This invention relates to a boat of the type adapted to be rowed.

It is particularly aimed to provide a novel construction of boat having a plurality of sections whereby it is of knockdown form and the parts may be nested or arranged in compact relation to facilitate transportation.

It is further aimed to provide a novel structure having water chamber means disposed intermediate the sections and fastened in position by the fastening means for such sections, and to so form such chamber means that it may be used as an attachment adjustably mounted on one of the sections, to contain bait, fish or otherwise.

It is further aimed to provide novel seat means within the sections and mounting means for one of the seat means which co-acts with ears or other parts to hold them compactly in position when not being used.

In addition, it is aimed to provide novel flooring co-acting with the valleys of corrugations of metal walls of the ship sections.

The more specific objects and advantages will become apparent from a consideration of the description following taken in connection with accompanying drawings illustrating an operative embodiment.

In said drawings:

Figure 1 is a plan view of the boat in condition for operation;

Figure 2 is a side elevation of the parts of Figure 1;

Figure 3 is a cross sectional view taken on the plane of line 3—3 of Figure 1;

Figure 4 is a sectional view taken on the plane of line 4—4 of Figure 1;

Figure 5 is a substantially central vertical sectional view taken on the plane of line 5—5 of Figure 1;

Figure 6 is a transverse sectional view taken on the line 6—6 of Figure 1;

Figure 7 is a sectional view taken on the plane of line 7—7 of Figure 1;

Figure 8 is a section taken on the line 8—8 of Figure 1;

Figure 9 is a section taken on the line 9—9 of Figure 1;

Figure 10 is a transverse section through one of the boat sections, showing the seat means therein in position;

Figure 11 is a section taken on the line 11—11 of Figure 10;

Figure 12 is a section taken on the line 12—12 of Figure 10;

Figure 13 is a rear elevation showing one of the ship sections equipped with the air chamber means;

Figure 14 is a section taken on the line 14—14 of Figure 13;

Figure 15 is a detail sectional view taken on the line 15—15 of Figure 13;

Figure 16 is a side elevation showing the sections of the boat nested and with all of the parts compactly assembled for transportation;

Figure 17 is a plan view of the parts in the condition of Figure 16;

Figure 18 is a cross section taken on the line 18—18 of Figure 17;

Figure 19 is a detail section taken on the line 19—19 of Figure 17;

Figure 20 is a detail section taken on the line 20—20 of Figure 17;

Figure 21 is a side elevation of the parts nested or assembled for transportation and with a wheeled means attached;

Figure 22 is a plan view of the parts of Figure 21;

Figure 23 is a vertical sectional view on the line 23—23 of Figure 2;

Figure 24 is a fragmentary plan view illustrating the use of pole anchoring means;

Figure 25 is a vertical section taken on the line 25—25 of Figure 24, and

Figure 26 is a cross section taken on the line 26—26 of Figure 25.

Referring specifically to the drawings wherein like reference characters designate like or similar parts, the boat or ship has two sections as at A and B, constituting the rear and front, respectively, and detachably connected together. The section A has end boards or heads at 10 and 11 while section B has end boards or heads at 12 and 13. All of said end boards or heads may be made of wood or any other desired material and fitted thereto is metal sheathing 14, constituting the bottom and sides of the sections A and B. Such sheathing is preferably of corrugated metal as shown and that of the front section B, is deflected upwardly at the front as at 15. Around the upper edge, the sheathing 14 is reinforced by wooden battens or the like 16, suitably secured as at 17 to the sheathing 14. Such sheathing 14, if desired, may be extended as at 18 over the outer surface and top of the head 13, over the outer surface and top of the head 11 as at 19 and over the outersides of the heads 10 and 12 as at 20 and 21, respectively.

Held detachably in place between the ship sections A and B, and specifically between the heads 10 and 12, is a knock-down or foldable
chamber-forming section into which water may enter, and which forms a well or enclosure for bait, fish and the like. This chamber-forming means has a central upright partition 22 through which a pin 23 projects to detachably enter at opposite ends, sockets 24 in the heads 10 and 12. This partition may be solid or perforated as at 25 as shown, and a closure or door may be operable over the opening 25 if desired. Bottom members 26 are hinged at 27 adjacent the lower portion of partition 22 for folding with respect thereto and adjacent the outer ends of the bottom members 26 side members 28 are pivotally connected at 29 for folding, when disassembled. One or both of the sections 25 may have a hook 30 loosely connected thereto and engageable in an eyelet 31 of the adjacent section 22. The outer surfaces of sections 25 are corrugated to conform to the corrugations of the sheathing 14 and they may also be covered with metallic sheathing if desired. As shown, metallic sheathing 32 is carried at the bottom sections 26 and it is perforated as at 33 so that water may enter the same. Bolts 34 pass through the sections 29 and also through the heads 10 and 12, thus removable connecting the sections A and B of the boat together as well as the sections of the chamber structure in place.

Closures for the chamber between the boat sections A and B are provided as at 35 and they are hinged as at 35 to the adjacent sections 28 and at their free ends are adapted to rest on shoulders 37 formed at the top of partition 22. In the space or spaces afforded by the sections 22, 25 and 26 and heads 10 and 12, live bait, fish or the like may be carried.

As shown in Figures 13 and 14, a boat section may be used separately from another or even when docked, may have a chamber such as C to contain live bait or fish. Such chamber C may be formed by the previously described sections 22, 25 and 26 but with plates 33 used at their sides held in place by bolts 40 which pass detachably through the plates and through the same openings of the sections mentioned which are occupied by the bolts 34. These plates 33 have series of slots 41 selectively engaged by eyelets 42 attached to the heads 10 and 12, through which eyelets, within the chambers, wedges or fastenings 43 are passed.

As shown in Figures 1 and 3, a vertical transverse board 46 extends across the front section B and partitions extend therefrom at 46 to provide two chambers 47 and an air chamber 48. Partitions 46 serve as end walls for the latter. Chambers 47 are used for any desired purpose as to contain tackle. A closure 49 is provided over chamber 46 and closures 50 are provided over chambers 47 and hinged as at 51 to the latter.

Each section A and B has flooring therein as at 52 and 53, respectively. Such flooring consists of longitudinal wooden battens 54 curved on their undersurfaces as in Figure 10 to fit the valleys of the adjacent corrugations of the sheathing and such battens are joined by transverse battens 55. Such devices 52 and 53 form wooden mats or slab flooring.

A boxlike seat structure 56 is adapted to be secured at different locations in the section A. This seat has upwardly extending brackets 57 and 58 adjustable connected by means of bolts and elongated slots 59 to hook shaped brackets 58 which may engage over the top of the head 11 or head 12 according to the position desired for the seat. In addition, such seat has a pair of forwardly extending cleats 60 which are engageable beneath adjacent battens 55. In addition, seat 56 has laterally extending ears 61 through which screws 62 may be passed to fasten them to adjacent braces 63 forming part of the structure of the boat section. It will be noted that other braces 63 are used at various locations to reinforce the boat structure. Attention is called to the fact that the sheathing 14 may be made up of any desired number of sections and that any suitable water tight joints may be effected between the same.

Locks 64, for oars 65, may be suitably mounted on one of the boat sections for instance section A as shown. In lieu of the oarlocks 64, when the parts are packed, hooks 65 may be used in any oarlock sockets 67, for hooking engagement with the oars 65. The oarlocks, however, may be inverted as in Figure 19, to extend over the battens 15 of the sections A and B, clamping the latter and oar 65 together since the lock is fastened in socket 61 by screw 68.

When the parts are disassembled to facilitate packing for carriage to and from the water, the section B is nested within the section A and the seat structure 56 is also contained within the section B. Likewise, the various compartment forming sections A, B, 22, 25, 26 and 28 are completely folded and disposed across the seats 49 and 56 and in this connection, the hooks 58 may be swung downwardly on the bolts 59 so that auxiliary hooks 63 thereon may engage certain of the folded compartment forming sections 22, 25, 26 and 28, which latter may be connected together by a rope as at 69, if desired.

Also, if desired, the sections A and B may carry eyelets or rings at 70 for detachable connection of straps or harness 71 therein which is useful in pulling the sections along or in holding the sections during transportation.

The nested and assembled parts in the condition of Figure 17, may be transported similar to a wheelbarrow, by using a wheel means as best shown in Figures 21 and 22. Such wheel consists of a wheel 72 carried by one or more brackets 73, to which the same is connected by an axle as at 74, the bracket being secured to the head 11 by screws 75 which are passed through the same, through the sheathing 14 and into screw threaded sockets 76, behind the sheathing, and which may if desired be extended to the sheathing or provided in any suitable manner. This wheel device is readily attachable and detachable. It will be noted that the bolts 34 may extend rearwardly from the head 10, as in Figures 31 and 32, to serve as handles when the wheel is attached.

Said sockets 75 are also advantageous for the attachment of rings 77 at lugs 78, removable by means of the screws 75. Such rings accommodate an anchoring pole 79, which may be adjustably fastened by means of screws 80 threaded to the rings 77. Such fish pole or stick 79, is used to anchor the boat to the bottom of the river, a feature especially valuable to a trapper, as it enables him to balance the boat against a bank, anchor the same with the pole or stick 79 and fasten provided to hold the boat to the bank while setting traps.

Various changes may be resorted to provided they fall within the spirit and scope of the invention.

The above disclosure and description is intended to be illustrative and not limiting in nature. Each claim as my invention:

1. In combination with boat sections, a compartment section of collapsible construction be-
tween the first mentioned sections, fastening elements securing all sections together and further functioning to hold the collapsible section against collapse, the collapsible section along its bottom and sides being approximately flush with the bottom and sides of the other sections, the adjacent ends of the first mentioned sections being approximately flat whereby in the absence of the collapsible section, they may be clamped to each other by certain of said elements.

2. In combination with boat sections, a compartment section of collapsible construction between the first mentioned sections, fastening elements securing all sections together and further functioning to hold the collapsible section against collapse, the collapsible section along its bottom and sides being approximately flush with the bottom and sides of the other sections, the adjacent ends of the first mentioned sections being approximately flat whereby in the absence of the collapsible section, they may be clamped to each other by certain of said elements, said collapsible section comprising a partition, bottom members, side members foldable relatively to the bottom members, inwardly extending closures at the top of the collapsible section pivoted one to each of the side members, and the partition having shoulders engageable by said closures.

3. A boat of the class described comprising detachable end sections, one of said sections comprising the stern portion of the boat having a plurality of socket members opening exteriorly of the stern end of the boat, said socket members being located completely inwardly of the outer surface of said end and provided with interior threads, a wheel, a bracket for said wheel, means threaded into said sockets to detachably secure the bracket against said stern end, parallel, longitudinally extending bolt members at the end opposite to the aforesaid stern end, the other of said boat sections being securable to said bolts in forming the boat, and said bolt members being elongated and positioned to function as handles when detached from said other section.

WILLIE M. MOATS.