

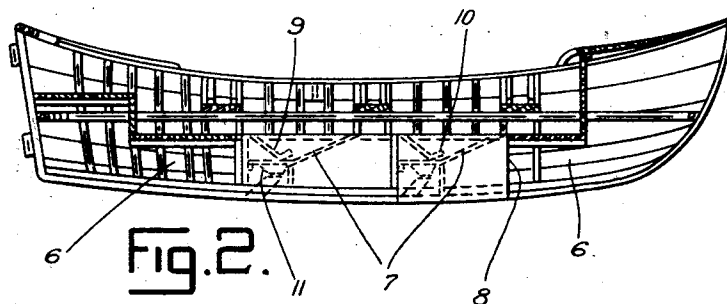
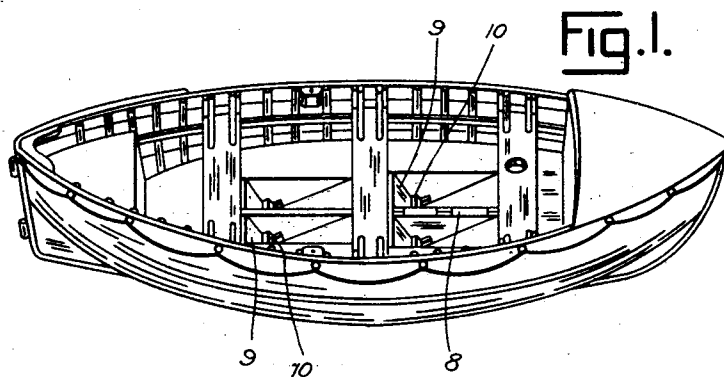
Jan. 15, 1929.

1,698,792

F. A. HAMMER
CONSTRUCTION OF BOATS

Filed March 3, 1927

2 Sheets-Sheet 1



Inventor:

Ferdinand Augustus Hammer.

per

D. Singer
Attorney.

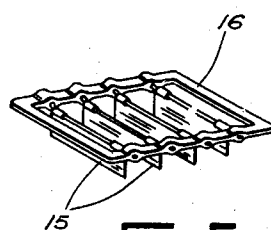
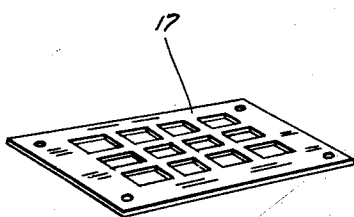
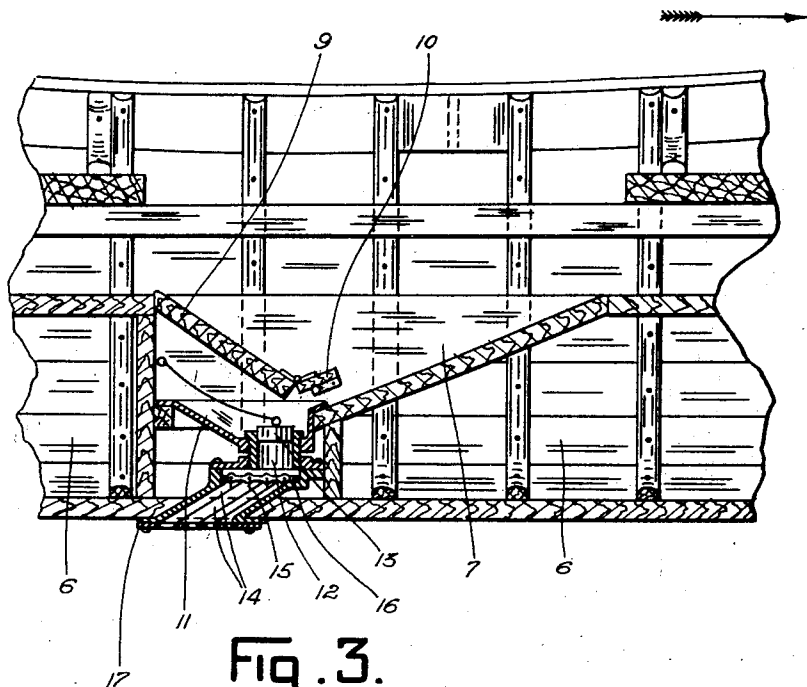
Jan. 15, 1929.

1,698,792

F. A. HAMMER
CONSTRUCTION OF BOATS

Filed March 3, 1927

2 Sheets-Sheet 2



Inventor
Ferdinand Augustus Hammer
per *D. Singer*
Attorney.

UNITED STATES PATENT OFFICE.

FERDINAND AUGUSTUS HAMMER, OF BONDI, NEAR SYDNEY, NEW SOUTH WALES, AUSTRALIA, ASSIGNOR OF ONE-HALF TO DANIEL DOUGLASS, OF SYDNEY, AUSTRALIA.

CONSTRUCTION OF BOATS.

Application filed March 3, 1927, Serial No. 172,516, and in Australia March 11, 1926.

This invention relates to the construction of boats such as ships, sailing, rowing, life or surf boats, or launches, and has for its object means whereby any water shipped may be quickly discharged and so prevent the boat becoming water logged or uncomfortable to its occupants.

According to the invention the hull is provided with an air tight compartment or compartments extending from the bow to the stern. Transversely, centrally for portion of the beam of the boat is or are, one or more wells, cock pits or recesses each inclined towards the stern on the side nearer the bow, and vertical or nearly so at the side nearer the stern. At each vertical side is fitted or secured an inclined plate or member which extends towards the opposite incline of the wall leaving an opening between, for passage of any water shipped to an opening or openings in the bottom of the boat. The thwarts are positioned at the highest point between adjacent wells, which are deep enough to afford sufficient leg room in the case of pulling boats, the opposite inclined members acting as supports for the feet of rowers or occupants. The said inclined members may have hinged flaps which only swing open when the water shipped impinges thereon. The discharge openings if desired may extend upwardly by means of collapsible or telescopic tubes which may if desired be contracted by a lever or spring.

But in order that the invention may be more readily understood, reference will now be made to the accompanying drawings wherein—

Figure 1 is a perspective view of the improved boat.

Figure 2 is a longitudinal section thereof.

Figure 3 is a sectional view on a larger scale of one of the discharge outlets.

Figure 4 is a perspective view of the grating through which the water is discharged from the hull.

Figure 5 is a perspective view of the means provided for preventing inrush of water.

The air tight compartments 6 extend from the bow to the stern and occupy the whole of the lower portion of the hull with the exception of the cock pits or drainage wells 7.

The drainage wells 7 are constructed each

side of the centre board 8 and slope towards the stern of the boat.

Inclined foot boards or plates 9 are hinged to transverse members 10 secured to the vertical sides of the wells. By this means ample leg room is provided when the boat is used as a row boat.

Beneath the foot boards sumps 11 are provided, these slope towards a discharge outlet 12 which may be closed by a plug 13.

The discharge outlet 12 is connected by a number of passages 14 to openings in the bottom of the hull. These openings are provided at their upper ends with non-return flaps 15 mounted in a frame 16.

The openings in the bottom of the hull may be surrounded by a grating 17.

Owing to the air tight construction of the boat any water that is shipped runs into the wells and is discharged through the outlet 12, passages 14, and grating 17, inrush of water being prevented by the non-return flaps 15.

I claim:

1. In a non-sinkable boat in combination, a hull, air tight compartments in the lower part of the said hull, cock pits inclined towards the stern and arranged on both sides of the longitudinal centre bulkhead, said cock pits providing accommodation for the feet of persons using the boat, inclined foot plates or members hinged to an element secured to the vertical sides of the cock pits and providing a space through which any water that is shipped passes to a discharge opening in the bottom of the hull.

2. In a non-sinkable boat in combination a hull, air tight compartments in the lower part of the said hull, cock pits inclined towards the stern and arranged on both sides of the longitudinal centre bulkhead, said cock pits providing accommodation for the feet of persons using the boat, inclined foot plates or members hinged to an element secured to the vertical sides of the cock pits and providing a space through which any water that is shipped passes to a discharge opening in the bottom of the hull, a plug for said discharge opening, nonreturn flaps therein and a grating at the discharge end thereof.

In testimony whereof I have hereunto set my hand.

FERDINAND AUGUSTUS HAMMER.