

M. J. UFFORD.
BATHING BOAT.
APPLICATION FILED MAR. 30, 1909.

982,025.

Patented Jan. 17, 1911.

2 SHEETS—SHEET 1.

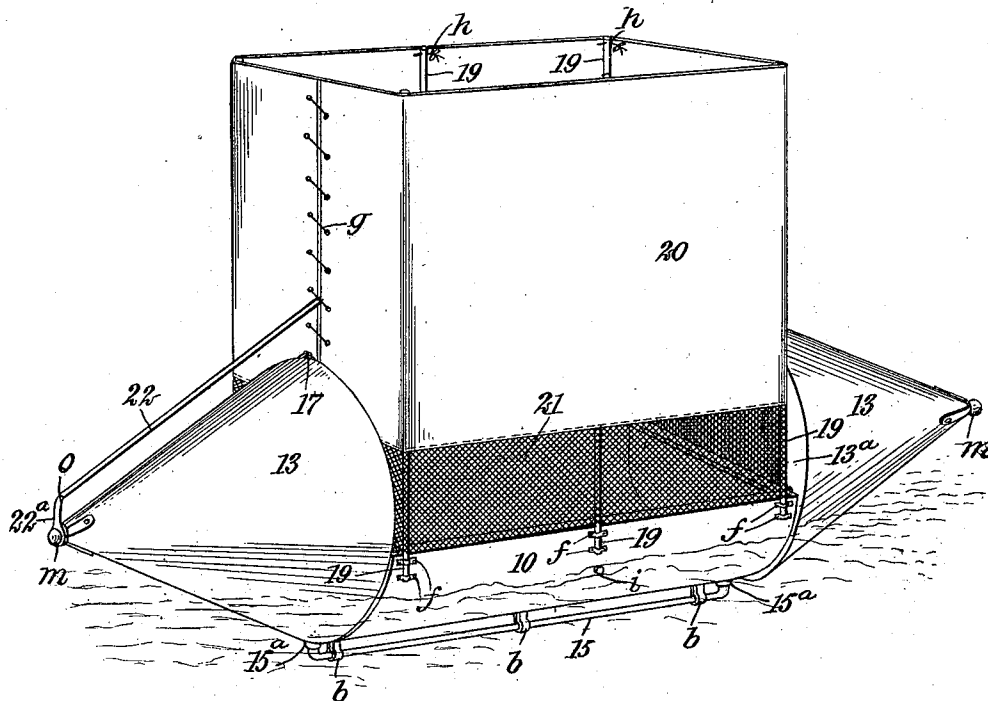
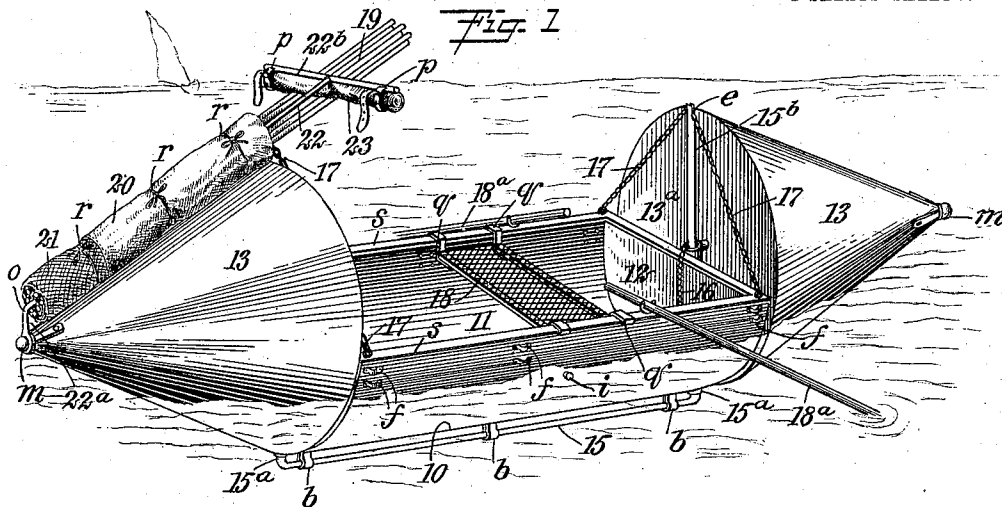


Fig. 2

WITNESSES
E. G. Bromley,
Am. Patton

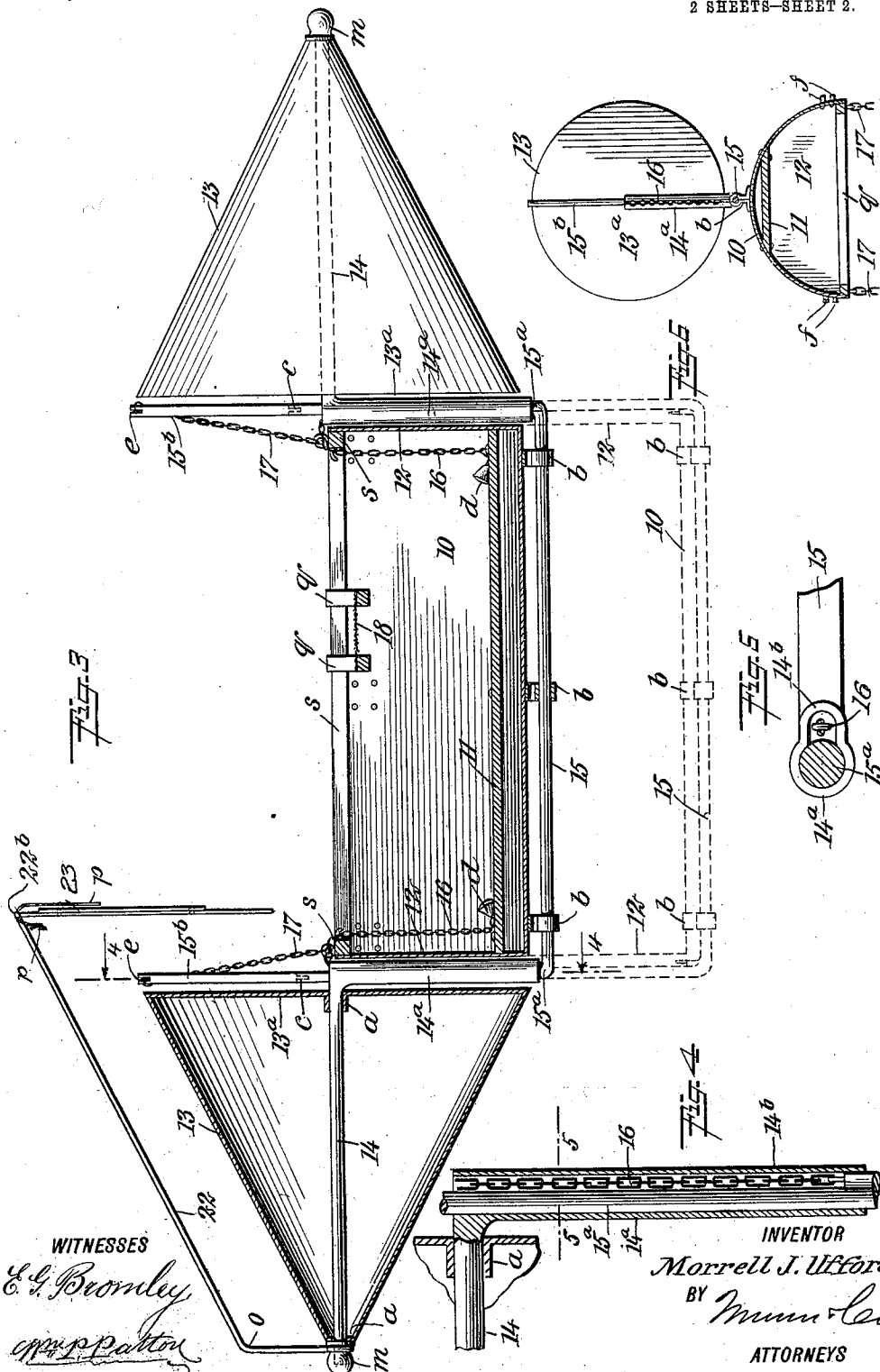
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ATTORNEYS

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UNITED STATES PATENT OFFICE.

MORRELL JOHN UFFORD, OF AMENIA, NORTH DAKOTA.

BATHING-BOAT.

982,025.

Specification of Letters Patent.

Patented Jan. 17, 1911.

Application filed March 30, 1909. Serial No. 486,760.

To all whom it may concern:

Be it known that I, MORRELL J. UFFORD, a citizen of the United States, and a resident of Ameniam, in the county of Cass and State of North Dakota, have invented a new and Improved Bathing-Boat, of which the following is a full, clear, and exact description.

This invention relates to boats used for bathing purposes, and its purpose is to provide a boat of the character indicated, having novel features of construction that enable its convenient and safe use as a sailing or row boat, and further, that adapt the boat for use as a float while bathing, by either sex, affording safety and privacy for females while bathing in the open air, without necessitating the wearing of bathing suits.

The invention consists in the novel construction and combination of parts, as is hereinafter described and defined in the appended claims.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a perspective view of the improved boat arranged for the floatage and transportation of occupants; Fig. 2 is a perspective view, showing the boat arranged for use by females as a bathing booth; Fig. 3 is an enlarged partly sectional side view of the boat, showing in full lines the parts adjusted for the flotation of the boat and showing in dotted lines the boat as stationed and immersed; Fig. 4 is an enlarged vertical, sectional view on the line 4—4 in Fig. 3; Fig. 5 is a horizontal, sectional view, substantially on the line 5—5 in Fig. 4; and Fig. 6 is a transverse, sectional view of portions of the boat, showing the relative positions of details when the hull of the boat is inverted for use as a buoy for swimmers.

The hull 10 of the boat is preferably formed of thin plate metal, such as galvanized sheet iron, and with advantage may be given semi-cylindrical form in cross section, as shown in Fig. 6, said hull having a suitable length that is proportioned to the carrying capacity it is to have.

A substantial floor 11, formed of wooden boards, is fitted and secured as a false bottom within the hull 10, and at each end of the latter a transverse end wall 12 is secured. Two similar air and water tight end sections

13 are provided, these preferably having conical shape, said hollow sections which are formed of thin plate metal, having at their largest ends 13^a, a diameter defined by a radius of an equal length with that of the semi-circular end walls 12. Longitudinally through the center of each conical chamber or section 13, a shaft 14 is extended, having air-tight but rockable engagement with journal boxes *a*, as shown at the left in Fig. 3.

A sleeve 14^a is formed on the end of each shaft 14, that is adjacent to a respective end wall 13^a, said sleeves being each disposed at a right angle to the longitudinal axis of the shaft 14, whereon it is formed or secured, and as shown in Fig. 3, the lower ends of the sleeves 14^a are located near to but below the bottom of the hull 10.

A connecting bar 15 that is preferably formed of a cylindrical metal rod, is rockably connected with the bottom of the hull 10, by a plurality of clip bands *b* and at each end of the connecting bar a guide arm 15^a is formed or secured, these guide arms being arranged at right angles with the bar they project from, in the same plane and direction. The guide arms 15^a are slidably inserted within the sleeves 14^a and extend upwardly therethrough, and upon the upper end of each arm a prop post 15^b is hinged, as shown at *c* in Fig. 3.

The sleeves 14^a are each formed with a lateral hollow extension 14^b wherein is housed a flexible connection preferably in the form of a chain 16, the normally lower end of which is secured to a respective guide arm 15^a near the corresponding end thereof. The chains 16 extend from the upper ends of the sleeves 14^a and are afforded sufficient length to hang pendent near the floor of the hull, and may each terminate in a knob *d* having such size as will prevent the chain ends from being drawn down into the tubular formations 14^b. A stay chain 17 is provided as a complementary flexible connection for each chain 16, and as shown in Figs. 1 and 6, the ends of each chain 17 are secured upon the sides of the hull 10, near the gunwales thereof.

When the boat is to be used for the transportation of passengers, the hull 10 must be supported in raised adjustment, as shown in Figs. 1 and 3; to this end the connecting bar 15 is raised along with the guide arms 15^a thereon, so that the prop posts 15^b ex-

tend upward to the top edges of the end walls 13^a of the conical sections 13. The upper ends of the posts 15^b are notched, and in said notches *e* the bights of the chains 17 are seated, which will dispose the latter in taut condition, and the ends of the hull 10 equally raised and supported on the end sections 13.

If the boat is to be employed as a floating buoy, which swimmers may readily seat upon and dive from, the chains 17 are released from the posts 15^b, the latter are folded down and the connecting bar 15, together with its guide arms 15^a, is downwardly adjusted, as shown by dotted lines in Fig. 3. This adjustment will draw the pendent portions of the chains 16 to the upper ends of the sleeves 14^a and permit the inversion of the hull 10, that will then appear as shown in Fig. 6, the guide sleeves and connecting bar then being elevated, as shown in said view, and as the hull will float with its bottom near the surface of the water, it affords a convenient platform for the use of bathers to rest on or dive from.

In Fig. 1, the boat is shown provided with a slidable seat 18 that may be a frame covered with stout canvas, or stout netted fabric, and oars 18^a are shown as a means for the control and movement of the boat. It is to be understood, however, that any other preferred means may be employed for the purposes named. To adapt the boat for the use of women and girls, provision is afforded for the erection of a four-walled open-topped booth over the hull, this feature appearing in Fig. 2. To this end, thin strong standards 19 are removably erected upon the boat hull 10 by securing clips *f* thereon along the sides at suitable intervals, and inserting the lower ends of the standards downwardly therethrough, thus arranging the standards vertically and properly spaced apart for the reception of a fibrous covering.

A preferably single web of coarse strong canvas 20 is provided for service as a side wall for the booth, this fibrous web being wrapped around the rectangular frame provided by the erection of the standards 19, from the sides of the boat hull, as explained. The width of the canvas web is suitably increased, by the attachment thereto at one side edge, of a sheet of wire woven fabric 21, having equal length with the canvas web. The combined width of the canvas 20 and the wire woven fabric 21 is such that they together will produce a side wall for the booth, that will cover the standards 19. The length of the described coverings 20, 21 is such that when said material is smoothly mounted upon the standards 19, the ends thereof will nearly meet and may be drawn together by a stout lacing *g*, as shown in Fig. 2.

The wire woven sheet 21 is disposed adja-

cent to the hull 10, and at its lower edge is lapped over the gunwales or edges of the boat's side walls, as shown for one side of the boat in Fig. 2, and as also appears in said view the upper edge of the canvas covering 20 is secured upon the upper ends of the standards 19 by the strings *h*, or other suitable means. An opening is formed in the hull of the boat, a short distance below the water line, this perforation being closed water-tight by a plug *i*.

When the boat is arranged for use by females as a bath house, the hull is positioned in the stream of water at a point where the bottom is level, and deep enough to rise above the gunwales of the hull when the bathers are ready to occupy said hull. The plug *i* is now removed, which will permit water to enter the hull, and submerge it, and likewise pass freely through the wire woven fabric 21, which is close enough in its mesh to screen the occupants of the boat from the observation of outside parties.

It will be noted that, while the boat hull may now be rocked, the air-tight end sections 13 and the metal connecting bar 15, by its weight, prevent the boat from capsizing; further, as there is no covering for the booth, sunlight and air will enter the inclosure, and all the advantages of outdoor bathing may be enjoyed, and the bathers, who may be nude, will be screened from the observation of the public.

On the outer ends of each of the rockable shafts 14, an enlargement or collar *m* is secured, and upon one of said collars a depending end of a bracket arm is secured, said arm comprising a metal rod bent at *o* providing an elongated arm 22 on which, at its rear end, a downwardly projecting member 22^a is formed, which at its lower end, is attached to the collar *m*. On the forward end of the bracket arm 22, an arm 22^b is centrally secured. On the arm 22^b a waterproof pliable jacket or envelop 23 is secured, so that it may be folded up as shown in Fig. 1, or may be unfolded and hang down as shown in Fig. 3. The arm 22^b projects into the booth formed by the canvas walls 20, thus adapting the envelop 23 to serve as a covering for garments removed from the persons occupying the booth, who may thus incase their apparel and protect the same from getting wet, the package when wrapped, being secured on the arm 22^a by straps and buckles, as appears at *p* in Fig. 1.

When the use of the device as a bath house for women is not required, the fibrous and wire woven web is removed from the standards 19, and the latter are also detached from the sides of the hull 10. The standards 19, and the fibrous and wire woven materials 20, 21 are now mounted on the bracket arm 22 by wrapping the material 20, 21 around the standards and binding them upon the

bracket arm, the bundle being completed by passing tie strings *r* about the canvas roll at different points, and tying said strings as shown in Fig. 1. The envelop 23 is now wrapped upon the transversely disposed arm 22^b and secured thereon by an adjustment of the straps *p*. The plug *i* is replaced in the opening in the side of the hull 10, and the boat rendered floatable by a removal of water from within the hull.

It should be explained that the seat 18 is held in place by clips *q* at each end thereof, which hook upon a ledge strip *s* that is secured to the free edges of the boat hull, so that the seat may be readily moved from end to end of the boat body 10, but will not be detached if the boat is rocked so as to invert the hull.

In further explanation of the boat when used as a buoy, it will be understood that the inverted hull may be readily reversed so as to give it normal position, by simply taking hold of the edge of the hull and pulling upon it, which will rock the hull on the connecting bar 15, which will reverse the hull so as to dispose its open side uppermost. The chains 17 are now stretched taut and their bights seated in the notches *e* in the upper ends of the posts 15^b, which will secure the hull in the normal position indicated in Figs. 1 and 3. The plug *i*, if it had been removed from the opening in the hull, must now be inserted therein and the hull bailed out, or a pump may be utilized for removal of water from the hull.

While the preferred use of the boat hereinbefore described, is for bathing purposes, it is manifest that it can be readily supplied with a mast by an upward extension of one of the posts 15^b, and that a sail may be carried by the mast for propulsion of the boat. The provision of the air-tight conical sections 13, which serve to support the hull in a large degree, render the boat safe, and prevent danger of capsizing, if subjected to a storm while in service as a transport for passengers.

Having thus described my invention, I claim as new and desire to secure by Letters Patent:

1. A boat embodying a hull, and conical end sections between which the hull is pivoted to swing into an inverted position.

2. A boat embodying a hull having parallel end walls, and coniform hollow end sections between which the hull is slidably and pivotally mounted.

3. A boat, embodying a hull having parallel end walls, hollow coniform end sections, and means for rockably securing the end sections on the hull at its ends.

4. A boat, embodying a hull formed of plate metal and having semicircular form in cross section, flat parallel end walls on the ends of the hull, coniform end sections,

and means for securing said end sections adjacent to the end walls of the hull so that said hull may be rocked on the end sections and have its bottom inverted.

5. In a boat of the character described, the combination with a semicircularly-bodied hull, flat end walls on said hull and two similar hollow coniform end sections therefor, of a central shaft rotatably secured in each end section, a sleeve depending at a right angle from each shaft at the end adjacent to an end wall of the hull, a connecting bar, upright guide arms on the ends of the connecting bar and slidable in the sleeves, and chains or the like adapted for holding the guide arms raised or lowered in the sleeves.

6. In a boat of the character described, the combination with a semicircularly-bodied hull, flat parallel end walls on said hull, and two similar hollow coniform end sections therefor, of a central shaft rotatably secured in each end section extending axially therethrough, a sleeve depending at a right angle from each shaft at the end adjacent to an end wall of the hull, a connecting bar clipped upon the bottom of the hull at its transverse center, a guide arm on each end of the connecting bar slidable in a respective sleeve, a post extended from the upper end of each guide arm, and chains adapted for detachable engagement with the upper ends of said posts.

7. In a boat of the character described, the combination with a hull having flat end walls, and air-tight coniform end sections on the ends of said hull, of a removable booth erected over the hull, the walls of said booth being formed of pliable fabric.

8. In a boat of the character described, the combination with a hull having flat parallel end walls, and two similar hollow air-tight, floatable end sections removably secured on the ends of the hull, of a plurality of standards detachably secured upright on the side walls of the hull, and a booth comprising a web of fibrous fabric, and a supplementary web of wire woven fabric secured edgewise on the fibrous fabric, the joined fabrics forming side walls of the booth, and means for securing the fabrics smoothly wrapped on the erected standards.

9. A boat of the character described, comprising end sections, an intermediate section, and means for mounting the intermediate section, whereby it may be lowered below the end sections and inverted.

10. A boat of the character described, comprising end sections, and a slidably and pivotally mounted intermediate section.

11. A boat of the character described, comprising end sections, a member connecting the sections, and an intermediate section pivotally mounted on said member.

12. A boat of the character described, comprising end sections, a member connect-

ing the sections and having a sliding engagement therewith, and an intermediate section pivotally mounted on said member.

13. A boat of the character described,
5 comprising end sections having vertical guideways at their inner ends, a horizontal member having arms at its ends working in said guideways, and an intermediate hull section having its bottom pivoted to said
10 member.

14. A boat of the character described, comprising end sections having guideways at their inner ends, a horizontal member

having arms at its ends working in said guideways, posts carried by the arms, an 15 intermediate hull section carried by the said member, and flexible members secured to the hull section and engaging said post.

In testimony whereof I have signed my name to this specification in the presence of 20 two subscribing witnesses.

MORRELL JOHN UFFORD.

Witnesses:

ELMER CLAY,
JAMES R. FOWLER.