I. CHASE.

PLEASURE CRUISER.

APPLICATION FILED FEB. 15, 1915.

1,273,149.

Patented July 23, 1918.

7 SHEETS—SHEET 1.

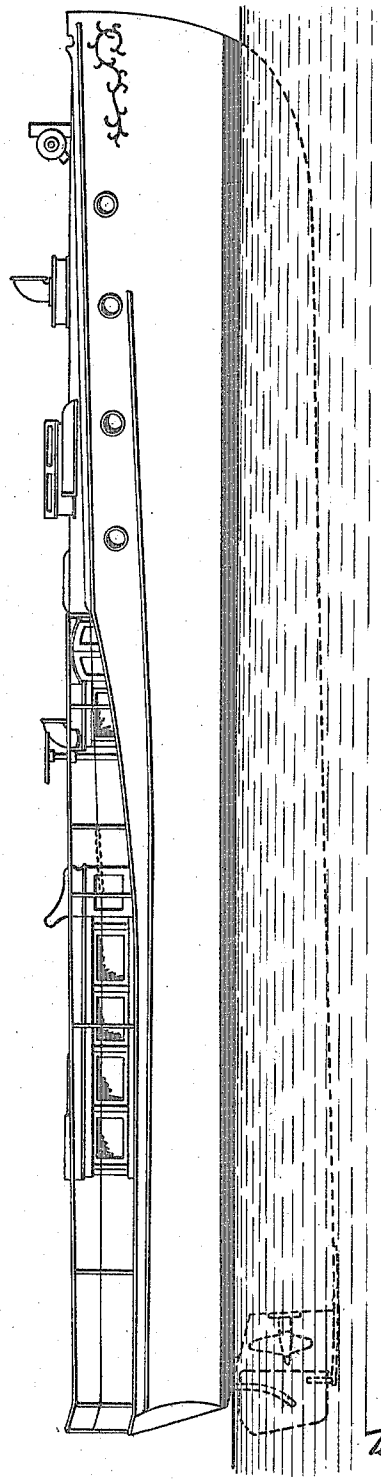


Fig. 1.

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7 SHEETS—SHEET 2.

Fig. 2.

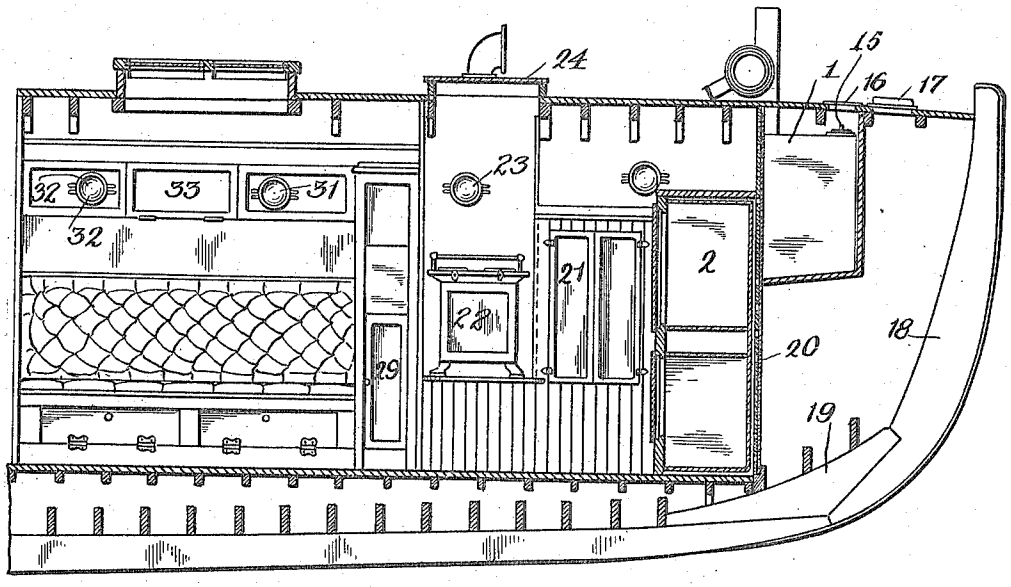
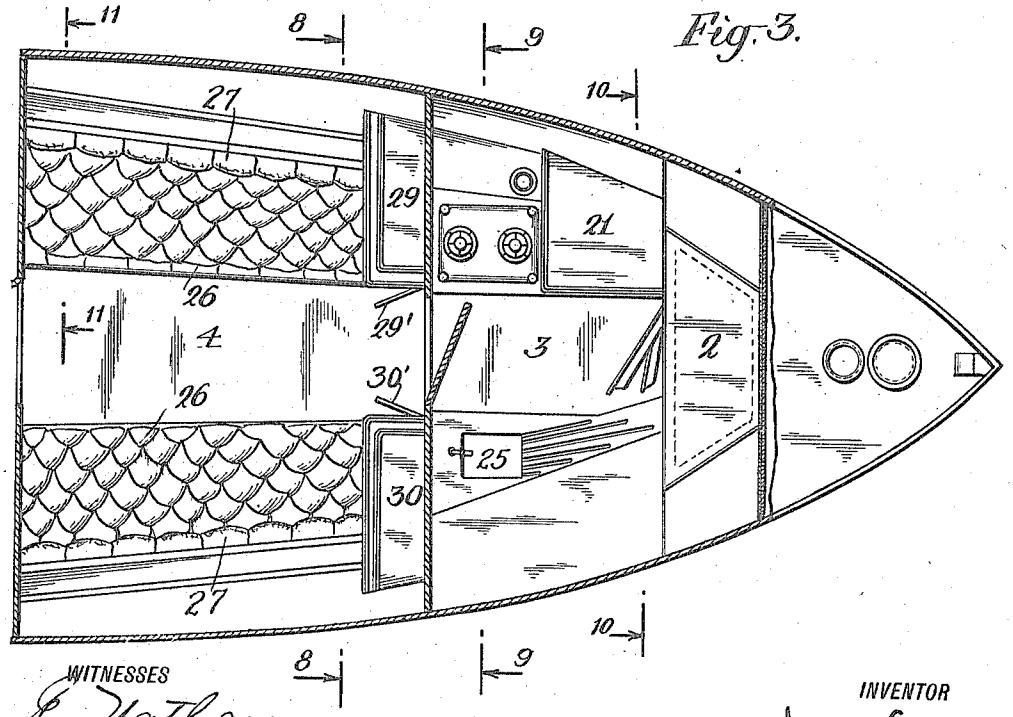


Fig. 3.



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7 SHEETS—SHEET 3.

Fig. 4.

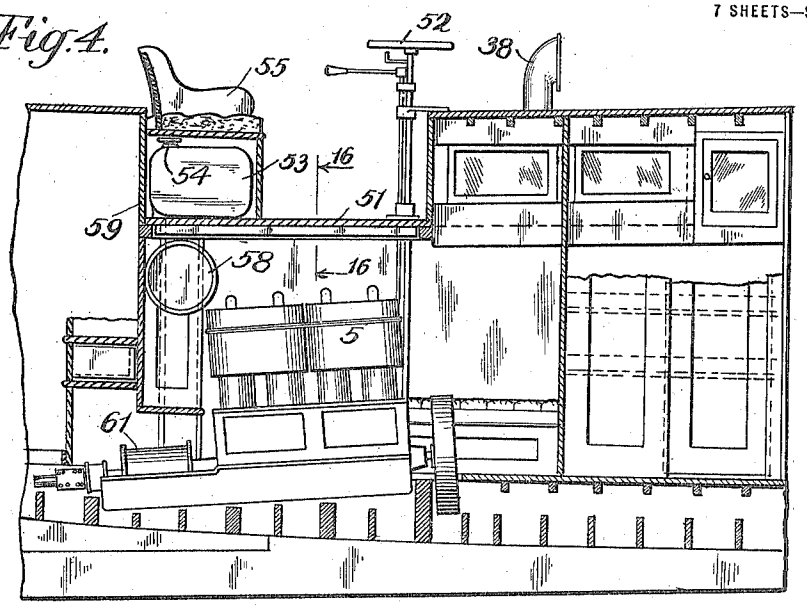


Fig. 5.

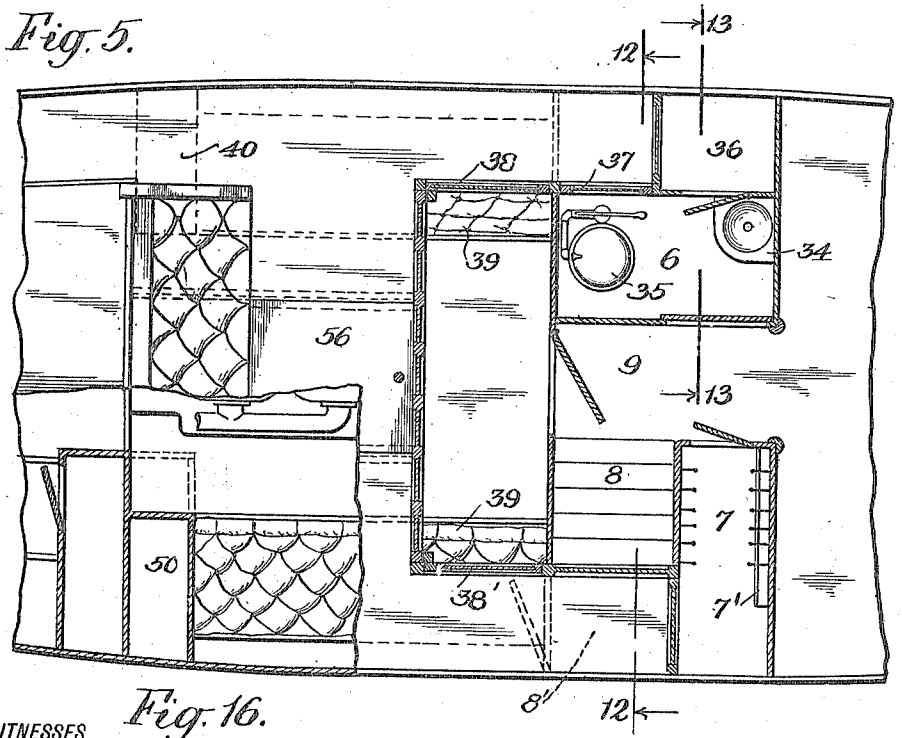
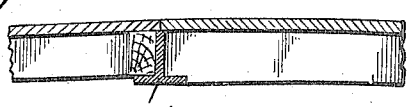


Fig. 16.



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7 SHEETS—SHEET 4.

Fig. 6.

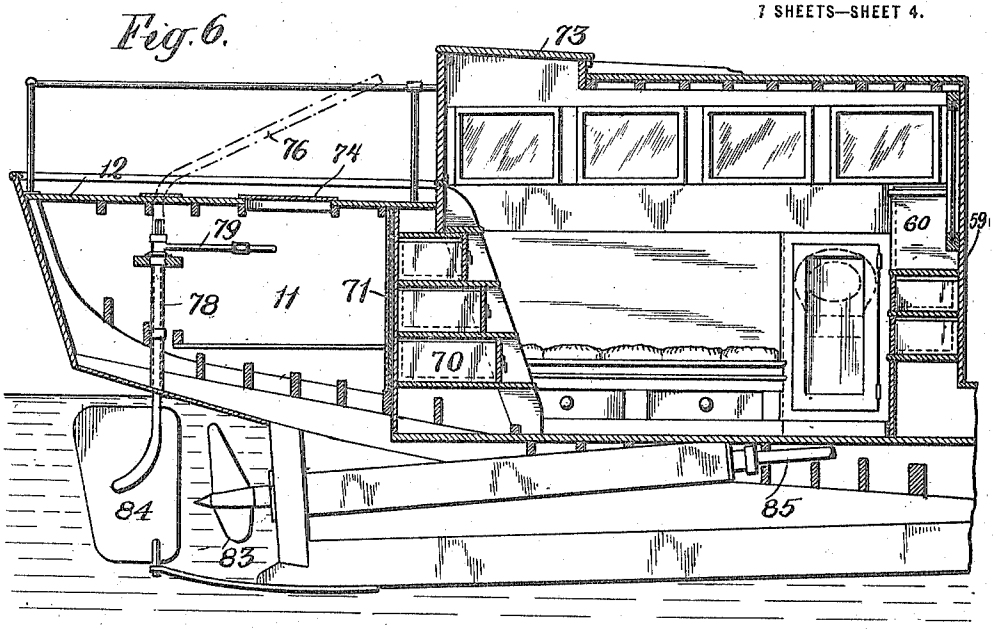
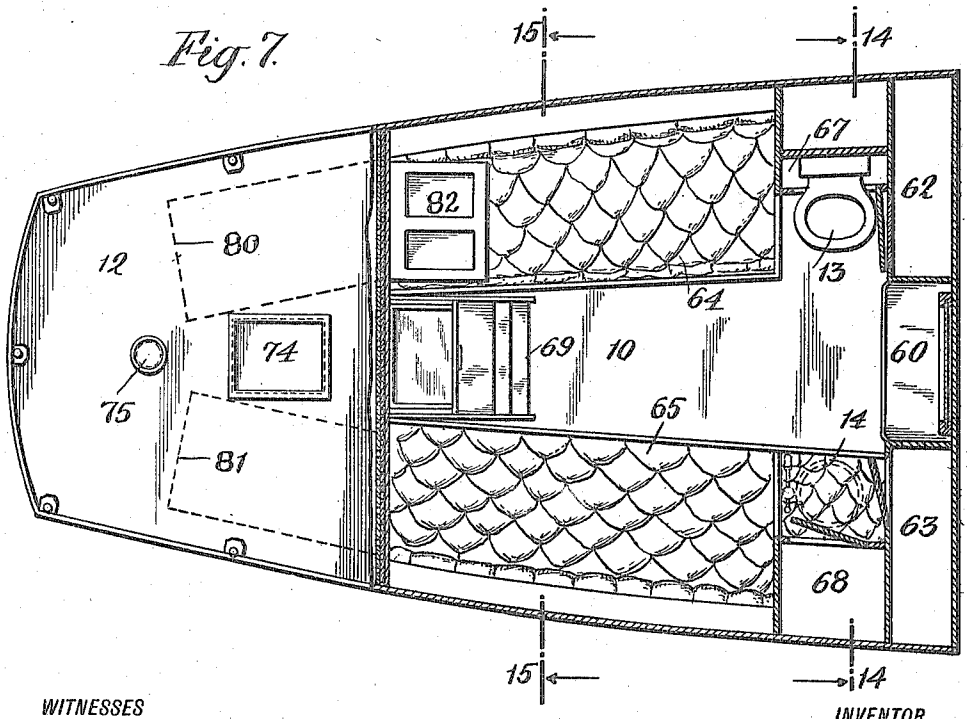


Fig. 7.



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7 SHEETS—SHEET 5.

Fig. 8.

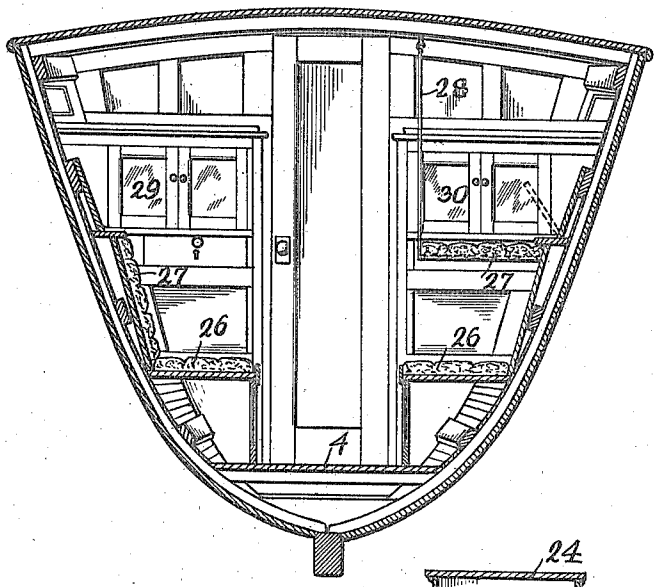


Fig. 9.

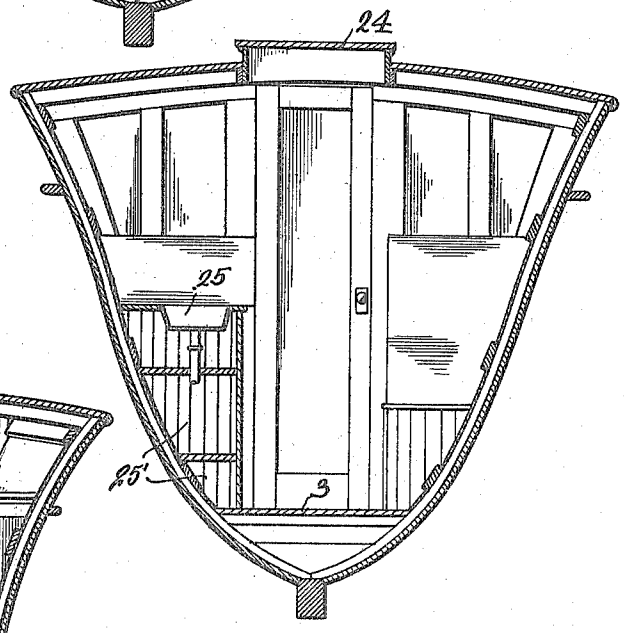
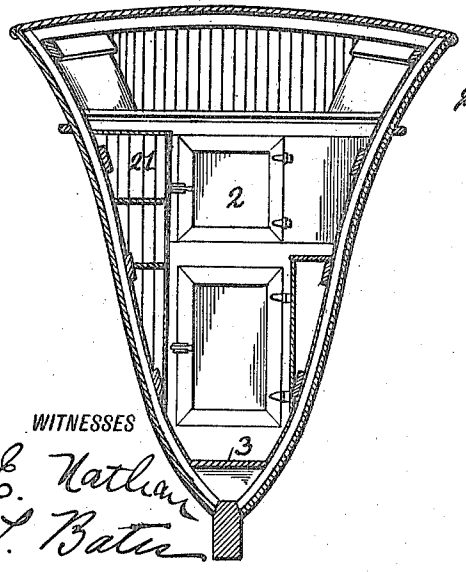


Fig. 10.



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1,273,149. Patented July 23, 1918.

7 SHEETS—SHEET 6.

Fig. 12.

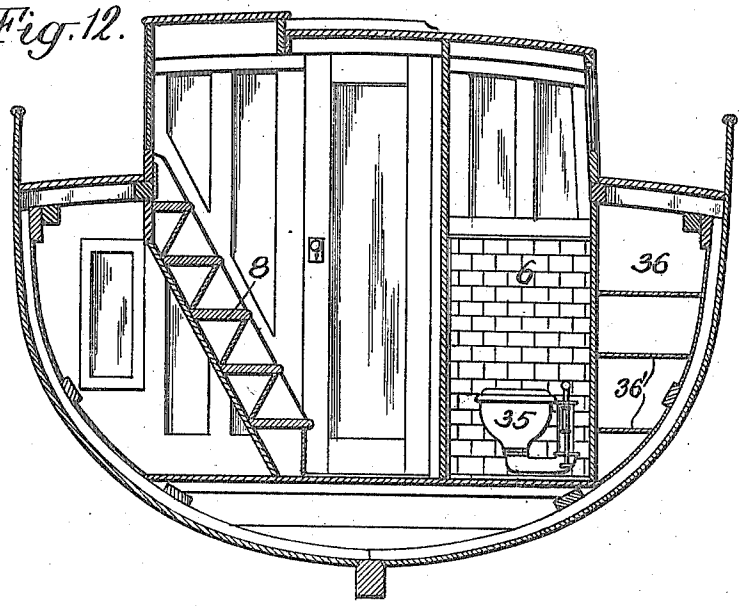


Fig. 13.

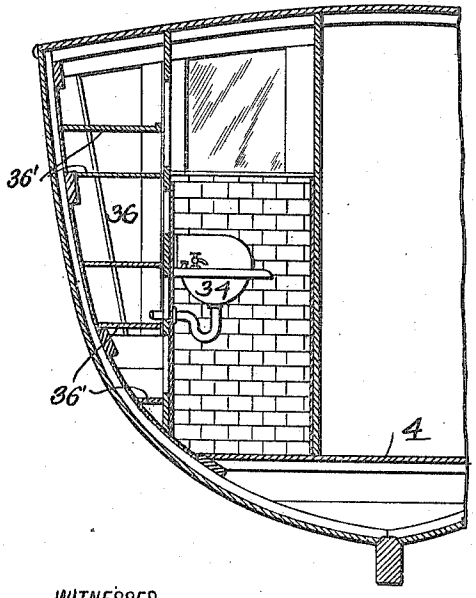
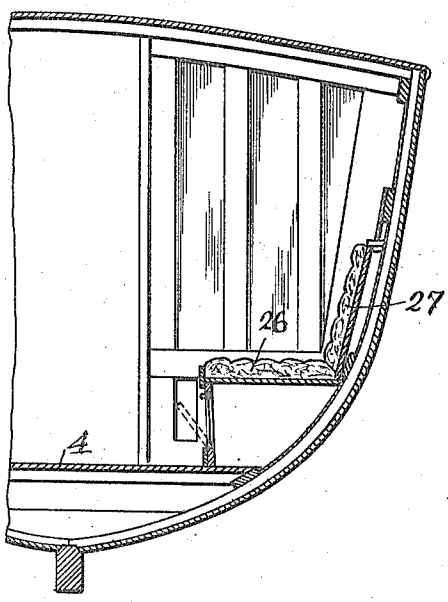


Fig. 11.



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7 SHEETS—SHEET 7.

Fig. 14.

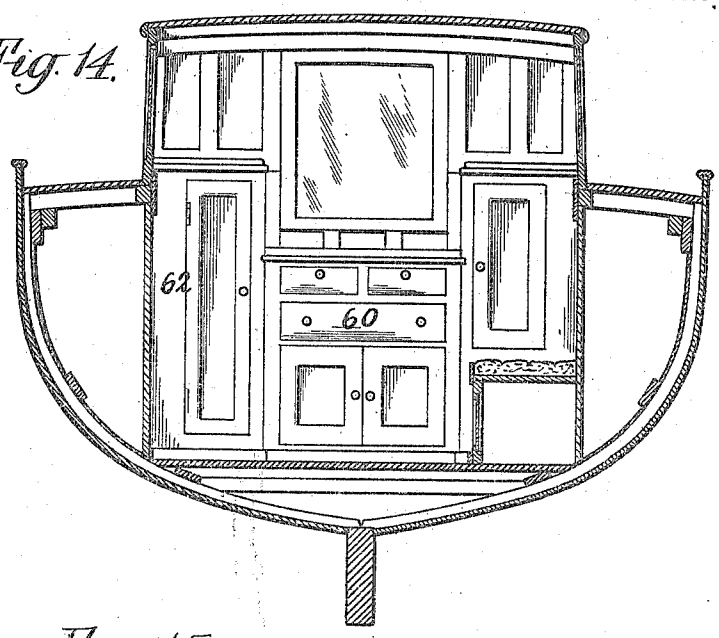
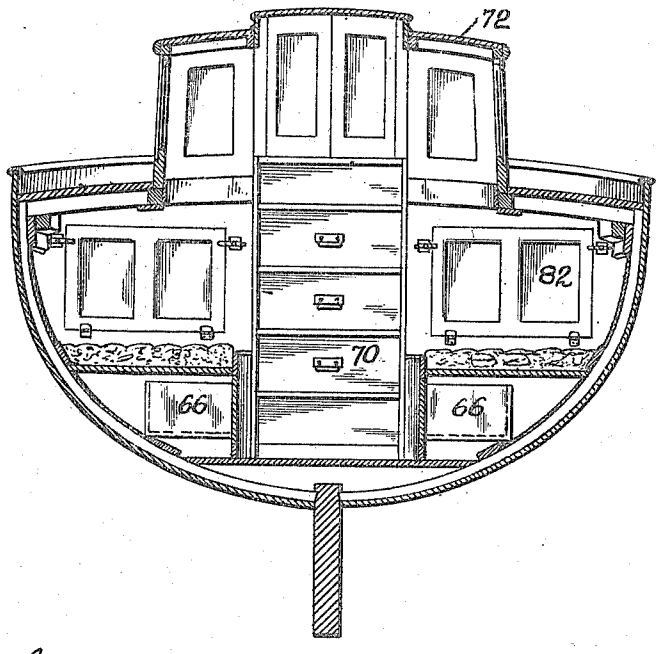


Fig. 15.



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PLEASURE-CRUISER.

1,273,149. Specification of Letters Patent. Patented July 23, 1918.

Application filed February 15, 1915. Serial No. 8,184.

To all whom it may concern:

Be it known that I, IRWIN CHASE, a citizen of the United States, residing in Bayonne, Hudson county, State of New Jersey, have invented certain new and useful Improvements in Pleasure-Cruisers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

It is the object of the present invention to provide a cruiser of compact design and convenient arrangement with the power plant located amidships where the weight of the engine can best balance the boat and with other details of construction designed and arranged to contribute to the comfort and convenience of the occupants of the boat.

While the boat may be made in various sizes, many of the features here disclosed are of particular advantage in boats approximating 45 to 50 feet in length, this being about the maximum size which can be handled with safety by one man.

The embodiment here disclosed is of seaworthy design, affording the necessary free board at bow to withstand heavy head seas and with controlling means on a flush bridge deck amidships whereby the engine located directly thereunder may be adequately managed. The gasolene supply for the engine is stored in a tank on this bridge deck so that in case of leakage the gasolene may run off into the water. The cabin accommodations are of unusual arrangement for a boat of this type, and are so placed as to be used to best advantage. Four people may sleep in the main saloon, two in the engine room and two in the stateroom aft, and the companionways, wardrobes and other accessories are so disposed as to offer maximum convenience and comfort.

The fresh water supply is located under the forward deck, permitting gravity flow to lavatory and to galley sink, and the galley is in most advantageous location at the bow of the boat, where the floor space is limited, due to the shape of the hull.

The location of the main saloon adjacent to the galley and conveniently accessible to the forward companionway makes possible the serving of meals in this saloon during the day, and at night the transom seats form berths, the backs of these seats being hinged to form upper berths so that four people can sleep in this one compartment.

At the foot of the forward companionway is the lavatory with a window opening on the flush side deck and a medicine closet under the forward raised deck, a part of this lavatory being covered with a deck house which forms an extension of the raised deck and extends backward over part of the engine room to give head room therein. The engine room can be used for sleeping quarters and is arranged in novel manner for the comfort of the engineer and for the safety of the passengers.

The stateroom aft is shut off from the forward part of the boat, giving a privacy seldom found on boats of this size, and is equipped with berths, wardrobes and other accessories conveniently disposed. A companionway leads to this stateroom from the quarter deck, and from the latter, the flush side decks lead forward to the bridge deck from which the engine of the boat is controlled.

In the embodiment here disclosed, there is little unused space throughout the boat, for drawers, lockers, or coat closets have been put in at convenient locations to utilize the available spaces, and in the lazaretto under the flush quarter deck special provision is made for the storage of steamer trunks, or the like, which can be pulled forward through the bulk head into the stateroom immediately adjoining, and there opened up above the berths.

A feature of the boat is the unusual amount of deck space afforded at the stern and along the sides of the stateroom and on the bridge deck. The boat is steered and the engine controlled from the bridge deck amidships, where one man can steer and handle the engine. If desired, the engine can be started from this deck with an electric starter of usual design, though there is ample room in the engine room for an engineer, if one is to be carried on the boat.

Other objects and advantages will be made

clear from the following detailed description, which is to be taken in conjunction with the accompanying drawings, in which:

Figure 1 is a side elevation of the cruiser stripped of signal mast, deck awning, bag poles, and the like;

Fig. 2 is a sectional elevation of the forward part of the boat showing the main saloon, the galley, ice box and water tank;

Fig. 3 is a sectional plan of the same;

Fig. 4 is a sectional elevation amidships showing the engine room and the engine accessories, and indicating the location of the lavatory and of its window and the medicine closet;

Fig. 5 is a sectional plan of the same;

Fig. 6 is a sectional elevation of the after part of the boat showing the stateroom with its berths and windows and the cabin trunk over the stateroom with stairs leading to the after deck over the lazaretto, and drawers in the stateroom under the stairs and elsewhere;

Fig. 7 is a sectional plan of the same;

Fig. 8 is a transverse section through the main saloon on the line 8—8 (Fig. 3) looking forward, showing a suitable cross section for the hull and indicating how the backs of the transom seats swing up to form upper berths;

Fig. 9 is a similar section on the line 9—9 (Fig. 3) looking aft, showing the metal-lined compartment for the cooking stove, and showing the sink of the galley;

Fig. 10 is a transverse sectional elevation on the line 10—10 (Fig. 3) showing the front of the ice box and the compartments for storing dishes and the like;

Fig. 11 is a fragmentary transverse sectional elevation on the line 11—11 (Fig. 3) looking aft;

Fig. 12 is a section on the line 12—12 (Fig. 5) looking aft, showing the companionway and a part of the lavatory, and indicating a suitable shape of hull amidships;

Fig. 13 is a fragmentary sectional elevation on the line 13—13 looking forward and showing the lavatory and medicine closet under the after part of the raised deck;

Fig. 14 is a transverse sectional elevation of the stateroom on the line 14—14 of Fig. 7, showing the arrangement of wardrobes, mirror and drawers, and indicating the relation of the cabin trunk to the side decks of the boat;

Fig. 15 is a similar section on the line 15—15 (Fig. 7) looking aft, and shows the berths with the drawers thereunder and also the hinged doors in the lazaretto bulk head through which steamer trunks, or the like, may be introduced from the stateroom for storage in the lazaretto; and

Fig. 16 is a detail of the flush bridge deck over the engine whereby a part of that deck is made removable to permit the engine to be lifted bodily upward out of the boat for repairs.

In the embodiment of the present invention, illustrated in the accompanying drawings, the boat approximates 45 to 50 feet long and is intended for safe operation by one man. In general, the boat may be divided into three parts, as indicated roughly by Figs. 2, 4 and 6. In the forward part is a water tank 1, an ice box 2, a galley 3 (Fig. 3) and a main saloon 4.

Amidships, as shown in Figs. 4 and 5, is an engine room having a gasolene engine 5, a lavatory 6, a wardrobe 7, a companionway 8, and a passage 9 leading from the companionway into the main saloon 4, and also into the engine room.

The after part of the boat, as indicated in Figs. 6 and 7, contains a stateroom 10 and a lazaretto 11 with an after deck 12 over the lazaretto, and accessible from the stateroom by stairs, as shown. A folding wash bowl 13 and a water closet 14 may be provided in this stateroom when desired.

With the foregoing general arrangement, the sleeping quarters are divided into three distinct units, the first being the main saloon, the second the engine room, and the third the stateroom aft. The main saloon can serve as a dining room and is convenient to the galley, and easily reached through the forward companionway 8, and aft of the engine room the sleeping quarters and accommodations are shut off by the engine bulk head, insuring privacy when desired.

The water tank 1 at the bow of the boat under the forward deck permits water to flow by gravity to the lavatory and galley sink. In boats of this size, as commonly built heretofore, it has been necessary to place the fresh water tank either in the lazaretto at the stern, or under the floor, and this necessitated the use of pumps to lift the water. The water tank has a filling plug 15 accessible on removal of a plate 16 in the forward deck. An eight inch deck plate 17 forward of the water tank gives access to the small space just behind the stem 18 and over the stem knee 19, where anchor chains and davit rigging may be stored. A bulk head 20 separates this space from the forward end of the galley, wherein the ice box 2 is located. This ice box preferably extends from side to side of the boat, thereby taking advantage of the narrow and otherwise comparatively useless space at the bow. When so constructed it will easily hold 400 lbs. of ice, enought for a long cruise.

In the galley 3 is a cupboard 21 within and on top of which supplies and cooking utensils may be stored; and adjacent to this is a space adapted to receive an alcohol stove 22, the entire sides of the space being preferably lined with zinc as a precaution

against fire. A port 23 over the stove facilitates ventilation, and a hinged hatch and a cowl 24 assist in keeping the galley cool, and the hatch affords an emergency exit which can be used not only in case of fire cutting off the forward companionway, but also to give access to the galley in the early morning when the occupants of the main saloon are asleep. At the other side of the galley is a drain board and sink 25 with storage space 25′ (Fig. 9) beneath. This sink is supplied with water from water tank 1.

The main saloon 4, which is separated from the galley only by a swinging door, is provided with transom seats 26 with storage space below, and at night time these can be used as berths. But in addition to the two berths thus provided, the backs 27 of those seats are so hinged that they can be swung upward into horizontal position, as shown in Fig. 8, and there secured with cables 28 fastened to eyes in the deck beams.

At the foot of one berth 26 is a bookcase 29, and at the foot of the other is a buffet 30, both accessible at the front through swinging doors. Under these compartments, respectively, are cupboards to which access may be had at the ends by way of swinging doors 29′ and 30′ (Fig. 3). The tops of compartments 29 and 30 may be used for the convenient storage of luggage and the like.

The main saloon 4 is provided with suitable ports 31 and 32 on each side of the boat, and between each pair of ports is a hinged panel 33 adapted to swing out through a wide angle, as indicated in dotted lines (Fig. 8), to expose a shallow cupboard between the ports and to serve as a rack for holding clothing and the like.

The wardrobe 7 is deep and a full height, with hangers for clothes and oil skins, and a bracket for holding the folding dining room table 7′. The lavatory 6 has a wash bowl 34 and a water closet 35, also a deep medicine closet 36 located over the wash bowl, and commodious shelves 36′ for linen and bathing suits are provided under the medicine closet and the side deck, as shown in Figs. 12 and 13, running back to the side of the boat under the deck. A swinging window 37 affords a ventilating opening above the main deck level of the boat.

Over the companionway 8 and extending aft far enough to overlap the engine room is a deck house, as shown in Figs. 1, 4 and 5, having a pair of cowls 38 for ventilating the engine room and giving to the forward end of the engine room enough head room to permit the engineer to stand erect. Along the sides of the engine room are a pair of transom seats 39 with lockers beneath, and these can be used as berths for the crew, if a crew is carried. A hanging locker 40 is provided at the end of one of the berths for clothing and tools, and the corresponding space 50 at the other side of the engine room houses the engine muffler. Under the companion stairs 8 is a large locker 8′ accessible from the engine room.

The after part of the engine room has head room enough to permit the engineer to sit upright on the transom seats, and, in addition to the cowls 38, ventilation is effected by means of the windows 38′ in the forward deck house. Suspended over the rear end of the engine is a cylindrical tank 58 into which air may be compressed for operating a whistle on the boat.

Above the engine room, aft of the deck house, is the flush bridge deck 51 (Fig. 4), from which the boat is steered by means of the hand wheel 52, and from which the starting, stopping and controlling of the motor may be effected by usual control mechanism associated with or positioned near the steering wheel.

The gasolene supply tank 53 is positioned on this bridge deck so that in case of leakage the gasolene will run out over the deck and cannot reach the engine room or the bilge of the boat. The tank is of heavy copper reinforced, and on account of its location, the gasolene flows by gravity to the engine carbureter. There is a shut-off valve 54 on the tank so that in case of an accident in the engine room, or fire, the gasolene supply can be immediately cut off from the tank 53. The tank 53 is completely housed in a removable settee 55.

At the center of the bridge deck is a removable section or hatch 56 extending from the forward deck house to the stateroom cabin. This is removably supported on T-bars 57 (Fig. 16), and after removal of the gasolene tank and its settee, the bridge deck may be opened up to permit the gasolene engine to be hoisted directly through the deck without disturbing any of the other joiner work of the boat.

Aft of the engine house and separated therefrom by a bulk head 59 (Fig. 4) is a stateroom 10, illustrated in detail in Figs. 6 and 7. A chiffonier 60 with mirror and drawers is centrally positioned against bulk head 59 and the lower part of the chiffonier serves as a false bulk head to accommodate the clutch 61 which projects beyond the plane of bulk head 59, as shown in Fig. 4.

At the sides of the chiffonier 60 are coat closets 62 and 63. The stateroom is equipped with two three-quarter berths 64 and 65 with drawers 66 (Fig. 15) beneath. The wash bowl 13 is of ordinary folding type and closes up within a closet 67 where it may be concealed. At the foot of berth 65 is a clothes locker 68 and in front of that is a cushioned seat under which is the water closet 14.

The stateroom 10 is reached from the after deck 12 by steps 69 under three of which are sliding drawers 70 of graduated length and extending back to the bulk head 71 of the lazaretto 11.

The cabin trunk 72 (Fig. 15) over the stateroom gives ample head room, and has a sliding hatch 73 over the steps 69. The after deck 12 is provided with a hatch 74 giving access to the lazaretto 11 wherein supplies, deck equipment and gear for the boat may be stored, and there is an opening 75 through the deck at which an emergency tiller 76 may, if desired, be attached to the rudder post 78, though normally the steering is effected by means of an arm 79 connected by cables in usual manner with the steering post and steering wheel 52 on the bridge deck.

Located within the lazaretto are a pair of trunk racks 80 and 81 positioned on a level above that of berths 64 and 65, so that steamer trunks and the like may be slid in through hinged doors 82 from the stateroom into the lazaretto for storage. With this arrangement, the trunks can be drawn out easily over the berths when access to them is desired.

With the several elements of the boat arranged as above described, the propeller 83 and the rudder 84 are advantageously positioned well under the stern of the boat and well below the surface of the water, and the propeller shaft 85 need not have an abnormal inclination to the horizontal and the engine is not tilted enough to render its operation inefficient.

A feature of the boat is the unusual amount of deck space available for use. The after deck is commodious and the side decks extending forward to the bridge deck give easy access to the main saloon and permit the occupants of the boat to move about without inconvenience.

Boats of this design can, in my opinion, best be built in lengths from approximately 45 to 50 feet over all, and while the shape of the hull in cross section may with advantage and safety be of approximately the shape indicated by the several transverse sections of the drawings, I am aware that other types of hulls may be utilized without departing from the spirit of my invention, as defined by the appended claims.

I claim:

1. In a cruiser, the combination of a main saloon forward, a stateroom aft, a flush bridge deck amidships, an engine under said bridge deck and controlled therefrom, and a gasolene supply for said engine located on said bridge deck.

2. In a cruiser, the combination of a main saloon forward, a stateroom aft, a bridge deck amidships, and a gasolene engine under said bridge deck, a portion of said bridge deck directly over said engine being removable to permit said engine to be lifted upward out of the cruiser.

3. In a cruiser having a main saloon forward and a stateroom aft with a cabin trunk over said stateroom and a flush bridge deck amidships, of a gasolene engine under said bridge deck, a gasolene supply tank for said engine on said bridge deck near the front end of said trunk, means for controlling said engine from the bridge deck and a removable seat over said gasolene tank.

4. In a cruiser, the combination of a main saloon forward an engine room amidships, and a stateroom aft with a raised deck for said main saloon and a cabin trunk for said stateroom, and a flush bridge deck therebetween, of an engine under said bridge deck, and means for controlling said engine from said bridge deck, the raised deck of the main saloon extending aft far enough to afford head room at the forward part of the engine room.

5. In a cruiser of the character described, the combination of an engine room amidships, a deck house over the front end of the engine room to give head room therein, a stateroom aft, a cabin trunk for said stateroom, a flush bridge deck between said deck house and trunk, wardrobes and a bulk head between said engine room and said stateroom, means for controlling said engine from said bridge deck, and an offset in said bulk head to accommodate the rear end of the engine mechanism.

6. In a cruiser of the character described, an engine room amidships, a bridge deck over said engine room, a part of said bridge deck being removable to permit removal of the engine therefrom, a fuel tank carried on said bridge deck, means for controlling said engine from said bridge deck, and a companionway conveniently accessible from said bridge deck and leading down to said engine room.

7. In a cruiser, the combination of a forward saloon, an engine room amidships, a companionway between said saloon and said engine room, a deck house over said companionway and the forward end of said engine room, a stateroom aft of said engine room, a cabin trunk for said stateroom, a flush bridge deck between said deck house and trunk, an engine in said engine room, and means mounted upon the bridge deck for controlling said engine and the cruiser.

8. In a cruiser, the combination of a forward saloon, an engine room amidships, a companionway between said saloon and said engine room, a deck house over said companionway and the forward end of said engine room, a stateroom aft of said engine room, a cabin trunk for said stateroom, a flush bridge deck between said deck house

and trunk, an engine in said engine room, a fuel supply tank for said engine mounted upon said bridge deck, connections between said tank and said engine, and means mounted on said bridge deck for controlling said engine.

9. In a cruiser, a forward compartment, an aft compartment and a compartment amidships, an engine located in said amidships compartment and having its base substantially horizontal, a propeller at the rear of said cruiser, a substantially horizontal shaft connecting said engine and said propeller, means mounted immediately above said engine for controlling the same, and a fuel supply tank mounted over said engine and outside the compartment in which said engine is located.

10. In a cruiser, a forward compartment, an aft compartment, and an intermediate compartment, bulkheads separating said compartments, an engine located in said intermediate compartment, a bridge deck above said intermediate compartment having a removable section through the center thereof giving access to said engine for removal or repair, a steering wheel and means for controlling said engine mounted upon said bridge deck and over said engine, a deck house over the forward portion of said intermediate compartment, a seat mounted upon said bridge deck, a fuel supply tank under said seat upon said bridge deck, a connection leading from said tank to said engine, and a valve adjacent said seat for controlling the passage of fuel through said connection.

11. In a cruiser, the combination of a compartment amidships, bulkheads separating said compartment from the forward and aft compartments of the cruiser, an engine in said compartment, a bridge deck over a portion of said compartment, a deck housing over the forward portion of said compartment forming a relatively high section therein, a removable hatch in said bridge deck, controlling apparatus for said engine mounted upon said bridge deck, and adjacent said deck housing, a fuel tank mounted on said bridge deck, and a supply connection between said tank and said engine.

In testimony whereof I affix my signature in presence of two witnesses.

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Witnesses:
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M. A. BILL.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."