June 14, 1938. G. N. RAYMER 2,120,627

COLLAPSIBLE BOAT

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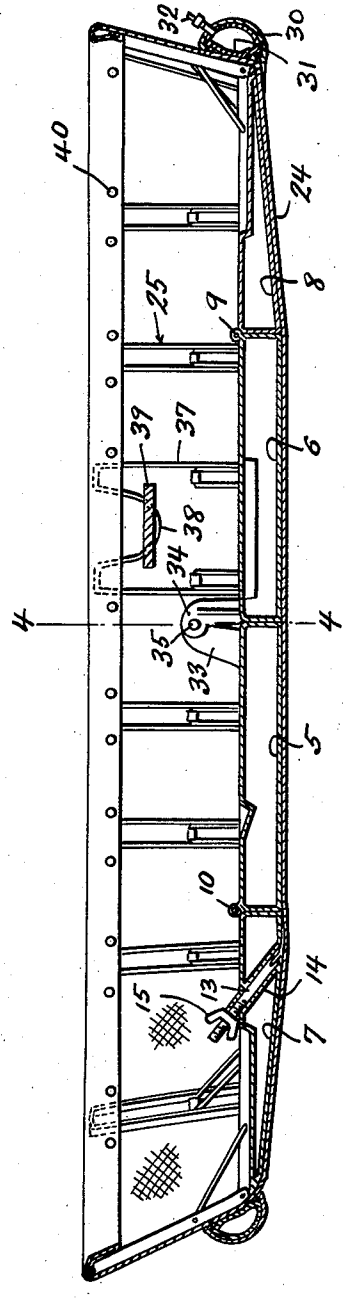


Fig. 1.

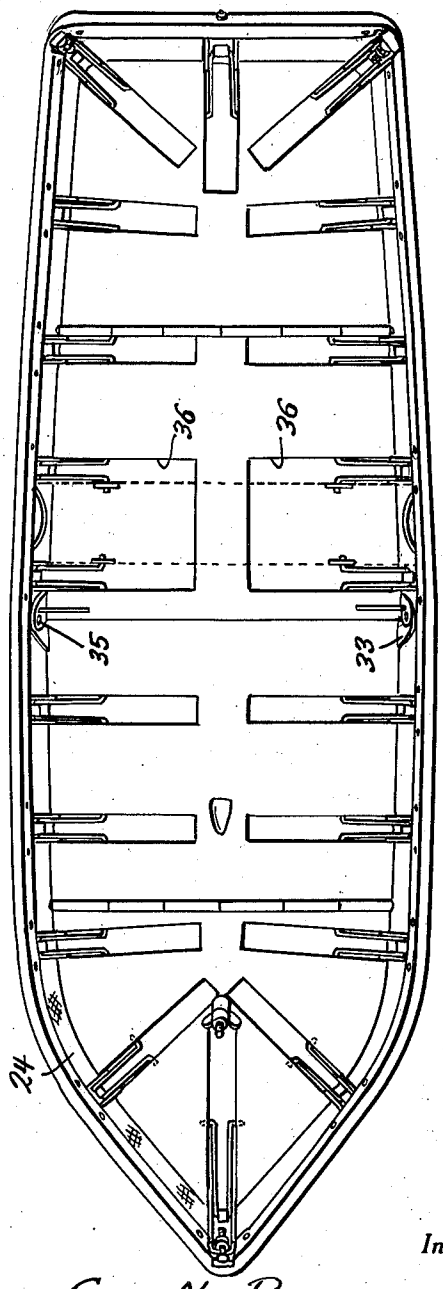


Fig. 2.

Inventor

Guy N. Raymer

By Clarence A. O'Brien

Hyman Berman

Attorneys

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COLLAPSIBLE BOAT

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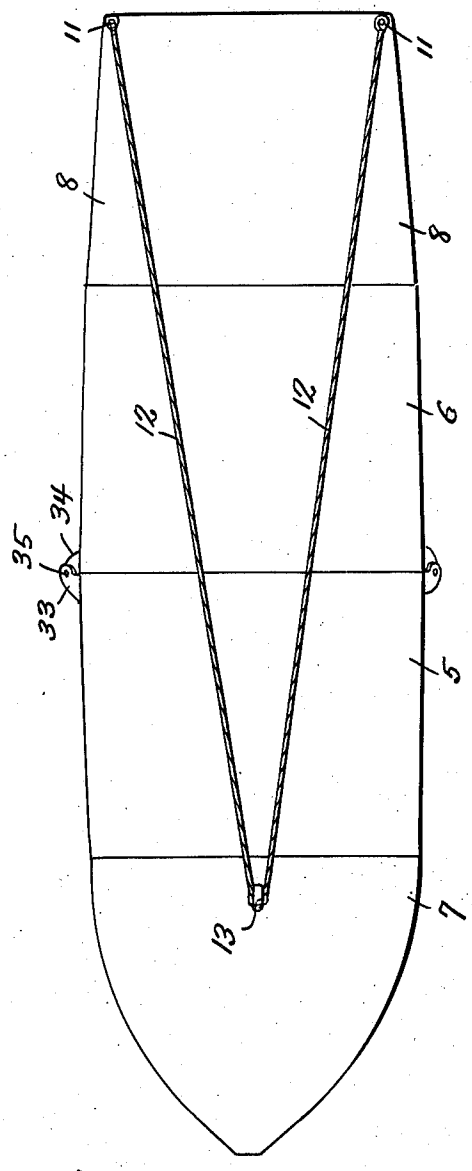


Fig. 3.

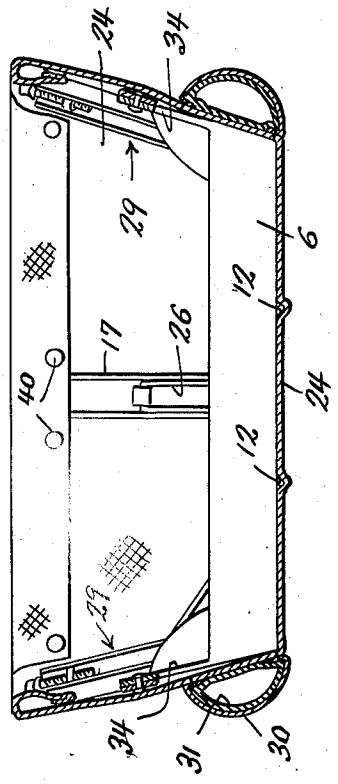


Fig. 4.

Inventor

Guy N. Raymer

By Clarence A. O'Brien
Hyman Berman

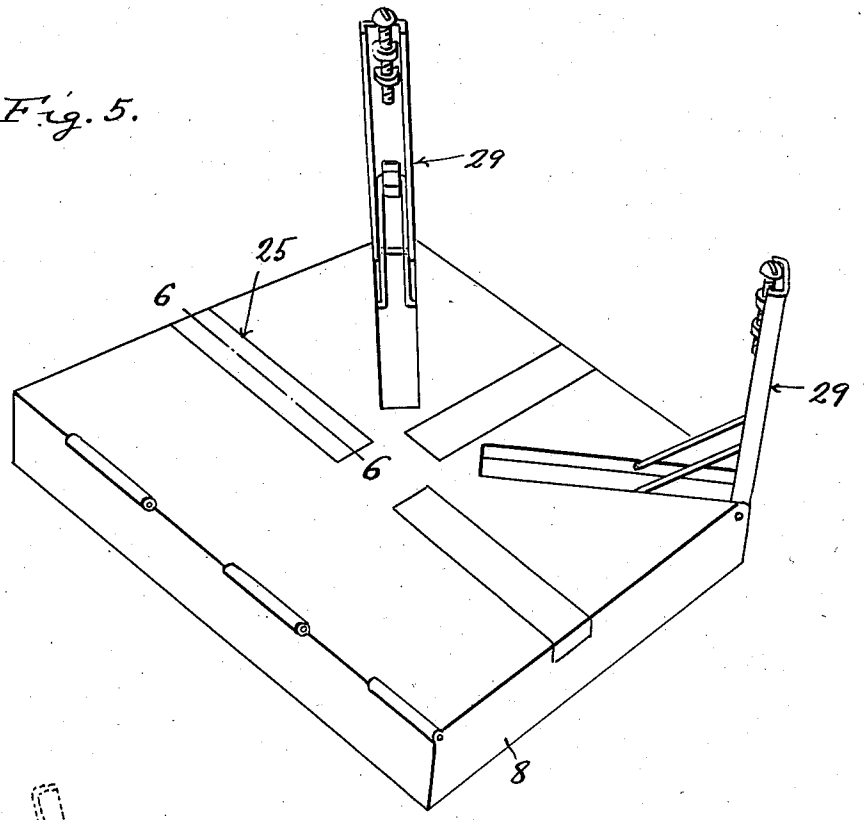
Attorneys

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COLLAPSIBLE BOAT

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Fig. 5.



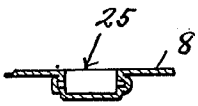


Fig. 7.

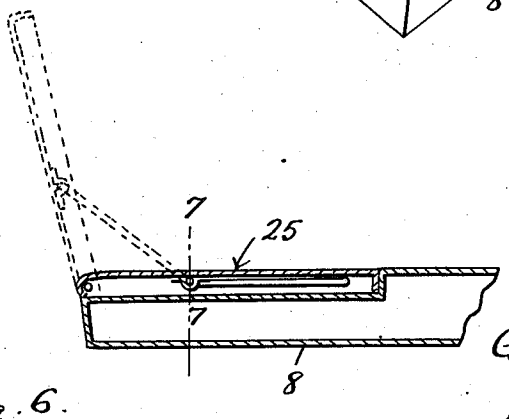


Fig. 6.

Inventor

Guy N. Raymer

By Clarence O'Brien
Hyman Berman

Attorneys

June 14, 1938. G. N. RAYMER 2,120,627

COLLAPSIBLE BOAT

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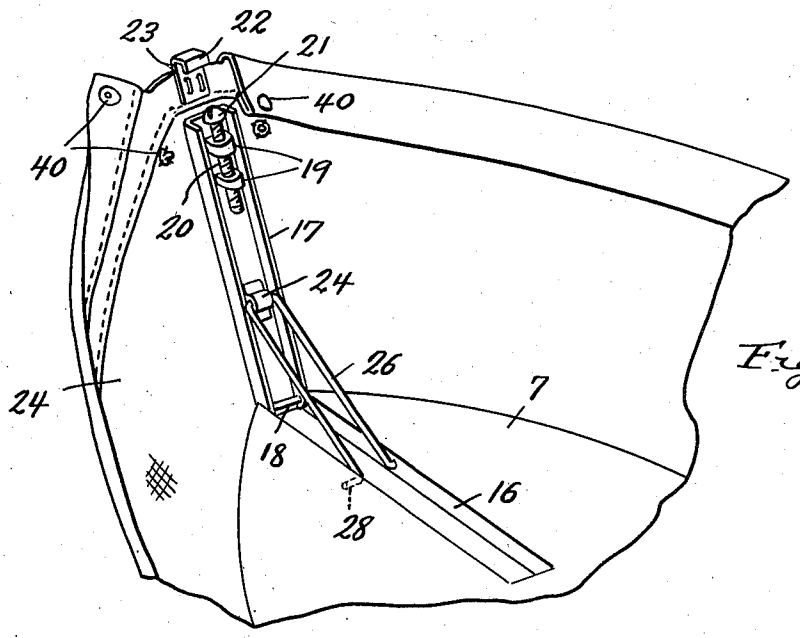
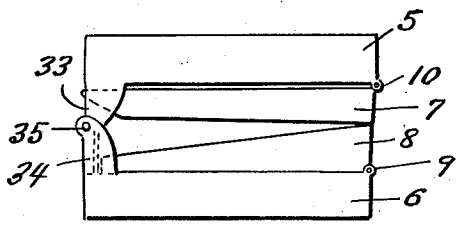


Fig. 8.

Fig. 9.



Inventor

Guy N. Raymer

By Clarence A. O'Brien

Hyman Berman

Attorneys

Patented June 14, 1938 2,120,627

UNITED STATES PATENT OFFICE

2,120,627

COLLAPSIBLE BOAT

Guy Nelson Raymer, Beatrice, Calif., assignor of one-half to John A. Mouat, Loleta, Calif.

Application December 4, 1936, Serial No. 114,239

3 Claims. (Cl. 9—2)

This invention appertains to new and useful improvements in the general art of boats.

The principal object of the present invention is to provide a boat of sectional construction wherein the sections are associated in such a way that the boat can be readily collapsed and packed into a small parcel.

Another important object of the invention is to provide a collapsible boat wherein the parts are sturdily constructed and well braced when the boat is extended for use.

Other important objects and advantages of the invention will become apparent to the reader of the following specification.

In the drawings:—

Figure 1 represents a longitudinal sectional view through the boat.

Figure 2 is a top plan view of the boat.

Figure 3 is a bottom plan view of the boat with the covering removed.

Figure 4 is a transverse section on the line 4—4 of Figure 1.

Figure 5 is a perspective view of one of the end sections with two of the brace members in upright position.

Figure 6 is a fragmentary detailed sectional view taken substantially on the line 6—6 of Figure 5.

Figure 7 is a sectional view on the line 7—7 of Figure 6.

Figure 8 is a fragmentary perspective view showing one end portion of the boat.

Figure 9 is a side elevational view showing the collapsed sections of the boat.

Referring to the drawings wherein like numerals designate like parts, it can be seen that the numerals 5, 6, 7 and 8 represent the hollow bottom sections of the boat. The upper walls of the section 6—6 are connected together at their adjacent ends by the hinge structure 9 and this is also true of the sections 7—5 as at 10.

The stern end of the section 8 is provided with eyes 11—11 at the corners thereof and from these eyes extend the cables 12—12. These cables are attached to the threaded member 13 which extends upwardly through a forwardly inclined barrel 14 in the section 7. This threaded member 13 is provided with a wing nut 15 at its upper end and by feeding this wing nut downwardly and against the upper end of the barrel 14 the cables 12—12 can be maintained taut and the sections 5 to 8, inclusive, rigidly in alignment.

The bow section 7 tapers as shown in Figure 2 and as is shown in Figure 8 has an elongated pocket 16 for receiving the channel member 17. The channel member at one end is swingably connected as at 18 to the section 7 at the lower end of the pocket 16 and this channel member 17 at its upper end is provided with internally threaded ear members 19 through which the screw 20 is feedable, the screw being provided with a head 21 having a kerf therein which can receive the depending lug 22 on the supporting plate 23 for the waterproof covering 24 of the boat.

This waterproof covering 24 extends over the entire bottom of the boat as well as forming the side walls thereof.

It can be seen, that the screw 20 can be adjusted to the proper height and then the plate 23 pulled upwardly sufficiently so that the lug 22 can engage into the kerf of the screw head, thus maintaining the bow portion of the covering 24 taut.

The other brace means on the sections 5 to 8, inclusive, are generally referred to by numeral 25. These brace structures 25 being of substantially the same construction as the brace structure shown in Figure 8 with the exception that the screw 20, plate 23 and lug 19 are not employed. However, in all of these brace structures, a U-shaped member 26 is employed which has its bight portion disposed through an ear 27 on the channeled member 17 while its legs are provided with laterally disposed pintles 28 engageable into recesses in the side walls of the pocket 16 for retaining the channeled member in the upright position shown.

On the rear section 8, brace structures generally referred to by numeral 29—29 are employed and are constructed in the same manner as the brace structure shown in Figure 8, these brace structures 29—29 serving to form the rear corners of the boat.

A flexible casing 30 extends around the entire boat adjacent the bottom thereof and has the pneumatic tube 31 therein equipped with a valve 32 whereby the tube can be inflated.

As is clearly shown in Figure 1, upstanding members 33—34 on the sections 5—6 are pivotally connected together at their upper ends as at 35 so that when the sections 5 to 8 are collapsed they can assume the relationship shown in Figure 9.

In the top portion of the section 6, enlarged pockets 36—36 are provided for the reception of the brace frames 37 which are of substantially square shape and provided with depending portions 38 for supporting the seat 39 at the end portions thereof.

Obviously, when the boat has been extended and the brace structures placed upright, the side walls of the covering **24** can be disposed over the upper ends of the braces and the edge portion of the covering folded downwardly and connected to itself by snap fasteners **40** as suggested in Figures 1 and 8.

By releasing these fasteners and collapsing the braces and subsequently collapsing the sections, the entire boat can be folded up into a small bundle.

While the foregoing specification sets forth the invention in specific terms, it is to be understood that numerous changes in the shape, size and materials may be resorted to without departing from the spirit and scope of the invention as claimed hereinafter.

Having described the invention what is claimed as new is:—

1. A boat of the character described comprising a plurality of hollow bottom sections, said sections being hingedly connected together to form an elongated structure, vertically swingable brace members on these sections, and a flexible covering adapted to be disposed under the said sections and upwardly and over the upper edges of the brace members.

2. A boat of the character described comprising a plurality of bottom sections, said sections being hingedly connected together, vertically swingable brace members on these sections, and a flexible covering adapted to be disposed under the said sections and upwardly and over the upper edges of the brace members, one of the said bottom sections being tapered at one end to form the bow of the boat, and a brace member on the said bow section having adjusting means for engaging the covering and drawing the same taut in an upward direction.

3. A boat of the character described comprising a plurality of bottom sections, said sections being hingedly connected together to form an elongated structure, vertically swingable brace members on said sections, a flexible covering adapted to be disposed under the bottom sections and upwardly and over the upper edges of the brace members, and a cable extending from one bottom section, under the intermediate section, and an inclinedly disposed tube in the opposite end section for receiving the remaining end of the cable, and a threaded member in the tube to which the last mentioned end of the cable is attached, the upper end of the threaded member being provided with a nut feedable against the upper end of the tube.

GUY N. RAYMER.