Sept. 7, 1943. A. L. TAYLOR 2,328,693

SECTIONAL BOAT

Filed June 2, 1942 2 Sheets-Sheet 1

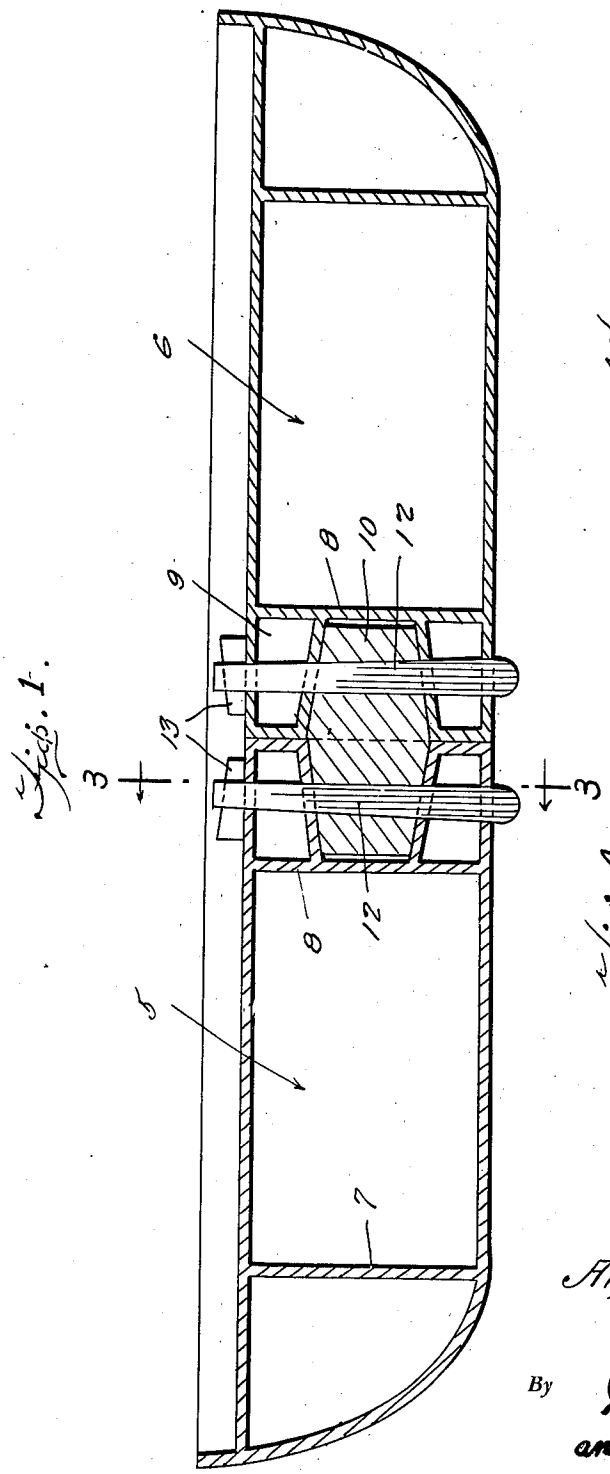


Fig. 1.

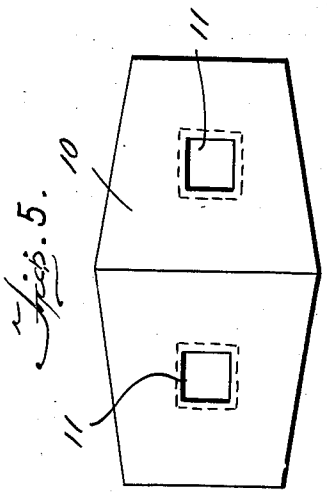


Fig. 5.

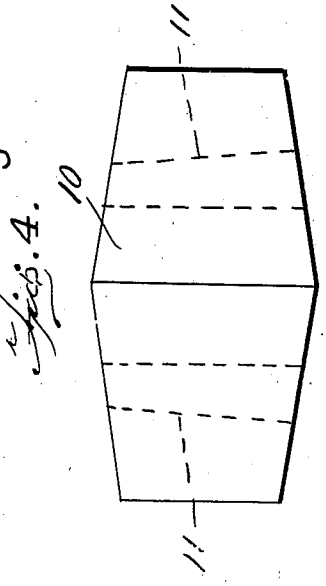


Fig. 4.

Inventor

Albert L. Taylor

By Clarence A. O'Brien and Harvey B. Jacobson

Attorneys

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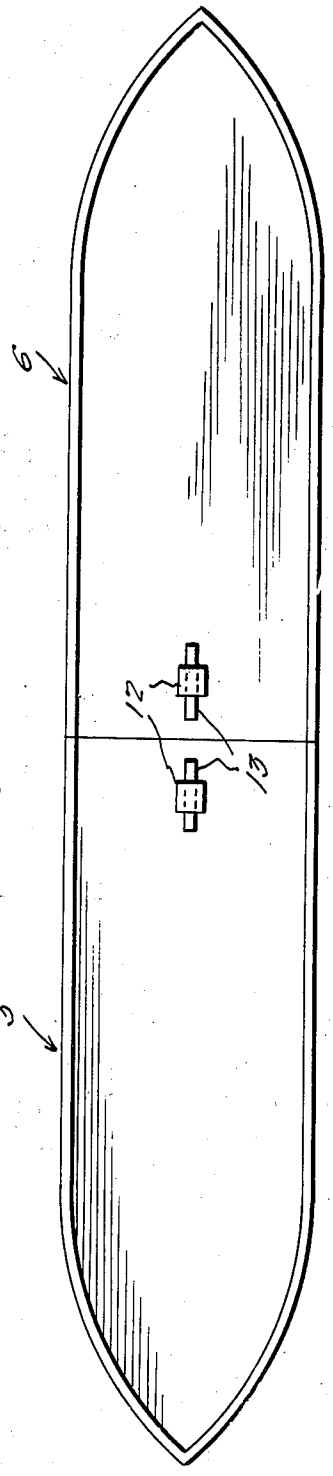


Fig. 2.

Fig. 3.

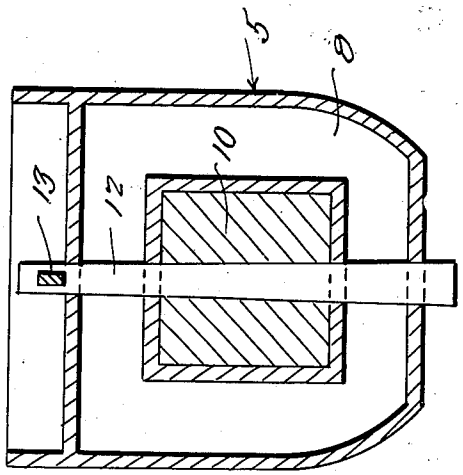


Fig. 6.



Inventor

Albert L. Taylor

By Clarence A. O'Brien and Harvey B. Jacobson *Attorneys*

Patented Sept. 7, 1943 2,328,693

UNITED STATES PATENT OFFICE

2,328,693

SECTIONAL BOAT

Albert L. Taylor, Henryville, Ind.

Application June 2, 1942, Serial No. 445,492

1 Claim. (Cl. 114—77)

This invention relates to new and useful improvements in marine craft and more particularly to a marine craft of sectional construction.

The principal object of the present invention is to provide a marine craft constructed in such a manner as to be divisible into two or more sections, to the end, that the flotatable part of the ship can be freed from the ruptured part as when the latter has been torpedoed in warfare, after the crew and such pieces of equipment as may be deemed advisable have been removed to the flotatable section.

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

In the drawings—

Figure 1 is a longitudinal sectional view through the complete craft.

Figure 2 is a top plan view.

Figure 3 is a cross section on the line 3—3 of Figure 1.

Figure 4 is a side elevational view of the coupling body.

Figure 5 is a plan view of the coupling body.

Figure 6 is a perspective view of one of the wedge keys.

Referring to the drawings wherein like numerals designate like parts, it can be seen that numerals 5, 6 generally refer to two disconnectible sections. Each of these sections has a hull and a deck, and may contain two or more bulk heads 7, 8. The bulk heads 8 are located slightly inward of the inner ends of the sections 5, 6 while outwardly of these bulk heads 8 are waterproof compartments 9, shaped in such a manner as to define a tapered pocket for the reception of the corresponding end of a substantially large coupling body 10. From an intermediate point, this body 10 tapers outwardly toward its ends and each end portion has an elongated tapering opening 11 therein.

Elongated wedge bars 12 are disposed upwardly through the inner end portions of the sections 5, 6, through the water-tight compartments 9 and through the openings 11 in the coupling body 10 to terminate at their upper ends above the decks of the sections 5, 6. The upper ends of the wedge bars 12 have openings therethrough for the reception of wedge pins 13, which, of course, serve to prevent displacement of the wedge bars from the ship section.

It can now be seen, that in the event one of the sections 5 or 6 becomes torpedoed or otherwise leaks, it can be detached from the other by simply displacing the corresponding wedge bar 12, to the end that the sections will become separated.

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:

A marine vessel divided transversely to provide a pair of sections abutting end to end, the abutting ends of the sections being provided with complemental walls mating flush and with bulkheads spaced inwardly of said walls, inwardly tapered sockets extending inwardly from said walls centrally thereof to said bulkheads, a coupling body tapered oppositely from the center thereof and fitting in said sockets, upwardly tapering wedge bars extending vertically through said ends of the sections and through the sockets and coupling body, and wedge members extending transversely through the upper ends of the wedge bars and coacting with said sections to draw the wedge bars upwardly.

ALBERT L. TAYLOR.