A. L. P. TALBOT.

BOAT.

APPLICATION FILED AUG. 31, 1918.

1,301,523. Patented Apr. 22, 1919.

Fig. 1.

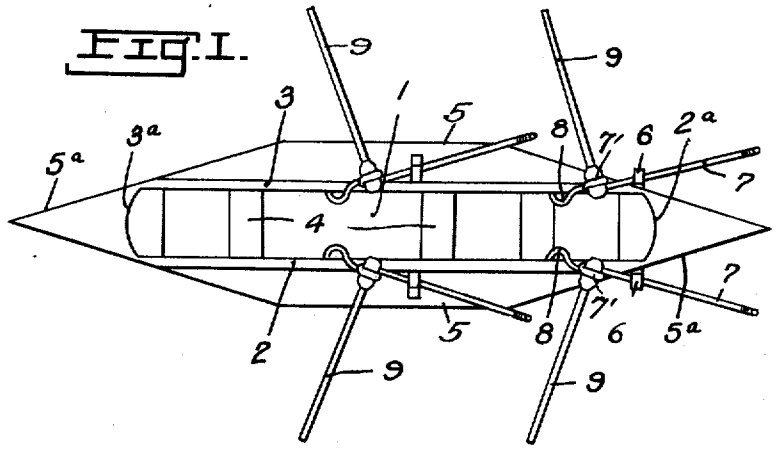


Fig. 2.

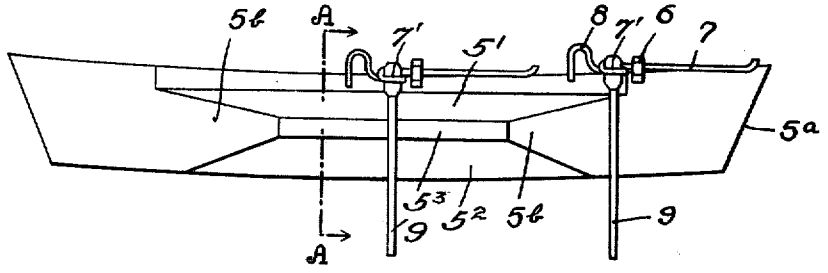
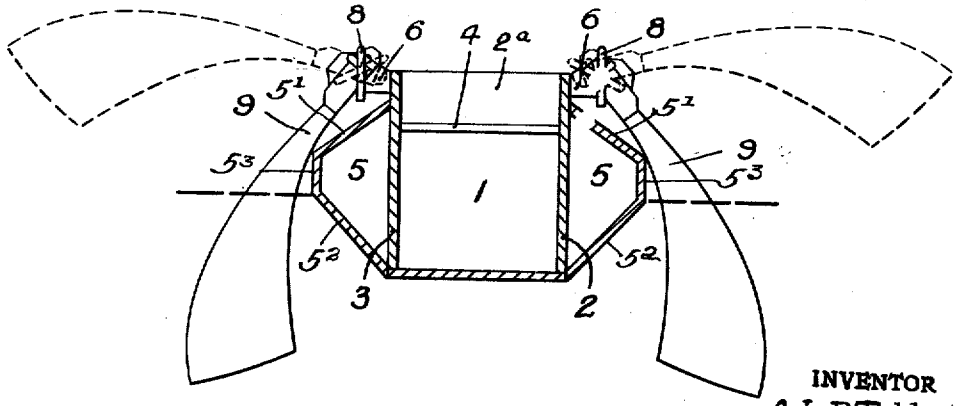


Fig. 3.



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BOAT.

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To all whom it may concern:

Be it known that I, ADJUTOR LOUIS PHILIPPE TALBOT, a subject of the King of Great Britain, residing at Montreal, Canada, have invented certain new and useful Improvements in Boats, of which the following is a specification.

This invention relates to improvements in boats; and its object, briefly stated, is the provision of a boat which is unsinkable even if filled with water, and which, by reason of its peculiar construction, is practically incapable of being upset, the invention further aiming to provide a boat of the character specified, the speed of which is in no way retarded by the presence of the aforesaid improvements.

An embodiment of the invention is illustrated in the accompanying drawing, wherein:

Figure 1 is a plan view of the improved boat;

Fig. 2 is a side elevation thereof; and

Fig. 3 is a cross-section on line A—A, Fig. 2.

Referring more particularly to the drawing, 1 indicates the body of the boat which, as shown, comprises the oppositely-located, vertical side walls 2 and 3, and the vertical end walls 2^a and 3^a, the side walls 2 and 3 being connected at suitable intervals by cross-pieces or seats 4.

At each side of the boat, there is provided a specially-constructed air chamber 5 which is located intermediate the ends of the side wall 2 or 3. Each chamber has its inner side wall formed by the vertical wall 2 or 3, and has its outer side wall made up of oppositely-slanting upper and lower sections 5^1 and 5^2, which are connected by a vertical or perpendicular intermediate section 5^3 disposed parallel with the side wall 2 or 3. The lower section 5^2 of this specially-formed outer wall is secured at its bottom edge to the corresponding edge of the adjacent vertical side wall, in some suitable manner, and extends upwardly and outwardly away from such wall, its upper or top edge joining the lower edge of the connecting section 5^3. The upper section 5^1 has its top edge abutting against and secured to the upper edge of the said side wall 2 or 3, and is inclined downwardly and outwardly with respect thereto, its bottom edge joining the top edge of the connected section 5^3. The end walls of the chambers 5 are formed by substantially V-shaped parts 5^b provided on the members 5^a which constitute the ends of the boat. The opposite side walls of these members 5^a converge sharply, as shown, thereby giving the boat a pointed shape at both bow and stern to facilitate its progress through the water; and said walls are extended rearwardly in the planes in which they respectively lie to form the parts 5^b, which latter fit between and are suitably fixed to the adjacent edges of the sections of the outer walls of the air chambers 5, so that each chamber has the general shape of a truncated, quadrangular prism.

The bow and stern members 5^a project an appreciable distance beyond the ends of the body 1 of the boat, as well as beyond the air chamber 5, and, by reason of their sharply-pointed shape, tend to offset any retarding action which might otherwise result from the flat bottom of the boat, which is provided for stabilizing purposes and for augmenting the buoyant, equalizing action of said chambers.

It is to be observed that the air chambers are symmetrically constructed and arranged with respect to the boat, and that their width is greatest at their central portions, the lower sections 5^2 of their outer side walls being submerged when the boat is in the water, as will be apparent from Fig. 3, wherein the broken horizontal line indicates the water level. Consequently, the greatest content of air in the chambers is located approximately at the water level, so that the boat is thereby given the maximum degree of buoyancy, and is rendered virtually incapable of upsetting, or of being sunk, irrespective of the amount of water which it has shipped. All of the various joints above described are water tight, as will be understood.

The propelling mechanism preferably consists of a plurality of paddles 9 arranged in pairs at opposite sides of the boat and increasing in width from their inner or upper ends to their free outer ends. They are rigidly fastened at their upper ends in some suitable manner in loops 7^1 formed adjacent one end of a set of rods 7, one of such rods being provided for each paddle, the latter and the rods being disposed at right angles to each other. These rods 7 are pivotally mounted intermediate their ends in pairs of perforated brackets 6 which are secured along the upper edges of the walls 2 and 3; and said rods have their inner ends bent

to form handles 8, and their outer ends turned upwardly. The paddles are shaped or curved in such a manner as to fall at practically a vertical angle over the outer sides of the air chambers 5, as illustrated in Fig. 3.

I claim as my invention:

1. A boat comprising a body having vertical side and end walls and a flat bottom; a pair of air chambers arranged symmetrically on opposite sides of said body and having their inner walls formed by the adjacent side walls of the body; and V-shaped bow and stern members arranged in front and in rear of the corresponding ends of said body and having extensions which form the end walls of the air chambers and serve to close the same.

2. In a boat, the combination of a body having vertical side and end walls; and a pair of air chambers arranged symmetrically on opposite sides of said body and having their inner walls formed by the adjacent side walls of the body, the outer wall of each chamber comprising an upwardly and outwardly inclined lower section secured along its bottom edge to the bottom edge of the corresponding side wall of the body, a downwardly and outwardly inclined upper section secured along its top edge to the top edge of said side wall, and an intermediate vertical section secured along its top and bottom edges, respectively, of the upper and lower sections, and means for closing the ends of said chambers.

3. In a boat, the combination of a body having vertical side and end walls; a pair of air chambers arranged symmetrically on opposite sides of said body and having their inner walls formed by the adjacent side walls of the body, the outer wall of each chamber comprising an upwardly and outwardly inclined lower section secured along its bottom edge to the bottom edge of the corresponding side wall of the body, a downwardly and outwardly inclined upper section secured along its top edge to the top edge of the said side wall, and an intermediate vertical section secured along its top and bottom edges, respectively, of the upper and lower sections; and V-shaped bow and stern members arranged in front and in rear of the corresponding ends of said body, each side wall of said members having a V-shaped extension which fits between and is secured to the adjacent end edges of the said sections of the outer wall of the corresponding air chamber so as to close the latter at such end.

Signed at Montreal, Quebec, Canada, this 12th day of June, 1918.

ADJUTOR LOUIS PHILIPPE TALBOT.

Witnesses:
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C. PATENAUDE.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."