

Sheet 1, of 2 Sheets.

H. King.

Ship's Berth.

No. 2,240.

Patented Sept. 4, 1841.

Fig. 2.

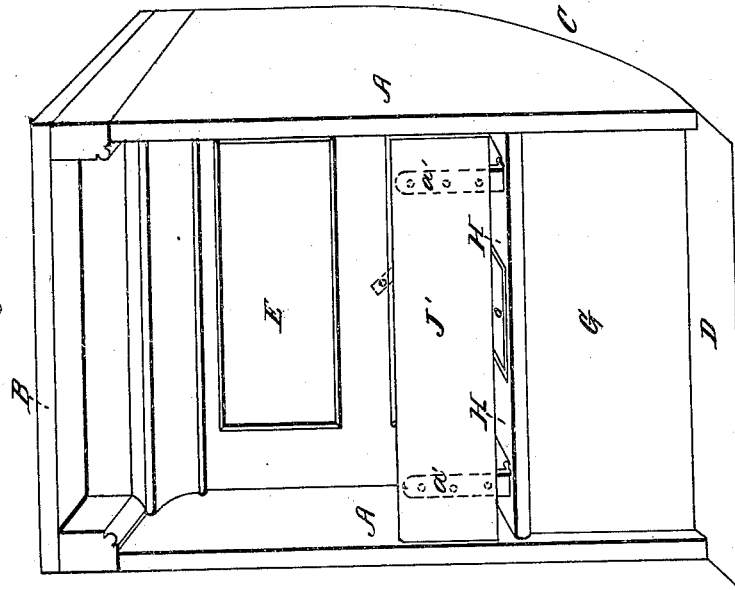
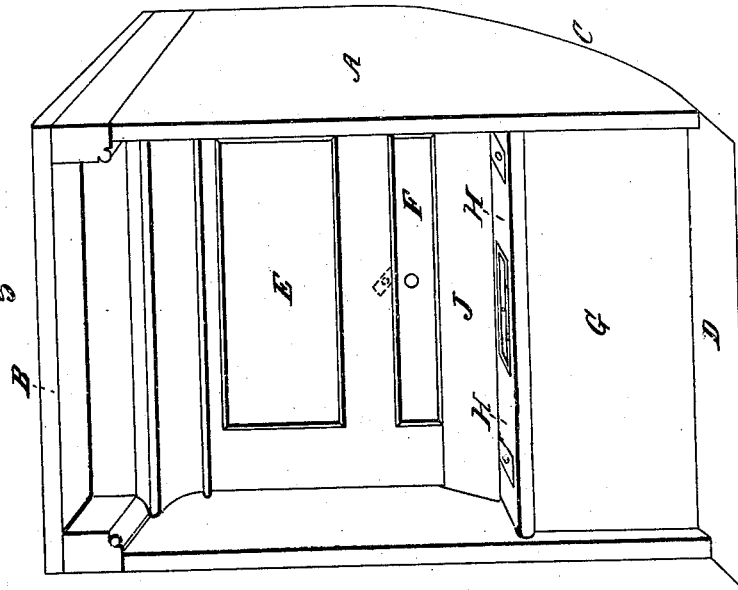


Fig. 1.



Witnesses:

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Inventor:

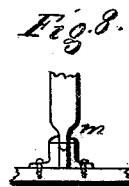
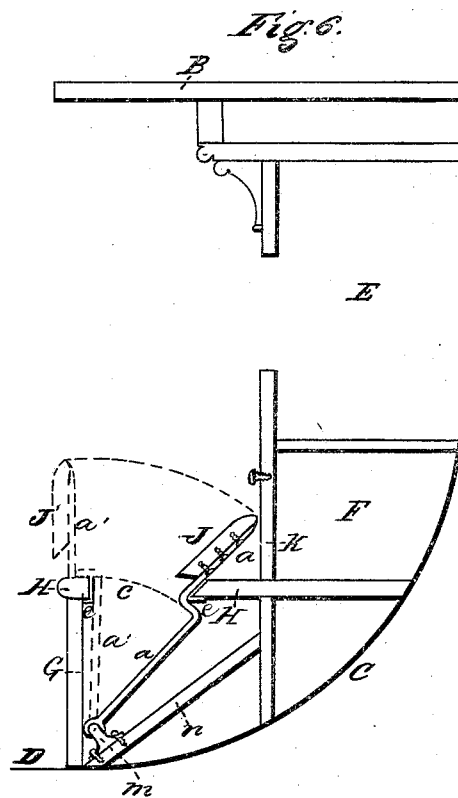
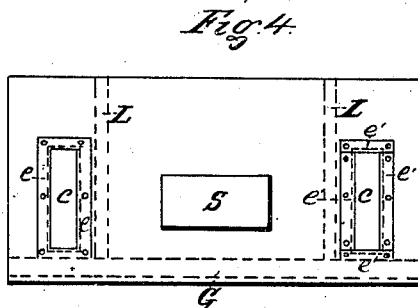
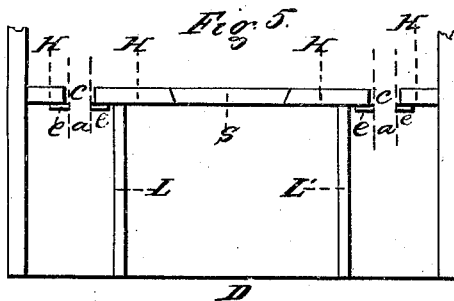
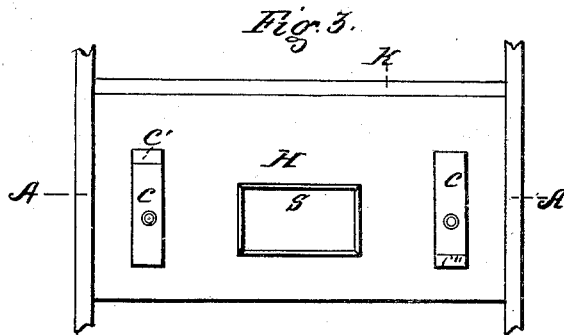
Harmon King

H. King

Ships Berth

No. 1,140.

Patented Sept. 4, 1846.



Witnesses:

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UNITED STATES PATENT OFFICE.

HARMON KING, OF NEW YORK, N. Y.

IMPROVEMENT IN THE MANNER OF CONSTRUCTING BERTHS FOR VESSELS.

Specification forming part of Letters Patent No. 2,240, dated September 4, 1841.

To all whom it may concern:

Be it known that I, HARMON KING, of the city, county, and State of New York, have invented a new and useful Improvement in the Construction of a Vessel's Berth, by means of which improvement a good and proper berth can be readily and expeditiously adapted for use upon that which appears to be and is used for an ordinary seat or locker; and I do hereby declare that the following is a full and exact description of the same, reference being had to the drawings hereto annexed, and to the letters marked thereon.

In all the figures the same letters refer to the same or similar parts.

My improved vessel's berth is intended for vessels of all kind.

Figures 1 and 2 are perspective outlines of said berths as constructed in a small cabin of one berth's length only. Fig. 6 is a transverse section of the same. A are bulk-heads. B is the deck, C the ceiling, and D the floor. E is a berth of the common and well-known construction, the space under which, as represented in the said figures, on account of the curvature of the ceiling, is insufficient for a second berth but serves to form the locker F. G is the front of the seat or locker, which is usually constructed before and under the aforesaid berth E and locker F. Of the said seat or locker G the top or cover H, of which Fig. 3 is a horizontal projection, serves as the bed or bottom of the improved berth. Fig. 4 is a view of the under side of the said top or cover H, and Fig. 5 a longitudinal section of the said seat or locker G H.

The nature of my invention consists in applying and fastening to a movable berth-front J, Figs. 1, 2, and 6, near each of its extremities, a metal arm *a*, which said metal arms pass through the top or cover H of the seat or locker in parallel holes *c*, Figs. 3, 4, 5, and 6, made for this purpose at right angles to the front of the said seat or locker, and are fastened to and turn upon hinges or rule-joints *m*, Figs. 6 and 8, within the said seat or locker, so that they, and with them the berth-front, may move backward and forward in the aforesaid armholes *c*. The hinges or rule-joints are at equal heights from the floor in a line parallel to the front G of the seat or locker. When the berth-front is forward, as J', Figs. 2 and

6, the improved berth will be ready for use, and the metal arms *a'* will be, from the hinges or rule-joints upward, parallel or nearly parallel to the front G of the seat or locker and close to the front extremity of the armholes *c*. Immediately above the top or cover H the said arms are equally bent outward at right angles or at right angles nearly, and thus extending, say, six inches, more or less, then resume their former direction, so that the berth-front J' will be perpendicular to the floor of the cabin. The proper fastenings of the berth-front J and the dimensions of the said metal arms *a* and the hinges or rule-joints *m* may be readily determined by any skillful carpenter or machinist. It will generally be convenient to insert within the said seat or locker a brace *n*, on which to fasten the said hinges or rule-joints *m*.

When the berth-front, fastened to the metal arms, as aforesaid, is pushed backward, as J, Figs. 1 and 6, it will be prevented from injuring the wood or paint of the berth-partition K by the metal arms resting against the back of the aforesaid armholes, the length of the said armholes being for this purpose so limited and determined, and it is plain that the said berth-front will be inclined and form an interior acute angle with the top of the seat or locker, and that this angle will vary according to the length of the parts of the said metal arms within the seat or locker, or according to the breadth of the said berth-front. It will generally be best to construct the said parts of the said metal arms within the seat or locker as long as may be, so that the angle made by the said berth-front, as aforesaid, may be as great as possible, the width of the berth-front remaining the same; but sometimes it will have to be determined by other circumstances, as in the case represented in the drawings, in which it is required, when the berth-front is pushed backward, as aforesaid, to have ready and convenient access to both the locker F and the locker in the seat G H, the lid or cover of which last-mentioned locker being *s*, and it may be noted, moreover, that the main use of the aforesaid bends near the middle of the metal arms is to extend the width of the said improved berth, and that consequently the said bends will admit of variation in length as well as direction. From

the above description of the nature and uses of the said metal arms, their length, their direction, the angle, and the length of their bend may all be readily determined, according to circumstances, by any skillful carpenter or machinist.

The lower edge of the berth-front is to be formed in such a manner that when the berth-front is pushed backward the said lower edge will be parallel to the plane of H, the top of the seat or locker, and as close to it as may be without actual contact.

To prevent the metal arms from wearing the sides of the aforesaid armholes *c*, provision is made by fixing to the under side of the top or cover H in any convenient way metal castings *e* or strips of metal *e'*, Fig. 4, so as to extend on all sides over the space of the said armholes, say one-eighth of an inch, more or less. Sections of the said castings or strips of metal are represented in Figs. 5 and 6.

The covers *c*, Fig. 3, to the aforesaid armholes should be equal in width to the armholes themselves, and as long as may be, leaving room *c' c''* for the passage of the aforesaid metal arms. *c* and *c'* represent the said covers with the said opening adjacent when the berth-front is in the position represented in Fig. 1, and *c* and *c''* when the berth-front is as in Fig. 2. Fig. 7 is a longitudinal section of the said covers. The aforesaid metal castings or strips of metal *e e'* will afford to the said covers a suitable and proper rest. The said covers having a handle inserted flush with their top, and fitting exactly the said armholes (whether the berth-front be as in Fig. 1 or as in Fig. 2) combine, with the parts heretofore described, to present elegance with utility, to serve, as heretofore, for all the purposes of the ordinary seat or locker, or to

form a good and proper berth peculiarly acceptable to those who are liable to seasickness.

It may be here mentioned that when the seat G H is to be used also for the purposes of a locker it will be well to divide it by means of the partitions LL' into three separate parts, thus preventing the aforesaid metal arms within the extreme compartments from all let or hinderance.

From these specifications it is manifest that the said improved vessels' berths are not only adapted for cabins of a single berth's length, but may be usefully and advantageously constructed any number of them together in steamboats or other vessels in which extra berth-room is desirable, and it is also plain that they need not the ordinary berths, hereinbefore described, before and under which to be constructed, but that they may be constructed and used equally well in front of any bulkhead, and that even the aforesaid seat or locker itself may be separate and portable.

I do not claim as my invention any of the separate parts of the vessel's berth hereinbefore described; but

What I do claim as my invention, and wish to secure by Letters Patent, is—

The combination of the movable berth-front aforesaid with the metal arms, hinges or rule-joints, armholes, covers, &c., in the manner herein described, or in any other substantially the same, so that a good and proper berth may be readily and expeditiously adapted for use upon that which appears to be and is used for an ordinary seat or locker.

HARMON KING.

Witnesses:

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