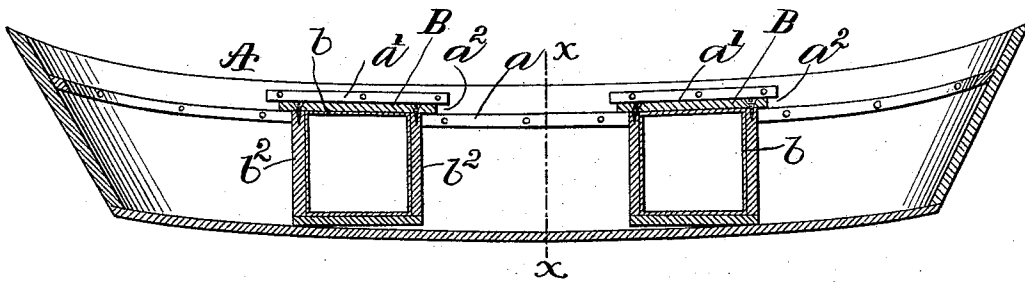
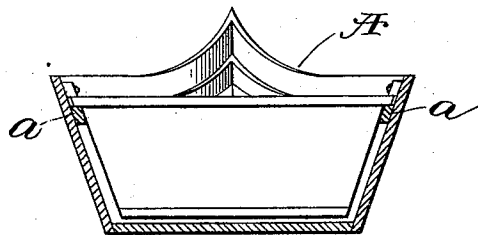


FIG. 2.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

GILBERT PERKINS, OF WAKEFIELD, ASSIGNOR OF ONE-HALF TO WILLIAM H. PERKINS, OF GLOUCESTER, MASSACHUSETTS.

## BUOYANT SEAT FOR BOATS.

SPECIFICATION forming part of Letters Patent No. 523,151, dated July 17, 1894.

Application filed October 11, 1893. Serial No. 487,882. (No model.)

### *To all whom it may concern:*

Be it known that I, GILBERT PERKINS, of Wakefield, county of Middlesex, State of Massachusetts, have invented an Improvement  
5 in Buoyant Seats for Boats, of which the following description, in connection with the accompanying drawings, is a specification, like letters on the drawings representing like parts.

This invention has for its object the production of a buoyant seat for boats, particularly row boats, which seat shall be removable at will, yet which when in position in the boat, is capable of preventing sinking of the boat when the latter becomes partially filled  
15 with water.

The invention is particularly adapted for use in connection with fishermen's dories in which the seats must always be removed in order to nest the dories while on the voyage,  
20 but which must necessarily be so constructed as to be easily placed in position in the dories when the latter are desired for use.

In the drawings, Figure 1 represents, in vertical longitudinal section, a boat, shown  
25 as a dory, equipped with seats embodying this invention, and Fig. 2, a vertical cross section taken on the dotted line  $x-x$  Fig. 1.

Referring to the drawings, A represents a dory of usual or ordinary construction, the same being provided at each side with the usual seat-support, shown as a rail  $a$  extending from bow to stern. The sides of the boat are also provided with the usual short cleats  
30  $a'$  located at points at which the seats rest when in position, the said cleats  $a'$  being above and separated from the rail by openings  $a^2$  of such size as to permit the easy introduction of the ends of the seat or seats.

B, B, represent the usual seats or thwarts  
40 each carrying at its under side an air-tight tank or float  $b$  which in practice is preferably protected by an outer protecting covering  $b^2$ , shown as of wood screwed or otherwise secured to the under side of the seat, the tank  
45 in the present instance being sustained by this outer wood covering. The tanks are re-

movable with their respective seats and may be stacked at a convenient point when it becomes necessary to nest the dories.

When the dories are to be used, the seats  
50 may be placed in position as readily as though the tanks were not attached, the latter, when the seats are in position, acting to displace a large amount of water, should the dories become partially or wholly filled with the same,  
55 thereby acting to buoy up or float the dory when the latter becomes more or less filled.

The tanks are preferably shaped as shown in the drawings Fig. 2, to correspond with the cross sectional interior lines of the dory, so  
60 that the said tanks form in effect so many bulk heads in which various lots of fish or goods may be placed and thereby maintained at all times separate and distinct.

While this invention is particularly useful  
65 in connection with fishermen's dories, yet it may be applied to other boats as well in which the seats are or may be removable, and while I prefer to construct and protect the tanks in the manner shown, yet it is evident  
70 the shape, construction and method of protecting the tanks may be varied and still come within the spirit and scope of this invention.

The tank constitutes a float for the boat, which float is removable with the seat, yet  
75 this invention is not restricted to an air-tight tank for the float, it being evident that floats of cork or other suitable material may likewise be attached to and removed from the seat or seats of the boat.  
80

I claim—

1. The combination with a boat, having side seat supports of a removable seat therefor, provided with a float secured to and removable with the seat, the ends of said seat projecting beyond said float to rest upon said  
85 seat-supports, substantially as described.

2. The combination with a boat, having side seat supports of a removable seat therefor, and an air-tight hollow float carried by and  
90 removable with said seat, the ends of the latter projecting beyond the former to rest

upon said seat-supports, substantially as described.

3. The combination with a boat, provided with a seat-supporting side rail *a*, and one or  
5 more cleats *a'*, of a removable seat adapted to be inserted between said cleat and rail, and a float on and removable with said seat, the ends of the latter projecting beyond said float to rest upon said seat-supporting rails

between the latter and said cleats, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

GILBERT PERKINS.

Witnesses:

JOHN R. HARRIS,  
WM. H. PERKINS.