July 14, 1953 G. L. WONG 2,645,275

FISHERMAN'S LOUNGING SEAT

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Fig. 1.

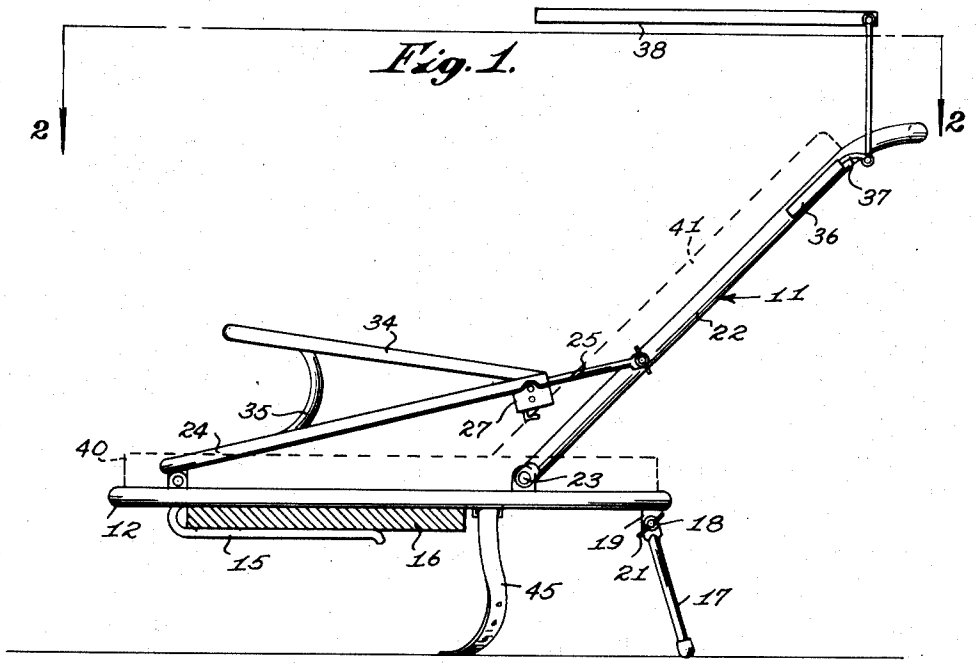
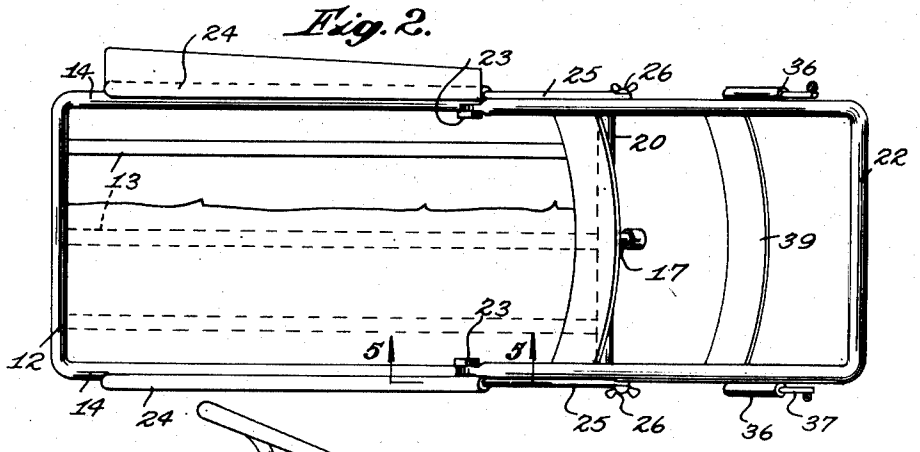


Fig. 2.



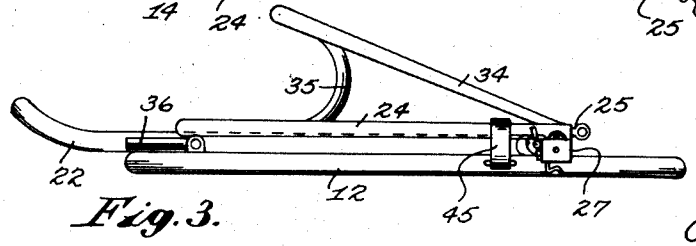


Fig. 3.

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Fig. 4.

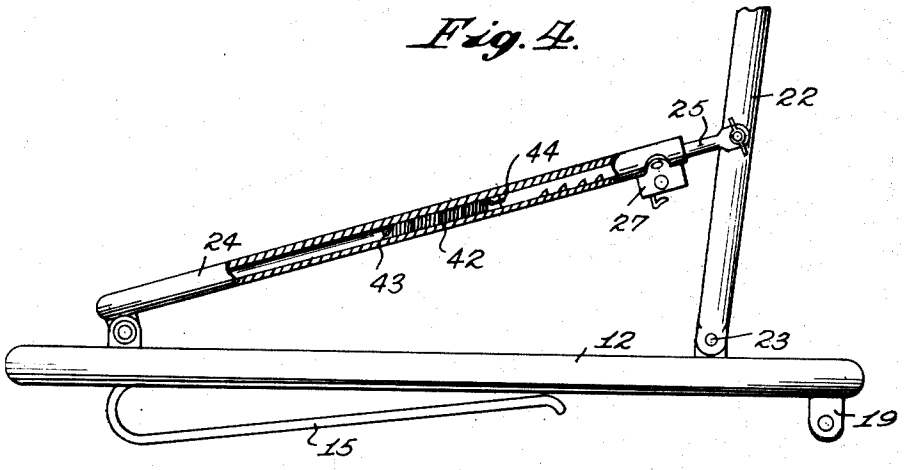


Fig. 7.

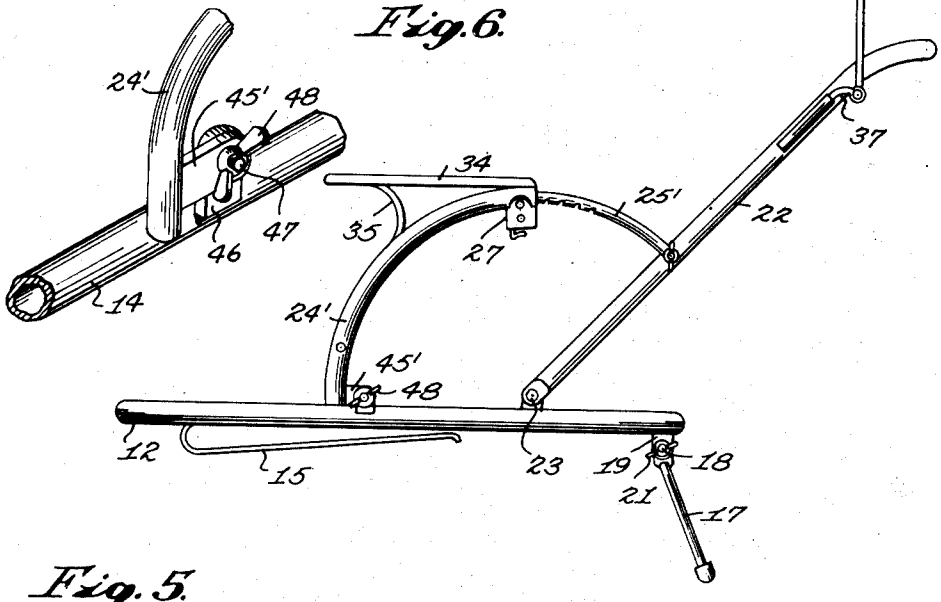
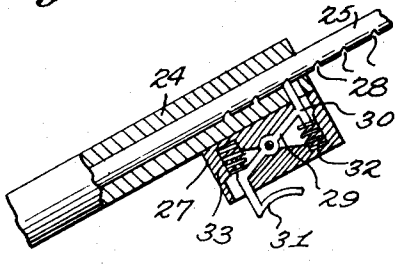


Fig. 6.

Fig. 5.



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FISHERMAN'S LOUNGING SEAT

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3 Claims. (Cl. 155—133)

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This invention relates to boat seats, and more particularly to an improved lounging seat for use in small boats by fishermen or other persons.

A main object of the invention is to provide an improved adjustable lounging seat for use in small boats, said seat being simple in construction, being easy to mount in a boat, and being readily collapsible for transportation and storage.

A further object of the invention is to provide an improved adjustable boat seat which is inexpensive to manufacture, which is sturdy in construction, which is adjustable to any desired position for the comfort of the user, and which involves only a few parts.

Further objects and advantages of the invention will become apparent from the following description and claims, and from the accompanying drawings, wherein:

Figure 1 is a side elevational view of an improved adjustable boat seat according to the present invention shown in installed position.

Figure 2 is a top plan view of the improved seat of Figure 1 with the canopy portion of the seat removed, said view being taken on line 2—2 of Figure 1.

Figure 3 is a side elevational view of the boat seat of Figures 1 and 2 in collapsed position for transportation or storage.

Figure 4 is an enlarged fragmentary side elevational view of a portion of the boat seat of Figures 1 to 3, said view being partly in cross section and showing the adjustable connection between the back rest frame and the bottom frame of the boat seat.

Figure 5 is an enlarged cross sectional detail view taken on line 5—5 of Figure 2.

Figure 6 is a side elevational view of a modified form of the improved boat seat of the present invention.

Figure 7 is a fragmentary perspective view showing the connection between the tubular element of the connecting strut and the bottom frame of the boat seat of Figure 6.

Referring to the drawings, and more particularly to Figures 1 to 5, the boat seat is designated generally at 11 and comprises a generally rectangular bottom frame 12 of tubular metal or the like which includes a plurality of longitudinal inner frame bars 13 connected to the transverse ends of bottom frame 12. Secured to the respective longitudinal side elements 14, 14 of the bottom frame 12 are hook-like spring clips 15 of resilient spring metal which are of considerable length and which are adapted to clamp the bottom frame 12 to a transversely extending boat seat 16 in the manner shown in Figure 1. Designated at 17 is a depending strut bar which is adjustably secured at 18 to a depending lug 19 carried by the rear transverse frame element 20 of bottom frame 12, the connection 18 including a clamping nut 21 for clamping the strut 17 in an adjusted depending position, as shown in Figure 1, whereby said strut supports the rear portion of bottom frame 12.

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Designated at 22 is a generally U-shaped back rest frame which is pivotally connected at 23, 23 to the rear portions of the side marginal elements 14, 14 of bottom frame 12. Pivoted to the forward portions of the side members 14 are the respective tubular members 24, 24. Designated at 25, 25 are respective rod members which are detachably secured at 26, 26 to the side arms of the back rest frame 22, said rod members 25, 25 being telescopically received in the tubular members 24, 24 and being adjustably locked therein by respective latch devices 27 provided at the ends of the tubular members 24. As shown in Figure 5, each rod 25 may be formed with uniformly spaced notches or recesses 28 and the latch device 27 may comprise a pivoted lever 29 to one end of which is secured a dog 30 and the other end of which may comprise a handle 31 extending outside the body of the latch device 27. As shown in Figure 5, the lever 29 is rotatably mounted in the body of the latch device and the dog 30 is biased inwardly by a coil spring 32 provided in the latch device and acting on the dog to urge said dog into engagement with the notched rod 25. An additional coil spring 33 is provided in the opposite portion of the latch device body, said spring 33 acting outwardly on the lever 29 to bias handle 31 outwardly, as shown. Normally the dog 30 is biased into locking engagement with one of the notches 28, whereby the rod 25 is locked with respect to the tubular members 24. To unlock the rod it is merely necessary to press inwardly on the handle 31, whereby the dog 30 is retracted from engagement with rod 25, allowing said rod to be moved inwardly or outwardly with respect to the tubular members 24.

Secured on each of the sleeve members 24 is an arm rest 34 whose main portion is disposed at an acute angle to the associated tubular element 24, as shown in Figure 1. The main portion of the arm rest 34 is rigidly secured to the tubular member 24 by a curved connecting bar 35.

Secured to the upper portions of the side arms of the back rest frame 22 are the respective tubu-

lar sleeve members 36, 36 adapted to receive the ends of supporting rods 37 connected to a canopy 38 which is arranged to overlie the bottom frame 12 of the boat seat, as shown in Figure 1. Secured to the side arms of the back rest frame 22 is the flexible, transversely extending strap member 39.

In using the device, the bottom frame 12 is engaged on a boat seat 16 and clamped thereon by the spring clips 15 in the manner shown in Figure 1. The back rest frame 22 is secured in a desired position of adjustment by means of the latch devices 27, whereby the rod members 25 may be locked in the tubular members 24 in desired positions of extension with respect to said tubular members, and whereby the back rest frame 22 may be secured in any desired angular position relative to the bottom frame 12. The canopy 38 may then be mounted on the back rest frame 22 by inserting the supporting rods 37 in the sleeve members 36. Suitable cushions, such as the cushions 40 and 41 shown in dotted view in Figure 1 may be placed on the bottom frame 12 and on the back rest frame 22. As shown in Figure 1, the forward portion of the seat is secured to the transverse boat seat 16 by the spring clamps 15 and the rear portion of the bottom frame 12 is supported on the boat floor by the depending rear strut 17 which is locked in the position shown in Figure 1 by means of the clamping nut 21.

When use of the device is not required, it may be folded to the position shown in Figure 3 by disconnecting the rod members 25 from the side arms of back rest frame 22, removing the canopy 38 from the back rest frame, and folding said back rest frame to a position overlying the bottom frame 12, as shown in Figure 3. The rod elements 25 may be locked in retracted positions inside the sleeve members 24. As shown in Figure 4, each sleeve member 24 contains a coil spring 42 having one end thereof secured to the inside of the sleeve member at 43 and having the other end thereof connected to the end of the associated rod member 25 at 44. The springs 42 bias the rod members 25 inwardly into retracted positions inside the sleeve members 24. When the handles 31 of the latch devices 27 are pressed inwardly the springs 42 retract said rod members into the sleeves 24 to the positions thereof shown in Figure 4. The springs 42 are in tension when the back rest frame 22 is locked in a rearwardly rotated position, as shown in Figure 1. Therefore, when the rod members 25 are disconnected from the side arms of the back rest frame 22, the rod members 25 may be retracted inside the tubular members 24 merely by pressing inwardly on the handles 31 of latch devices 27.

The bottom frame 12 is provided with a strap 45 of leather or other suitable flexible material which is connected at one end to one of the side elements of frame 12 and which is engageable at its other end with a conventional buckle, not shown, connected to the other side element of the bottom frame 12. The folded seat may therefore be secured in the manner shown in Figure 3 by means of the strap 45.

Referring now to the form of the invention shown in Figures 6 and 7, the side arms of the bottom frame 12 and the back rest frame 22 are connected by arcuately curved telescopic strut members instead of by the straight telescopic strut members of the form of the invention shown in Figures 1 to 5. Secured to the side arms of the bottom frame 12 are the respective arcuately curved sleeve members 24', and detachably secured to the respective side arms of the back rest frame 22 are the respective arcuate rod members 25' which are telescopically received in the sleeve members 24', said sleeve members being provided at their ends with latch devices 27 adapted to releasably lock the rod members 25' in adjusted positions in the arcuate sleeve members 24'. As in the previously described embodiment of the invention, each rod member 25' is urged inwardly into its associated sleeve member 24' by a coil spring, not shown, connected between the end of the rod member and the forward portion of the sleeve member. It will be understood that the axis of curvature of the arcuate sleeve members 24' and rod members 25' extends through the pivotal connections 23 of the back rest frame 22 to the bottom frame 12 in order to allow telescopic adjustment of the arcuate rod members 25' in the sleeve members 24'. As shown in Figure 7, the lower ends of the arcuate sleeve members 24' are provided with lugs 45' which are connected to upstanding lugs 46 on the side arms of bottom frame 12 by bolts 47 and wing nuts 48, whereby the tubular members 24' may be releasably clamped in the positions thereof shown in Figures 6 and 7, and may be released for downward rotation toward bottom frame 12 when the seat is to be folded up for transportation or storage.

While specific embodiments of improved boat seats have been disclosed in the foregoing description, it will be understood that various modifications within the spirit of the invention may occur to those skilled in the art. Therefore, it is intended that no limitations be placed on the invention except as defined by the scope of the appended claims.

What is claimed is:

1. A boat seat of the character described comprising a bottom frame, a resilient, hook-like spring clamp secured to the under side of said bottom frame and being arranged to resiliently clamp said frame to a transverse boat seat, a back rest frame pivotally secured to the rear side marginal portions of said bottom frame, respective telescopic strut bars connecting the sides of the back rest frame to the respective forward side marginal portions of said bottom frame, an arm rest secured on each strut bar, an angularly adjustable depending strut bar secured to the rear portion of the bottom frame, and means for retaining the bar in its angularly adjusted position, whereby said strut bar may be adjusted to engage a floor beneath said transverse boat seat.

2. A boat seat of the character described comprising a bottom frame, a resilient, hook-like spring clamp secured to the under side of said bottom frame and being arranged to resiliently clamp said frame to a transverse boat seat, a back rest frame pivotally secured to the rear side marginal portions of said bottom frame, respective tubular members pivotally secured to the forward side marginal portions of the bottom frame, respective rod members pivotally secured to the sides of the back rest frame and telescopically received in the respective tubular members, releasable locking means carried by the tubular members and lockingly engaging the rod members, an arm rest secured on each tubular member, and extending substantially parallel to said bottom frame, and an angularly

adjustable depending strut bar secured to the rear portion of the bottom frame.

3. A boat seat of the character described comprising a bottom frame, a resilient hook-like spring clamp secured to the under side of said bottom frame and being arranged to resiliently clamp said frame to a transverse boat seat, a back rest frame pivotally secured to the rear side marginal portions of said bottom frame, respective arcuately curved tubular members pivotally secured to the forward side marginal portions of the bottom frame, respective arcuately curved rod members pivotally secured to the sides of the back rest frame and telescopically received in the respective tubular members, releasable locking means carried by the tubular members and lockingly engaging the rod members, an arm rest secured on each tubular member, an angularly adjustable depending strut bar secured to the rear portion of the bottom frame, and means for retaining said strut bar in any of a plurality of angularly adjusted positions.

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