No. 731,227. PATENTED JUNE 16, 1903.

A. M. ROYSE.

TOY BOAT.

APPLICATION FILED JAN. 5, 1903.

NO MODEL.

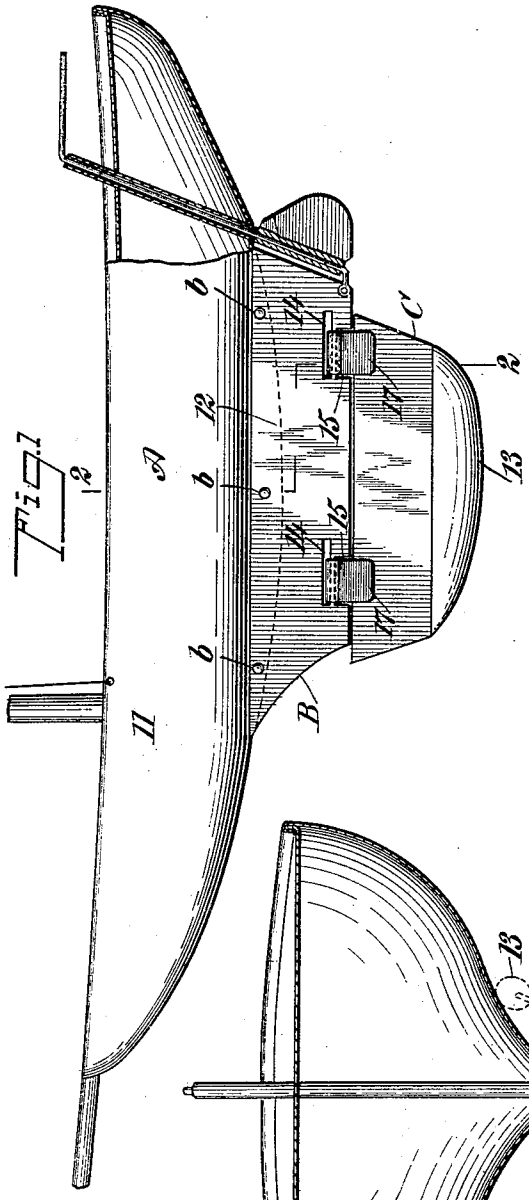


Fig. 1.

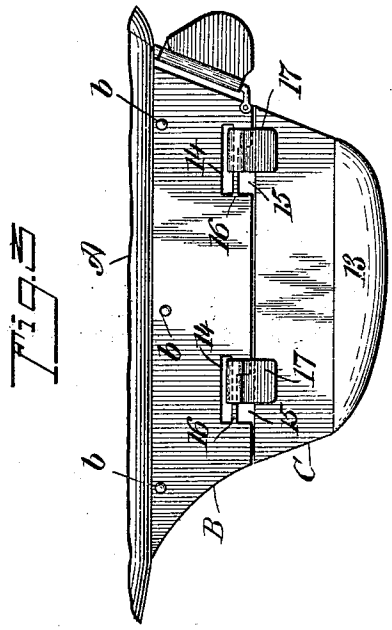


Fig. 3.

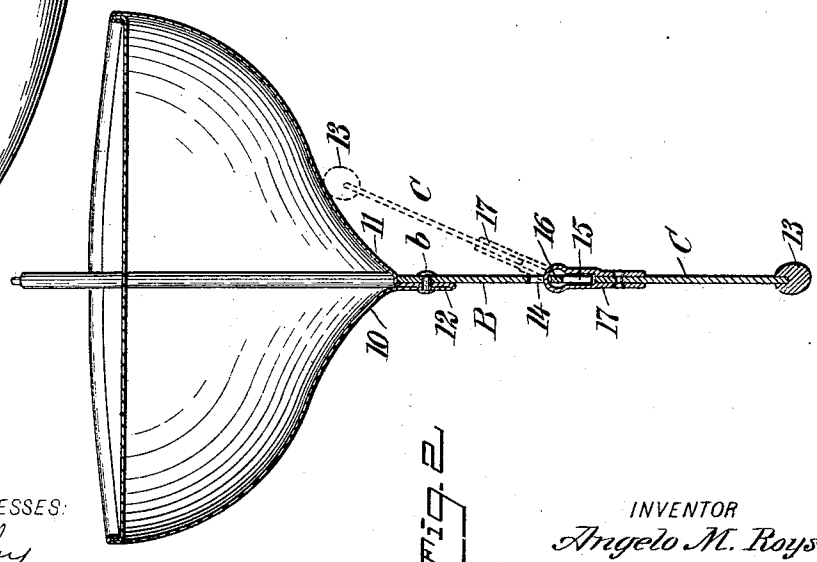


Fig. 2.

WITNESSES:

J. A. Brophy

J. Reddacker

INVENTOR

Angelo M. Royse

BY Munn & Co

ATTORNEYS.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

No. 731,227. Patented June 16, 1903.

UNITED STATES PATENT OFFICE.

ANGELO M. ROYSE, OF WINCHENDON, MASSACHUSETTS, ASSIGNOR TO NEW ENGLAND LOCK AND HINGE COMPANY, OF WINCHENDON, MASSACHUSETTS.

TOY BOAT.

SPECIFICATION forming part of Letters Patent No. 731,227, dated June 16, 1903.

Application filed January 5, 1903. Serial No. 137,825. (No model.)

To all whom it may concern:

Be it known that I, ANGELO M. ROYSE, a citizen of the United States, and a resident of Winchendon, in the county of Worcester and State of Massachusetts, have invented a new and useful Improvement in Toy Boats, of which the following is a full, clear, and exact description.

The purpose of my invention is to so construct the metal hull of a toy boat which is provided with a keel that when the boat is not in the water or when it is packed for transportation the keel can be folded, thus greatly facilitating package and carriage, and to accomplish such a result in a simple and practical manner and so that when the parts of the keel are in position for use the keel will be practically as rigid as if constructed in one piece.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation, partly broken away and in section, of a hull having the improved keel applied, the lower section of the keel being in position for folding. Fig. 2 is a transverse section taken practically on the line 2 2 of Fig. 1, the lower section of the keel being shown in dotted lines as folded upon the upper section; and Fig. 3 is a side elevation of the keel, illustrating the two sections locked together.

The hull A of the boat is preferably constructed of metal, as illustrated, and is hollow. In bringing the two sides 10 and 11 of the hull together at the keel-line the junction is made at one side of the vertical center of the hull, and the metal at this point is made to extend downward, preferably with a convex lower edge, to form a keel-support 12 at one side of the vertical center of the hull, as is clearly shown in Fig. 2.

The keel is constructed in two sections—an upper section B and a lower section C. The upper section B is secured to the keel-support 12 by rivets *b* or their equivalents, as is also best shown in Fig. 2, and when such attachment is made the vertical center of the keel will be in alinement with the vertical center of the hull, as is also shown in Fig. 2. The lower section C of the keel is a folding section and has likewise sliding and locking connection with the upper section B, and the said lower section C of the keel is usually provided with a counterbalancing-weight 13 at its lower edge.

The upper or fixed section B of the keel near each end and adjacent to its lower edge is provided with longitudinal or horizontal slots 14 and with recesses 15 in its lower edge. The slots 14 are longer that the recesses 15, and the said recesses are so produced in the said upper section of the keel that one of their ends is in vertical alinement with one end of the slot 14 above it. The slots 14 and recesses 15 are separated by guide-bars 16, as is best shown in Figs. 2 and 3. Preferably the alining ends of the slots 14 and recesses 15 are at the bow end of the upper section B of the keel. The lower section C of the keel is provided with knuckles 17, secured to its upper portion and extending beyond its upper edge, which knuckles 17 are so shaped, as is shown particularly in Fig. 2, as to have free sliding movement upon the guide-bars 16 and be capable of receiving those portions of the upper or fixed keel-section B which are between the lower edge of the said fixed section and the extended portions of the slots 14. While the knuckles 17 are on the guide-bars 16, the lower section C of the keel is free to swing and may be carried upward or folded against the lower portion of the hull, as is shown in dotted lines in Fig. 2, thus permitting the boat to be packed in a small compass and to be more conveniently carried than if the keel were in one piece. When the lower section C of the keel is slipped along the upper fixed section B in a manner to bring the knuckles 17 over the parts of the upper section of the keel between the extended portions of the slots 14 therein and the lower edge of said section, the lower section of the keel will be effectually prevented from moving in direction of the sides of the hull and will be held stationary with relation to the upper section B of the keel and in locking engage-

ment therewith. When the parts of the keel are in the position just described, the stern and bow edges of the lower section C will be continuous with the corresponding edges of the convexed section B, and the boat is then in condition to be placed in the water.

Whenever it is desired to pack the boat into small compass or when the boat is taken from the water and is to be moved from place to place, it is simply necessary to slide the lower section of the keel upon the upper section in a manner to bring the knuckles 17 in registry with the recesses 15 in the upper section of the keel, whereupon the lower keel-section may be swung on the guide-bars 16 in direction of either side of the hull.

I desire it to be understood that while this construction of keel is particularly adapted to metal hulls it may be used in connection with wooden hulls, if so desired, and, furthermore, it will be observed by reference to the drawings, especially Fig. 2, that the body of the hull is made from one piece of material, including the keel-support 12, while preferably the deck-section is made from a separate piece and is suitably attached to the body of the hull. It will be observed under this construction that the keel may be attached most conveniently and that when attached it should effectually balance the hull.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. A toy boat, the hull of which is provided with a keel constructed with a longitudinally-slidable and laterally-foldable section.

2. A toy boat, the hull of which is provided with a keel constructed in sections, one section having longitudinally-slidable and laterally-hinged connection with the other.

3. A toy boat, the hull whereof is provided with a keel constructed in sections, one section being fixed to the hull and the other section having laterally-pivotal and longitudinally-slidable locking connection with the said fixed section, which connection is such that in one position of the movable section the same is laterally engaged with the said fixed section.

4. In a toy boat, the combination with the hull, of a keel constructed in two sections, an upper section secured to the hull, and a lower longitudinally-slidable balancing-section having laterally-hinged connection with the upper section, and adapted for lateral engagement with said upper section.

5. In a toy boat, a hollow metal hull provided with a keel-support continuous with the hull and at one side of its vertical center, and a longitudinally-slidable and laterally-pivotal keel having connection with said keel-support, the keel being in alinement with the transverse center of the hull.

6. In a toy boat, a hollow metal hull provided with a keel-support continuous with the hull and at one side of the transverse center thereof, and a keel constructed of an upper and a lower section, the upper section being attached to the keel-support and the lower section having a longitudinally-slidable locking engagement with the upper section, said lower section also being adapted to swing laterally in one position thereof.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

ANGELO M. ROYSE.

Witnesses:
HENRY S. ALLEN,
MARK D. SHEDD.