P. ADAMS.

COLLAPSIBLE BOAT.

APPLICATION FILED DEC. 27, 1916.

1,246,373.

Patented Nov. 13, 1917.

Fig. 1.

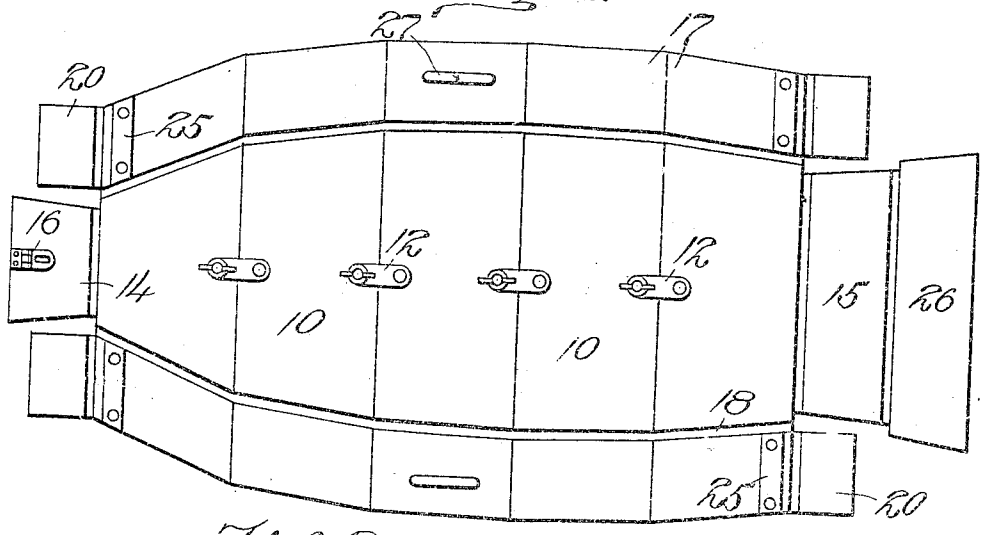


Fig. 2.

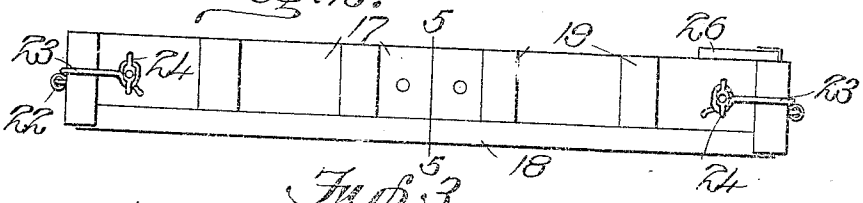


Fig. 3.

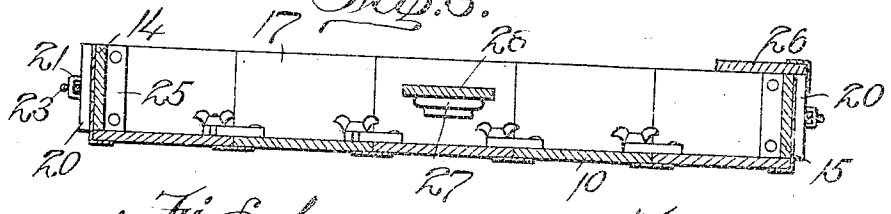


Fig. 4.

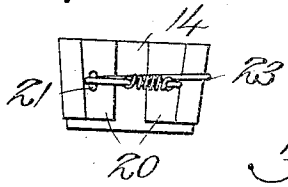


Fig. 5.

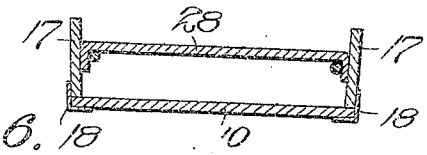
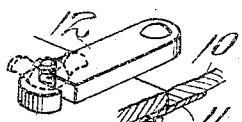


Fig. 6.



Witness

Inventor

P. Adams,

By

Attorneys

UNITED STATES PATENT OFFICE.

PERDE ADAMS, OF NEWTON, GEORGIA.

COLLAPSIBLE BOAT.

1,246,373. Specification of Letters Patent. Patented Nov. 13, 1917.

Application filed December 27, 1916. Serial No. 139,212.

To all whom it may concern:

Be it known that I, PERDE ADAMS, a citizen of the United States, residing at Newton, in the county of Baker, State of Georgia, have invented certain new and useful Improvements in Collapsible Boats; 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.

This invention is an improvement in boats and has particular reference to a boat of the sectional and collapsible type.

An object of the invention is the provision of a boat particularly adapted for use in fishing and having its parts connected together in convenient relation whereby the boat may be quickly and easily set up for use and adapted, when not in use, to be spread out flat.

Another object is the provision of a body of this character which is simple in construction, easy to manufacture and effective in carrying out the purpose for which it is designed.

The inventive idea involved is capable of receiving a variety of mechanical expressions, one of which for the purpose of illustrating the invention, is shown in the accompanying drawing, wherein:—

Figure 1 is a plan view of the boat in collapsed position.

Fig. 2 is a side elevation with the parts assembled or set up.

Fig. 3 is a longitudinal sectional view.

Fig. 4 is an end elevation.

Fig. 5 is a transverse section on the line 5—5 of Fig. 2.

Fig. 6 is an enlarged detail view of the bracing means for the bottom sections of the boat.

There is shown in the accompanying drawing what is now believed to be a preferred form of the invention which comprises a bottom consisting of a plurality of sections 10 arranged transversely and having their longitudinal meeting edges or seams covered with strips 11 of water proof material. Said meeting edges are also connected by means of suitable bracing devices 12 consisting of a member carried by each section and adapted to engage the member of the other section when the body is assembled whereby to prevent any sagging of the bottom caused by the weight of a person thereon. The end bottom sections have connected thereto the bow and stern sections 14 and 15 respectively, said bow section carrying a hasp 16 whereby the boat, when collapsed, may be locked in any place of storage.

The transverse edges of the bottom sections 10 have hinged thereto the side sections 17 and the meeting edges of said bottom and side sections are covered by suitable strips 18 of water proof material similar to the strips 11. The ends of the adjacent side sections 17 are also covered by suitable strips 19 of water proof material. The forward and rear side sections have connected thereto the end sections 20 and these end sections are employed for the purpose of assembling the body and retaining the bow and stern sections in proper positions. The construction for accomplishing this purpose is the same at the bow and stern and therefore a description of one will suffice for both. In assembling the body the bow and stern sections 14 and 15 are first swung to a substantially vertical position and the end sections 20 are then folded over the exterior side of said bow and stern sections as shown in Fig. 4. One of the end sections 20 is provided with a loop 21 while the opposite section has one end of a spring 22 attached thereto, to the other end of which is connected a chain 23 or other flexible element, the free end of which is adapted to be passed through the loop 21 and then back upon itself and secured to a cleat 24 mounted upon the adjacent side sections 17. The spring 22 is provided for the purpose of securing the desired tension upon the chain 23 whereby the sections will be effectively retained in their proper positions. The adjacent side sections 17 are further provided with blocks 25 against which the bow or stern section is adapted to abut whereby said section is prevented from collapsing inwardly. The stern section 15 has hinged thereto the rear seat section 26 and intermediate side sections 17 are provided with suitable brackets 27 for receiving the reduced ends of intermediate seat sections 28 which may be readily detached when the boat is collapsed.

What is claimed is:—

1. A collapsible boat comprising bottom sections, side sections connected thereto, bow and stern sections connected to certain of said bottom sections, end sections connected

to certain of said side sections and foldable over said bow and stern sections, and flexible means connecting the adjacent end sections for maintaining said bow and stern sections in operative positions.

2. A collapsible boat comprising bottom sections, side sections connected thereto, bow and stern sections connected to certain of said bottom sections, end sections connected to certain of said side sections and associated with said bow and stern sections, loops carried by certain of said end sections, spring members secured to the opposed end sections, and a flexible element connected at one end to each of said spring members and extending through said loop and having its free end connected to one of the adjacent side sections.

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

PERDE ADAMS.

Witnesses:

P. E. McIntyre,

George Andrew.