No. 811,322. PATENTED JAN. 30, 1906.

J. A. POLTOCK.

FOLDING CANOPY.

APPLICATION FILED MAY 10, 1905.

2 SHEETS—SHEET 1.

Fig. 1.

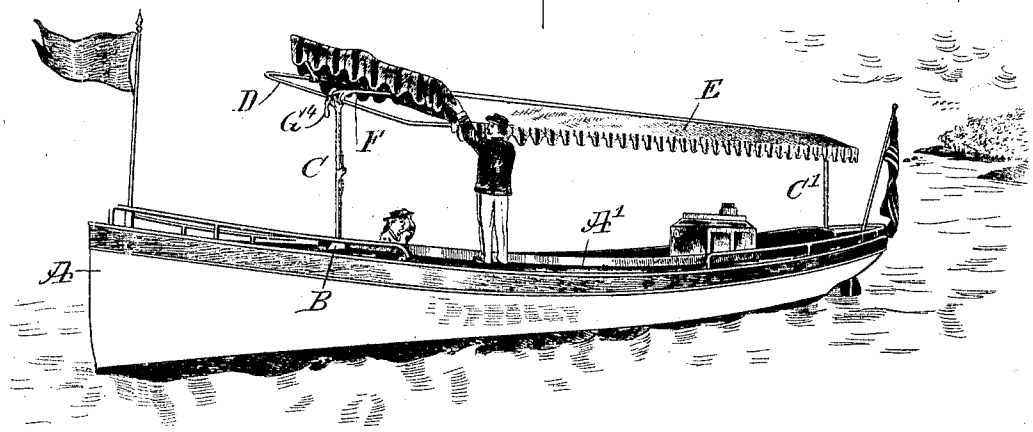


Fig. 2.

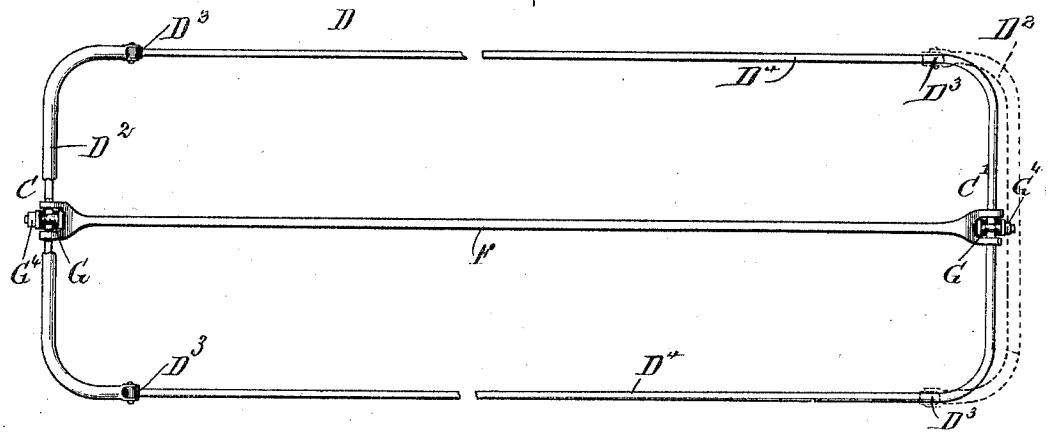
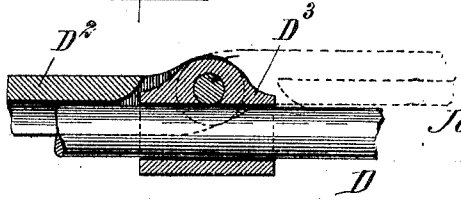


Fig. 3.



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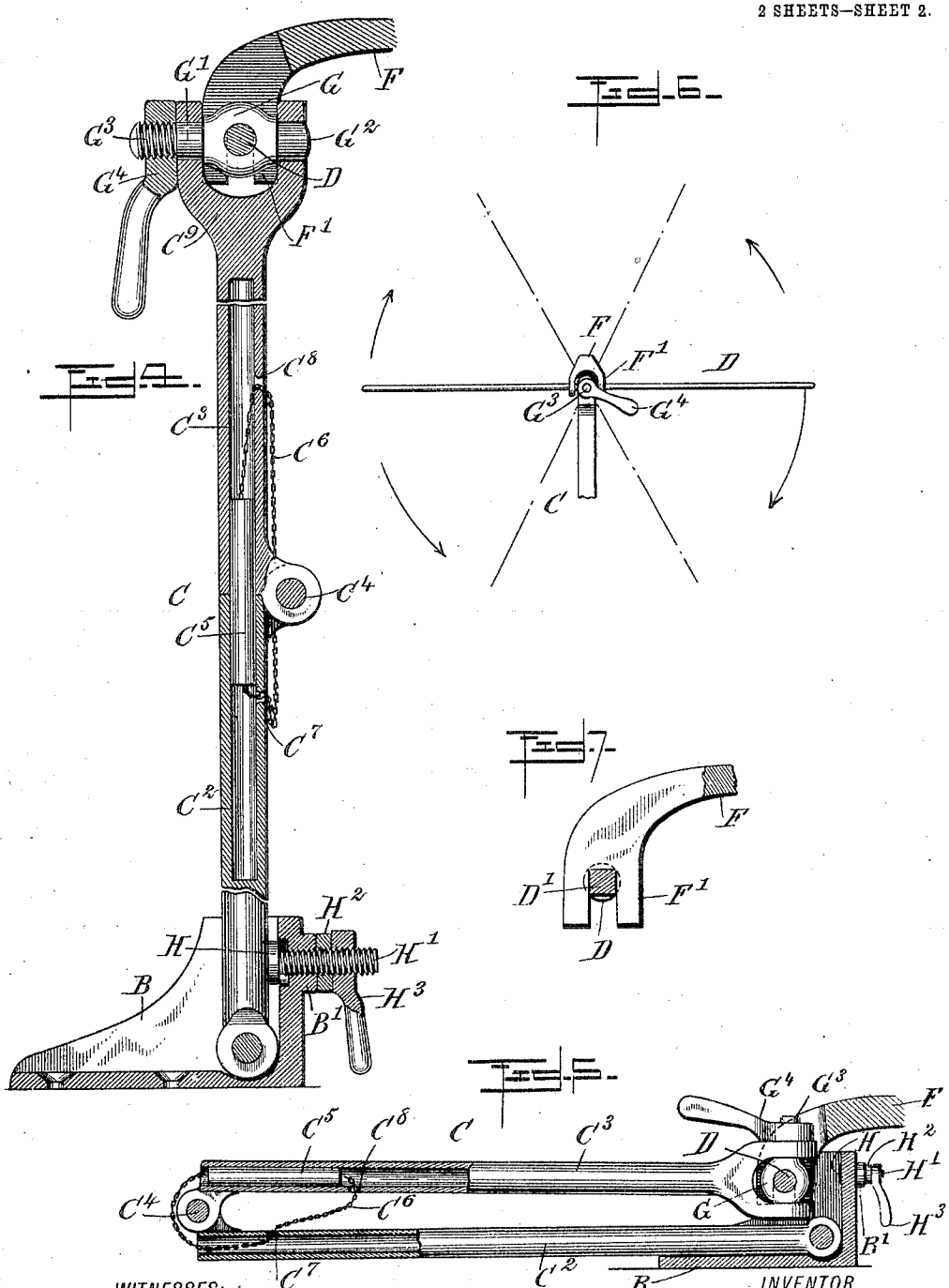
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JOHN A. POLTOCK, OF EAST RUTHERFORD, NEW JERSEY.

FOLDING CANOPY.

No. 811,322. Specification of Letters Patent. Patented Jan. 30, 1906.

Application filed May 10, 1905. Serial No. 259,784.

To all whom it may concern:

Be it known that I, JOHN A. POLTOCK, a citizen of the United States, and a resident of East Rutherford, in the county of Bergen and State of New Jersey, have invented a new and Improved Folding Canopy, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved folding canopy or awning, more especially designed for use on pleasure-boats, platforms, stands, &c., and arranged to permit convenient and quick setting up for use or folding into small space when not in use or when making landings, going under low bridges, and the like, to allow applying to a desired angle for obtaining proper shelter from the rays of the sun or from rain, and permitting convenient egress or ingress without taking the canopy down.

A further object of the invention is to allow either end of the canopy to be lowered to form a shelter against wind or rain coming from the front or rear.

The invention consists of novel features and parts and combinations of the same, which will be more fully described hereinafter, and pointed out in the claims.

A practical embodiment of the invention is represented in 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 improvement as applied to a motor-boat. Fig. 2 is a plan view of the canopy-frame. Fig. 3 is an enlarged sectional side elevation of the connection between the awning-frame and its auxiliary member. Fig. 4 is an enlarged sectional side elevation of the canopy-frame and one of the standards locked in an extended position. Fig. 5 is a similar view of the same in a folded position. Fig. 6 is an end view of the frame, and Fig. 7 is an enlarged sectional side elevation of the connection between the ridge-pole and the awning-frame.

On the deck of a boat A are secured bearings B, preferably located adjacent to and outside of a coaming A′ at the front and rear ends thereof, as plainly illustrated in Fig. 1. On the bearings B are pivoted the lower ends of front and rear standards C and C′, supporting at their upper ends an awning-frame D for a fabric cover E, which latter also extends over a ridge-pole F, removably secured at its ends to the ends of the awning-frame D adjacent to the standards C and C′, as hereinafter more fully described.

The standards C and C′ are alike in construction, and each is preferably formed in two sections C^2 C^3, connected with each other by hinges C^4, adapted to open outwardly to allow of swinging the sections C^2 and C^3 into a folded horizontal position, as plainly illustrated in Fig. 5. By having both hinges C^4 arranged in the manner described it is evident that both the front and rear standards C and C′ can be swung simultaneously into a folded position, so as to properly lower the awning-frame D, ridge-pole F, and cover E for the latter to extend and cover the cockpit of the boat in case it is desired to do so. Thus the fabric cover E can be held in an extended position at different levels—that is, when extended in its uppermost position it forms an awning for sheltering the passengers in the cockpit of the boat, and when in its lowermost position it forms a cover or tarpaulin for the cockpit. Both standards C and C′ when in a folded position are outside of the cockpit, and hence do not obstruct the same, and the folded standards can be readily taken hold of by the operator standing on the deck whenever it is desired to return the standards to a vertical extended position.

In order to lock the sections C^2 and C^3 together when extended, the adjacent ends of the sections are made hollow to receive a locking-pin C^5, held on a chain C^6, secured to both ends of the pin C^5 and extending through openings C^7 and C^8, formed in the sections C^2 and C^3, respectively. Now when the pin C^5 is pulled into the position shown in Fig. 4 then it extends approximately half-way into both sections C^2 and C^3, so as to hold these sections locked in an extended position—that is, to prevent the sections from folding. When it is desired to fold the standard C or C′, then the operator pulls on the upper end of the chain C^6 to withdraw the lower end of the pin C^5 from the section C^2 to unlock the sections and to allow the same to swing into the folded position illustrated in Fig. 5. When the standard is in the folded position and it is desired to bring the same into an ac-

tive position, the sections C^2 and C^3 are swung upward and into alinement with each other, and then the operator pulls on the lower end of the chain C^6, so as to draw the locking-pin C^5 downwardly until the lower end thereof extends into the section C^2, thus holding the sections C^2 and C^3 against collapsing.

The awning-frame D is preferably made rectangular, and the ends thereof extend through bearings G, each having trunnions G′ G^2 journaled in the upper forked end C^9 of the corresponding standard C or C′. The trunnion G′ has a threaded extension G^3, on which screws a handled nut G^4, adapted to abut against the forked end C^9, so as to securely lock the bearing against turning whenever it is desired to do so. By loosening the nuts G^4, the bearings G, and with the same the awning-frame D, cover E and ridge-pole F can be tilted in a transverse direction to move the cover into an angular position. Normally, however, the awning-frame D is held in a horizontal position and is locked therein by screwing up the handled nuts G^4.

The ridge-pole F is provided with forked ends F′, each member of which is forked to straddle the polygonal portions D′ (see Fig. 7) on the ends of the awning-frame D to allow of conveniently placing the ridge-pole F in position on the ends of the awning-frame or to remove the same therefrom whenever desired. It is understood that the members of the forked ends F′ of the ridge-pole F extend on opposite sides of the bearing G, so that the ridge-pole F is held against accidental transverse movement.

The cover E, of canvas or other suitable material, is preferably secured to the end of the awning-frame D at the standard C′, while the other end of the cover is secured to an auxiliary member D^2, made U-shaped and normally overlying the end of the awning-frame D at the standard C. (See Fig. 2.) The ends of this auxiliary member D^2 are pivotally connected with a slide D^3, mounted to slide lengthwise on the side members D^4 of the awning-frame D to allow of swinging the auxiliary member D^2, and with it this end of the cover E, into an upward position (see Fig. 1) and to then allow of sliding the auxiliary member D^2, with its slides D^3, rearwardly on the side members D^4 of the awning-frame D to finally swing the auxiliary member D^2 over the end of the awning-frame D at the standard C′, as indicated in dotted lines in Fig. 2. Thus by the arrangement described the cover E can be very quickly folded up at one end of the awning-frame, and then the latter can be lowered by folding the standards C and C′, as previously explained, the awning-frame D then resting on the deck of the boat A outside of the combing A′. If desired, the forked ends F′ of the ridge-pole F may then be lifted out of engagement with the polygonal portion D′ of the awning-frame D and placed onto the deck of the boat beside the coaming and fastened to the latter or to the deck, thus leaving the cockpit wholly unobstructed by the ridge-pole F, awning-frame D, and cover E.

The under side of the auxiliary member D^2 is grooved at its under side (see Fig. 3) to fit the end of the awning-frame D to hold this auxiliary member D^2 in its normal position, and with it the cover E, so that the latter is properly stretched over the awning-frame and the ridge-pole F. In case of wind or rain coming from different ends of the boat the corresponding end of the awning-frame, and with it the cover E, can be lowered by folding the corresponding standard C or C′, thus affording shelter lengthwise of the boat against the rain or wind coming from the front or rear. If the wind comes from the front, the standard C is folded, while the standard C′ is left extended, and when the wind or rain strikes the boat from the rear the front standard C is left in an erected position, while the rear standard C′ is folded, and thus the rear end of the cover E lowered. By the arrangement described the cover E is slanted downward either from the front to the rear or from the rear to the front, as the case may be. When it is desired to obtain shelter from either side against the rays of the sun or rain, it is only necessary for the operator to loosen the nuts G^4 to tilt the awning-frame D, and with it the cover E and ridge-pole F, as previously explained, to bring the cover into an angular position. This arrangement is also very serviceable when making a landing on docks to permit convenient egress or ingress of passengers from and to the boat.

A very quick lowering of the cover E can be had, as above described, by simply folding both standards C and C′ when passing under low bridges or the like, it being understood that it requires but a few minutes' work to lower the cover without disconnecting the same from the awning-frame D before passing under the bridge and to again raise the cover after the bridge is passed by reërecting the standards, as before explained.

In order to hold the standards C and C′ against inward swinging, abutments H are provided, one for each standard, (see Fig. 4,) each abutment being provided with a threaded portion H′, screwing in a nut B′, formed in the corresponding bearing B, the threaded portion H′ being engaged by a lock-nut H^2 and a handled nut H^3, which when loosened allow convenient screwing in or out of the threaded portion H′ to bring the abutment H in proper relation to the corresponding standard C or C′. (See Fig. 4.)

Although I have described the folding canopy as applied to a motor-boat, it is evident

that the same may be used for other purposes. It is also evident that the detail construction of the folding canopy may be varied without deviating from the spirit of my invention.

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

1. A canopy for a marine vessel, comprising a fabric cover, an awning-frame for the cover, and fore and aft standards pivotally connected with the said awning-frame and with supports fixed on the deck of the vessel adjacent to the coaming, the standards being made in sections connected with each other by hinges arranged to allow the sections to swing into a folded horizontal position and away from the coaming.

2. A canopy for a marine vessel, comprising a fabric cover, an awning-frame for the cover, fore and aft standards pivotally connected with the said awning-frame and with supports fixed on the deck of the vessel adjacent to the coaming, the standards being made in sections connected with each other by hinges arranged to allow the sections to swing into a folded horizontal position and away from the coaming, and means for rigidly locking the said standard-sections in an extended position.

3. A canopy for a marine vessel, comprising a fabric cover, an awning-frame for the cover, a ridge-pole removably connected with the ends of the said awning-frame, and fore and aft standards pivotally connected with the said awning-frame and with supports fixed on the deck of the vessel adjacent to the coaming, the standards being made in sections connected with each other by hinges arranged to allow the sections to swing into a folded horizontal position and away from the coaming.

4. A canopy for a marine vessel, comprising a fabric cover, an awning-frame for the cover, a ridge-pole having forked ends removably engaging polygonal portions on the end bars of the awning-frame, and fore and aft standards pivotally connected with the said awning-frame and with supports fixed on the deck of the vessel adjacent to the coaming, the standards being made in sections connected with each other by hinges arranged to allow the sections to swing into a folded horizontal position and away from the coaming.

5. A canopy, comprising standards, bearings journaled in the upper ends of the standards, an awning-frame having its end members engaging the said bearings, a ridge-pole held on the end members of the said awning-frame, and a fabric cover stretched over the said ridge-pole and the said awning-frame.

6. A canopy, comprising fore and aft standards, bearings journaled in the upper ends of the said standards and having their axes in longitudinal alinement, an approximately rectangular awning-frame having its end members engaging the said bearings, a ridge-pole held on the end members of the said awning-frame, a fabric cover stretched over the said ridge-pole and the said awning-frame, and means for locking the bearings against turning in the said standards.

7. A canopy, comprising standards, bearings journaled in the said standards, an awning-frame having its end members engaging the said bearings, the end members having polygonal portions, and a ridge-pole having forked ends, each member of which is forked to and straddles the said polygonal portions.

8. A canopy, comprising standards, bearings journaled in the said standards, an awning-frame having its end members engaging the said bearings, the end members having polygonal portions, and a ridge-pole having forked ends, each member of which is forked to and straddles the said polygonal portions, the members of the forked ends extending on opposite sides of the bearings.

9. A canopy provided with a fabric cover, a ridge-pole, an awning-frame, and standards pivoted at their lower ends to a support and pivotally connected at their upper ends with the said awning-frame, each standard being in sections, hinges connecting the sections with each other, and means for locking the sections of a standard in an extended position.

10. A canopy for a marine vessel, comprising an awning-frame, a ridge-pole on the said frame, a fabric cover extending over the said frame and the said ridge-pole, bearings engaging the end members of the said awning-frame and having trunnions, standards pivotally connected at their lower ends to supports on the deck of the vessel outside of the coaming thereof, the said trunnions being journaled in the upper ends of the said standard, and means for locking the bearings against turning.

11. A canopy for a marine vessel, comprising an awning-frame, a ridge-pole on the said frame, a fabric cover extending over the said frame and the said ridge-pole, bearings engaging the end members of the said awning-frame and having trunnions, standards pivotally connected at their lower ends to supports on the deck of the vessel outside of the coaming thereof, the said trunnions being journaled in the upper ends of the said standards, the said standards being made in sections adapted to fold and to swing outwardly away from the coaming, and means for locking the bearings against turning.

12. A canopy having an approximately rectangular awning-frame provided with an auxiliary end member, the terminals of which are slidably connected with the longitudinal

side bars of the said awning-frame, and a fabric cover secured at one end to the said auxiliary end member, to move with the same in the direction of the length of the awning-frame.

13. A canopy having an approximately rectangular awning-frame provided with an auxiliary end member, the terminals of which are slidably connected with the longitudinal side bars of the said awning-frame, and a fabric cover secured at one end to one end of the awning-frame and at its other end to the said auxiliary end member, to move with the same in the direction of the length of the awning-frame.

14. A canopy having an awning-frame provided with an auxiliary end member, slides mounted to slide on the side bars of the said awning-frame, the ends of the said auxiliary member being pivotally connected with the said slide, and a fabric cover secured at one end to one end of the awning-frame and attached at its other end to the said auxiliary member.

15. A canopy provided with standards, bearings pivoted in the said standards, a fabric cover and an awning-frame for the same, the awning-frame having its ends engaging the said bearings, and a ridge-pole straddling with its ends the ends of the said awning-frame.

16. A canopy provided with standards, bearings pivoted in the said standards, a fabric cover and an awning-frame for the same, the awning-frame having its ends engaging the said bearings, and a ridge-pole having forked ends straddling the ends of the awning-frame at opposite sides of the said bearings.

17. A canopy provided with a fabric cover and a frame for the same, the frame comprising a ridge-pole, an awning-frame and standards pivoted at their lower ends to a support and pivotally connected at their upper ends with the said awning-frame, each standard being in sections, hinges connecting the sections with each other, and adjustable abutments for the said standards.

18. A canopy for marine vessels, comprising an awning-frame, a fabric cover for the same, and means for supporting the frame and its cover at different levels and in transversely and longitudinally inclined positions the said means consisting of fore and aft standards hinged on the deck of the vessel and made in sections to fold independently one of the other, to allow either or both standards to fold at one time, and bearings journaled in the upper ends of the standards and having their axes in longitudinal alinement, the ends of the said awning-frame being held in the said bearings for the awning-frame and its cover to swing transversely into an inclined position.

19. A canopy for marine vessels, comprising fore and aft standards hinged at their lower ends to a fixed support, to swing in a longitudinal direction toward and from each other, each standard being made in sections hinged together to fold one upon the other, an awning-frame, a cover for the same, and bearings journaled in the free ends of the said standards and engaged by the end members of the said awning-frame for the latter to swing in a transverse direction.

20. A canopy for marine vessels, comprising an awning-frame, a cover for the same, and fore and aft standards hinged at their lower ends to fixed supports at the ends of the cockpit of the vessel, the said standards carrying the said awning-frame and each being made in sections hinged together to fold one upon the other and when folded, being outside of the cockpit of the vessel.

21. A canopy for marine vessels, comprising an awning-frame, a cover for the same, fore and aft standards hinged at their lower ends to fixed supports at the ends of the cockpit of the vessel, each standard being made in sections hinged together to fold one upon the other, and when folded, being outside of the cockpit of the vessel, and bearings journaled in the upper ends of the said standards and having their axes alined longitudinally, the said awning-frame having its end members engaging the said bearings.

22. A canopy comprising folding standards, an awning-frame made approximately rectangular and having a U-shaped auxiliary member, the terminals of which are slidably connected with the side bars of the said awning-frame, and a fabric cover for the said awning-frame secured at one end to one end of the awning-frame and attached at its other end to the said auxiliary member.

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

JOHN A. POLTOCK.

Witnesses:
ALFRED L. POLTOCK,
L. ALBERT LANE.