Dec. 20, 1932. A. V. ANDERSON 1,891,492

INFLATABLE OR PNEUMATIC BOAT

Filed Jan. 9, 1932

Fig. 1.

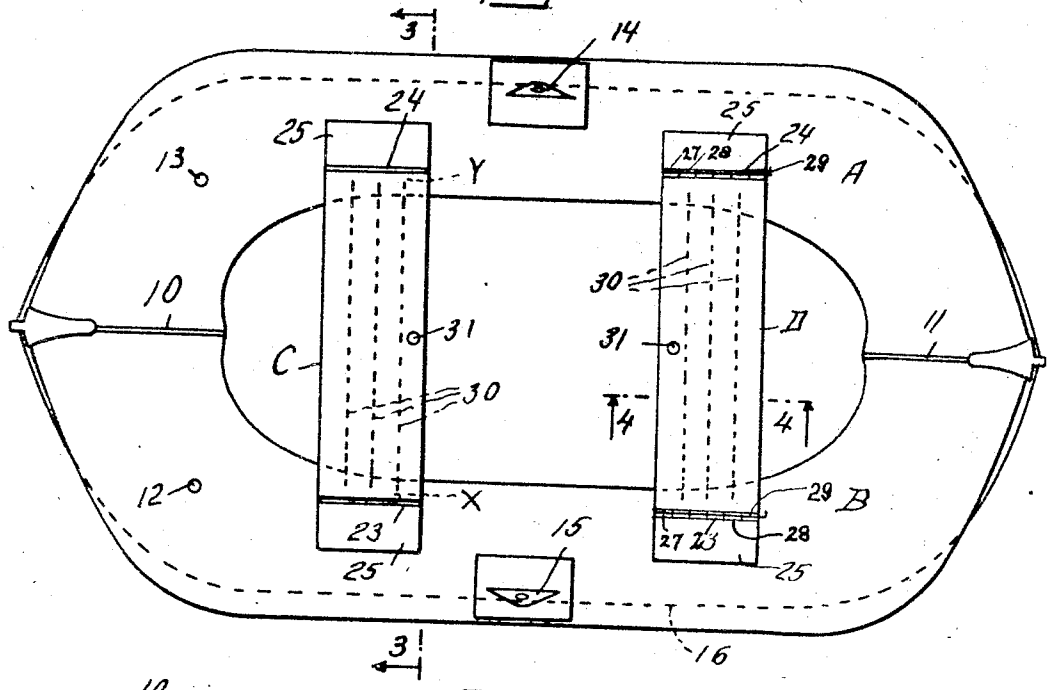


Fig. 2.

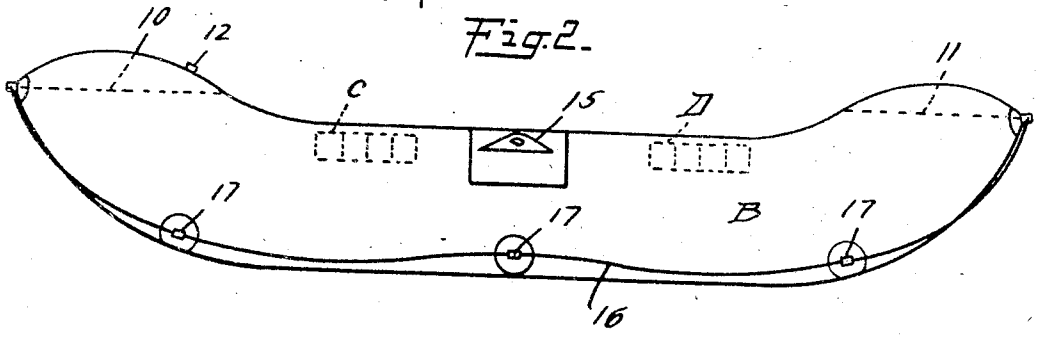


Fig. 3.

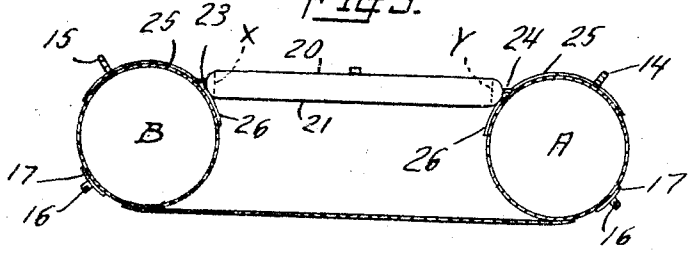
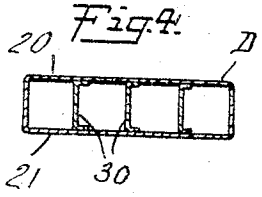


Fig. 4.



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UNITED STATES PATENT OFFICE

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INFLATABLE OR PNEUMATIC BOAT

Application filed January 9, 1932. Serial No. 585,686.

This invention relates to inflatable or pneumatic boats. It is common to make inflatable boats of rubber or like material and in one type of pneumatic boats a pair of longitudinal chambers form the sides of the boat and are connected together at their ends. It is customary to provide cross seats of flexible material and such seats when loaded, tend to sag, the sides or longitudinal chambers being drawn toward each other by the weight supported.

This invention has for one of its objects to provide bracing means for holding the sides of the boat in position and spaced apart when the boat is loaded.

Another object of the invention is to provide a boat of the character described with the pneumatic seats so constructed and arranged as to function as seats and also has bracing means to hold the sides of the boat apart under load.

Further objects of the invention will appear from the following specification taken in connection with the drawing which form a part of this application, and in which

Fig. 1 is a plan view of a boat constructed in accordance with the invention;

Fig. 2 is a side elevational view of the boat shown in Fig. 1;

Fig. 3 is a transverse sectional elevation taken substantially on line 3—3 of Fig. 1; and

Fig. 4 is a transverse sectional elevation on an enlarged scale of one of the seats, this view being taken substantially on line 4—4 of Fig. 1.

The invention briefly described consists of a boat preferably having a pair of longitudinal inflated chambers hingedly connected at their ends and having transversely extending inflated compartments or chambers connected at their ends to the longitudinal chambers mentioned. The transversely extending chambers form seats and also form bracing means for holding the longitudinal chambers in spaced relation when the boat is loaded. The seats or transverse chambers are preferably separate from the longitudinal chambers and are inflated separately so that they will provide additional buoyant supporting means.

Further details of the invention will appear from the following description.

In the form of the invention illustrated in the drawing the pneumatic boat comprises a pair of longitudinal chambers A and B which are hingedly connected at their ends by flat seams 10 and 11. It should be understood, however, that the invention is not limited to this construction of boat.

The boat is preferably formed of rubber or like material and the chambers are provided with suitable valves 12 and 13 through which they may be inflated. Oar locks 14 and 15 are carried by the chambers A and B and a life rope 16 extends around the periphery of the boat through loops 17.

In order to hold the chambers A and B apart when the boat is loaded bracing means is provided in the form of seats C and D which are connected at their ends to the upper inner surfaces of the chambers A and B.

The seats or bracing means are formed from upper and lower strips of material such as rubberized fabric, these strips being indicated in Fig. 3 at 20 and 21. The strips 20 and 21 are connected along their longitudinal edges and at their ends, as shown at 23 and 24, extensions or end flaps 25 and 26 beyond the connected portions 23 and 24 being cemented or otherwise secured to the upper inner surfaces of the longitudinal chambers A and B, as shown in Fig. 3.

The seats may be detachably secured, as shown at the right in Fig. 1. The flaps 25 and 26 are separate from the seat and are provided with loops 27 which alternate with and overlap loops 28 on the portions 23 and 24 of the seat. A removable pin or rod 29 extends through the loops and holds the seat to the flaps. When so secured they may be detached and used as life preservers.

Each of the seats is preferably provided with longitudinally extending spacing and reenforcing webs 30, the webs 30 extending substantially throughout the length of the seats, but terminating short of the connections 23 and 24, as shown at X and Y in Fig. 3. Thus, it will be evident that the seats can be inflated through a single valve 31 since all parts of the seat communicate with each

other. Particular attention is called to the fact that the transverse bracing means or seats are preferably separately inflatable since any injury or leakage in the chambers A and B will not be communicated to the seats and therefore the seats form the additional safety means for buoying up the boat. The webs 30 maintain the shape of the seats and also form reenforcing means to stiffen the connection between the longitudinal chambers.

It will be obvious from the foregoing specification that the seats C and D will operate effectively to brace the sides of the boat and to prevent the sides from being drawn toward each other when the boat is loaded and the seats are occupied.

Although one specific embodiment of the invention has been particularly shown and described, it will be understood that the invention is capable of modification and that changes in the construction and in the arrangement of the various cooperating parts may be made without departing from the spirit or scope of the invention, as expressed in the following claims.

What I claim is:

1. An inflatable boat comprising longitudinally extending chambers hingedly connected at their ends on a common axial line, and inflatable bracing means extending transversely between said chambers for holding the chambers apart.

2. An inflatable boat comprising longitudinally extending chambers hingedly connected at their ends on a common axial line, and an inflatable seat extending transversely between said chambers and detachably connected at its ends thereto.

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