

April 27, 1965

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3,179,960

KNOCK-DOWN PONTOON-CRAFT CONSTRUCTION

Filed June 18, 1962

2 Sheets-Sheet 1

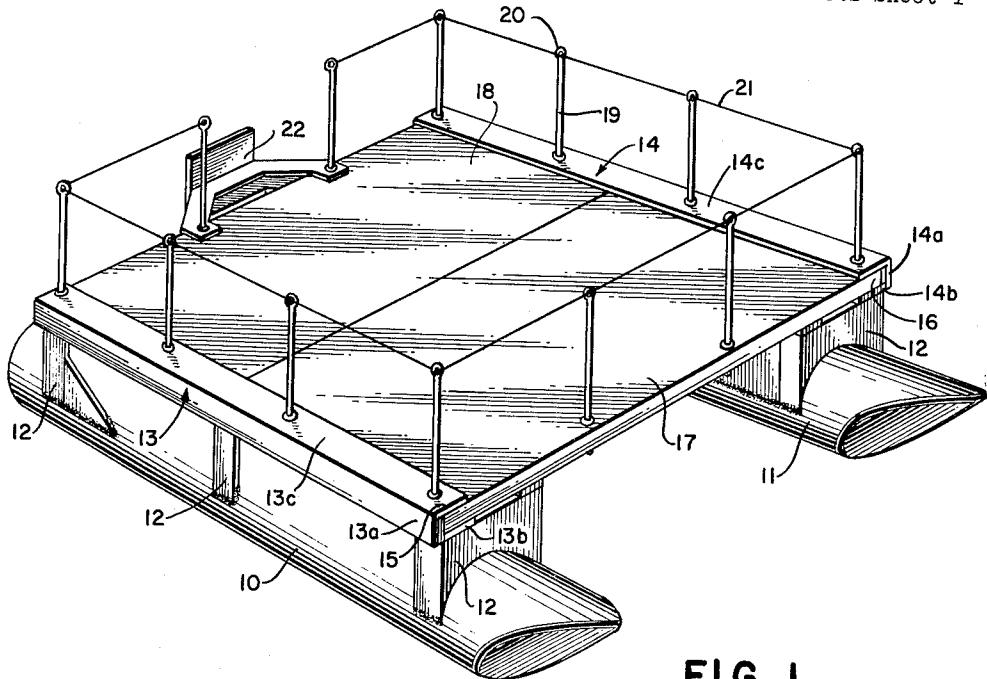


FIG. 1.

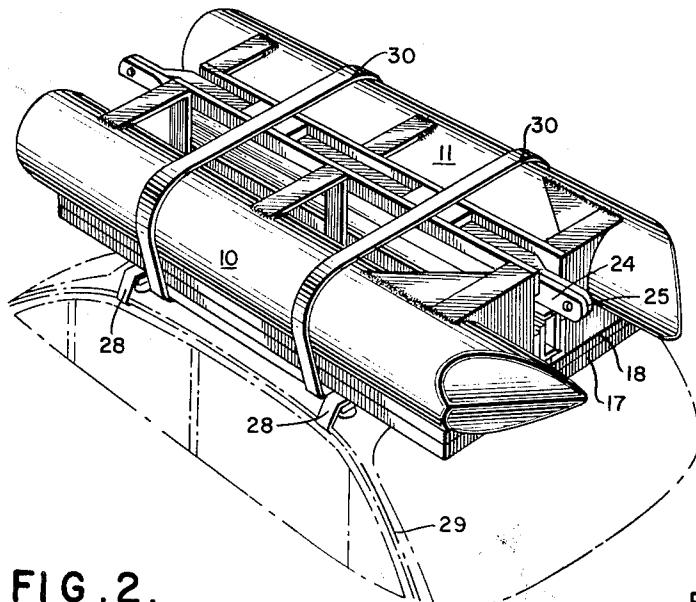


FIG. 2.

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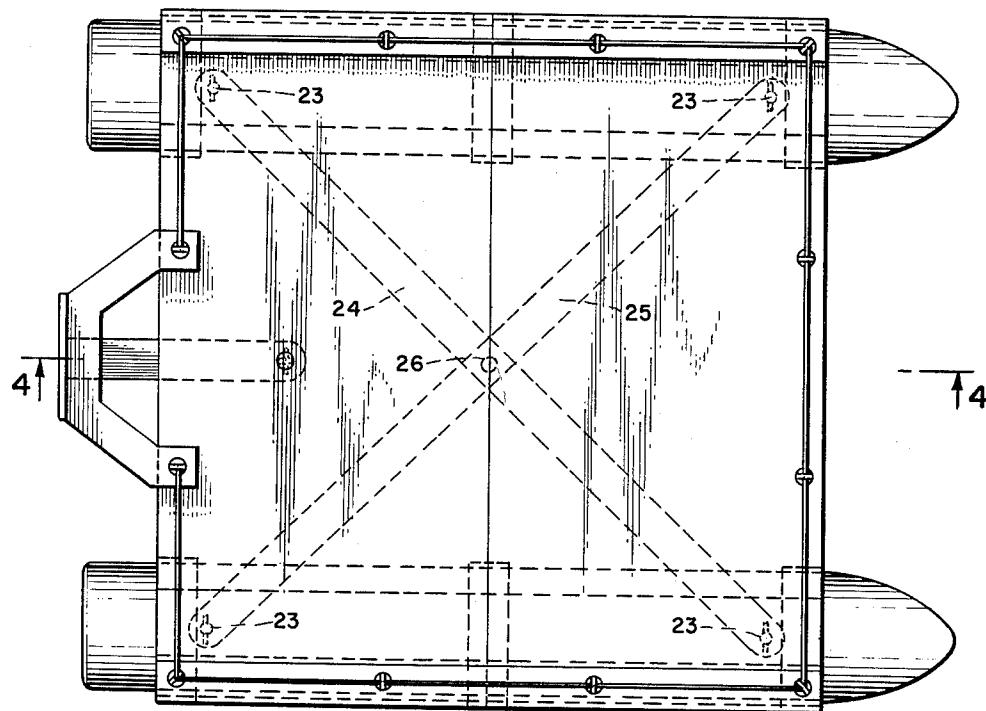


FIG. 3.

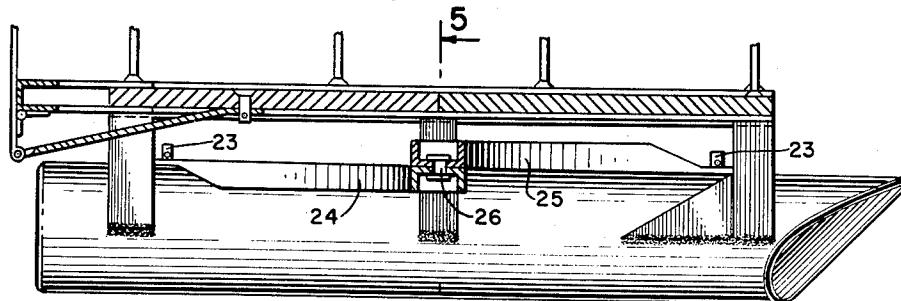


FIG. 4.

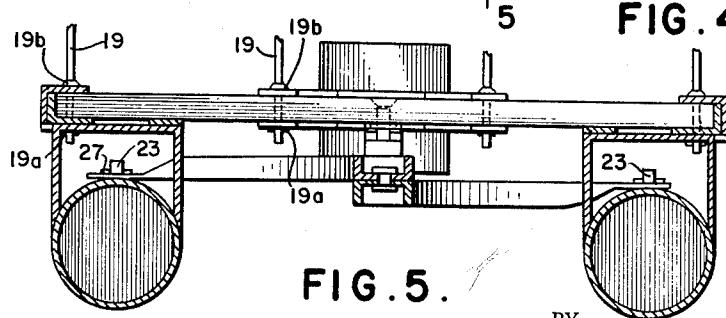


FIG. 5.

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**KNOCK-DOWN PONTOON-CRAFT CONSTRUCTION**Ray F. Nimmo, 846 A Ave. NE., Cedar Rapids, Iowa  
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2 Claims. (Cl. 9—2)

The present invention relates to knock-down pontoon-craft construction and has for an object to provide a pontoon-type craft which may be disassembled and nested into a compact unit for transportation to and from a lake or other body of water from the home of the user by way of transporting on the top of an automobile.

Another object of the present invention is to provide a pontoon-type craft in which the pontoons are provided with deck stabilizing means which cooperate with transverse spacing braces to provide a unitary rigid structure.

A further object of the present invention is the provision of a deck sill mount for an outboard motor for propelling this water vehicle over the water.

A still further object of the present invention is the provision on the longitudinal stabilizing means of life line supports which perform a dual function of locking the deck to the longitudinal stabilizing means, as well as providing the support for the life line.

With the foregoing and other objects in view, the invention will be more fully described hereinafter, and will be more particularly pointed out in the claims appended hereto.

In the drawings, wherein like symbols refer to like or corresponding parts throughout the several views:

FIGURE 1 is a perspective view of a pontoon-craft constructed in accordance with the present invention in the assembled condition.

FIGURE 2 is a perspective view of the craft of FIGURE 1 in the knock-down transportation condition.

FIGURE 3 is a top plan view of the craft of FIGURE 1.

FIGURE 4 is a longitudinal section taken on the line 4—4 in FIGURE 3.

FIGURE 5 is a transverse section taken on the line 5—5 in FIGURE 4.

Referring more particularly to the drawings and for the moment to FIGURE 1, 10 and 11 are pontoons of the buoyant type which may be of aluminum or other suitable non-corrosive metals.

Upstanding from each of the pontoons 10 and 11 are deck supports 12, in the embodiment shown three to a side. Secured to the supports 12 are two longitudinal stabilizing means 13 and 14. The stabilizing means may be of two angle iron structure members 13<sup>a</sup>, 13<sup>b</sup>, 14<sup>a</sup> and 14<sup>b</sup> in opposed relation to define therebetween channels 15 and 16 for receiving two plywood deck members 17 and 18. The members 13<sup>a</sup> and 13<sup>b</sup> may be welded or otherwise secured together to define a rigid channel member. The top flanges 13<sup>c</sup> and 14<sup>c</sup> have openings therethrough to receive life line supports 19 which pass through openings in the plywood deck members 17 and 18 for locking the plywood deck members to the longitudinal stabilizing means 13 and 14 to provide a rigid structure.

At the upper end of the life line supports 19 are eyes 20 for receiving a life line 21 therethrough. Secured to the deck member 18 is a transom or sill frame 22 on which an outboard motor may be mounted for purposes of propelling the craft through the water.

Referring now to FIGURES 3 through 5 inclusive, it will be noted that the pontoons are provided with upstanding studs 23 which cooperate with cross spacer and stabilizing members 24 and 25, which members are pivoted at 26. Locking pins 27 are passed through open-

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ings in the studs 23 to lock the spacer members 24 and 25 to the pontoon construction. The life line supports 19 are likewise provided with locking pins 19<sup>a</sup> which pass through the support rod 19 for locking the life line to the longitudinal support structure. The rod 19 is also provided with a boss 19<sup>b</sup> to act as an upper limit stop so that the rod will be rigidly secured to the craft by the interaction between the bosses 19<sup>b</sup>, pins 19<sup>a</sup> and the rod 19.

When it is desired to transport the craft from the home of the owner to the lake, pond or other body of water where the craft is to be used, the same may be compactly nested in a knock-down condition as shown in FIGURE 2, in which figure it will be noted that an automobile transportation rack 28 is shown attached to a vehicle 29 in which the two deck members 17 and 18 are shown stacked one on the other and the two pontoon structures 10 and 11 are laid upon the deck members 17 and 18. The spacer members 24 and 25 have been rotated about their pivot 26 to lie substantially flat and are nested between the pontoon constructions. A pair of straps 30 are passed about the entire assembly and the unit is now ready for over-the-highway transportation.

Upon arriving at the site of use of the craft, the straps 30 are removed and the two pontoon members 10 and 11 placed on the ground with their supports 12 directed upwardly. The transverse spacer members 24 and 25 are then placed in position over the studs 23 and the pins 27 are inserted through the stud thereby locking the spacer member to the pontoon structures. The two deck members 17 and 18 are then inserted into the channels 15 and 16 defined by the longitudinal stabilizing members 13 and 14. The life line support rods 19 are then inserted through openings in the flanges of the longitudinal support members such that they will register not only with the opening in the flange but with a complementary opening in the deck members 17 and 18. The pins 19<sup>a</sup> are then passed through the openings in the bottom of the rods 19 and an entirely rigid assembly is then provided between the spacer members 24, 25 and the deck members 17 and 18 which cooperate with the longitudinal stabilizers 13 and 14.

The outboard motor sill or transom assembly 22 is then applied in a manner similar to the life line and longitudinal support members, and a life line 21 is then passed through the eyes 20 of the supports 19 and thereafter the outboard motor is applied to the transom assembly 22.

Although I have disclosed herein the best form of the invention known to me at this time, I reserve the right to all such modifications and changes as may come within the scope of the following claims.

What is claimed is:

1. A knock-down pontoon craft construction comprising:
  - (a) a pair of pontoon members,
  - (b) support means upstanding from said pontoon members,
  - (c) longitudinal stabilizing means carried by said support members defining a channel,
  - (d) deck members receivable at their lateral extremities within the channel of said longitudinal stabilizing means,
  - (e) life line supports receivable through both said longitudinal support stabilizing means and deck members for locking both pontoons and deck members into a rigid structure.
2. A craft as claimed in claim 1 further comprising:
  - (f) studs upstanding from said pontoons along the center lines thereof,
  - (g) a pair of cross spacer members having openings

therethrough proximate their extremities receivable over said studs, and  
(h) locking pins cooperating with said studs and cross members.

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