

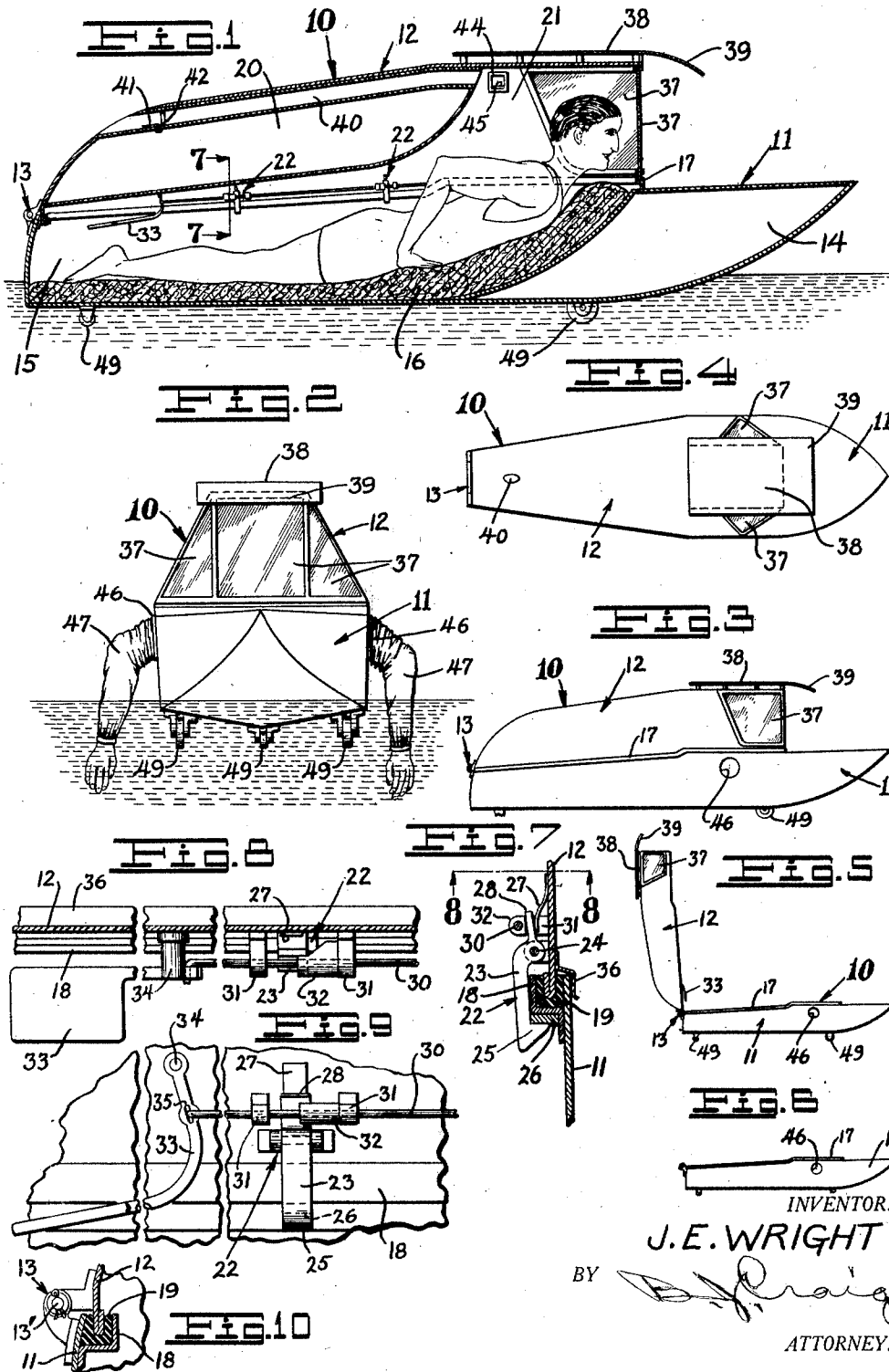
April 16, 1929.

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1,709,050

SWIMMING OR SURF BOAT

Filed Aug. 27, 1927



UNITED STATES PATENT OFFICE.

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SWIMMING OR SURF BOAT.

Application filed August 27, 1927. Serial No. 215,815.

This invention relates to improvements in swimming boats.

The general object of this invention is to provide an improved surf or other boat which may be propelled by the occupant paddling it with bare hands.

Another object of the invention is to provide a boat of the class described which is provided with a sedan top and wherein improved means is provided for securing the top of the hull.

A further object of the invention is to provide an improved sedan surf boat wherein the top may be quickly removed and the hull only used when desired.

A still further object of the invention is to provide a sedan surf boat having means provided thereon for using it as a coaster on a chute.

Other objects of this invention will be apparent from the following description taken in connection with the accompanying drawings wherein:

Fig. 1 is a longitudinal section through my improved device showing it in use.

Fig. 2 is a front view of the device showing the manner of propelling the device.

Fig. 3 is a side elevation of the device on a reduced scale.

Fig. 4 is a top plan view of the device as shown in Fig. 3.

Fig. 5 is a view similar to Fig. 3 but on a reduced scale showing the top opened to allow entrance or exit to the boat.

Fig. 6 is a side elevation of the boat with the sedan top removed.

Fig. 7 is a section taken on line 7—7 of Fig. 1 showing one of the latch mechanisms.

Fig. 8 is a section taken on line 8—8 of Fig. 7 showing a top view of the latch and the operating pedal.

Fig. 9 is a face view of the latch mechanism shown in Figs. 7 and 8 and

Fig. 10 is a fragmentary section showing the hinge which connects the top to the hull.

Referring to the drawings by reference characters I have indicated my improved surf boat generally at 10. The device 10 consists of a hull 11 having a top 12 secured thereto by a hinge 13 which includes a removable pintle 13'.

The hull 11 includes a water tight air chamber 14 and a passenger compartment 15 in which I preferably provide a cushion 16 which may be made of kapok or any other suitable material. Around the edge of the

passenger compartment or cockpit 15 I provide a coaming 17 which includes a member 18 on the inner side (see Figs. 7 and 10). The member 18 extends completely around the cockpit and forms a groove in which is positioned a U-shaped packing member 19 which is preferably made of rubber.

The top 12 includes a water tight air chamber 20 and a cab portion 21. The lower edges of the top material are preferably bent back upon itself to reenforce it. These edges are positioned in the U-shaped packing 19 when the top is in a closed position.

It will be understood that I may provide a plurality of watertight air compartments in either the hull 11 or the top 12 instead of the single compartment in each as shown in the drawing at 14 and 20.

For retaining the top 12 in a closed position I provide a plurality of latch mechanisms indicated generally at 22 and shown in detail in Figs. 7, 8 and 9. Each of the mechanisms 22 include a latch 23 pivotally connected to the side of the top 12 as at 24. The latch 23 is provided with a lip 25 which is adapted to contact with a reenforcing member 26 secured to the underside of the member 18. The lip 25 of the latch is preferably so shaped that when the top is let down on the hull the latch 23, when it strikes the top of the member 18, will be moved inward and pass over the member 18 to lock the top in closed position. For normally retaining the latch 23 in a locked position I provide a flat spring 27 secured to the side of the top and which contacts with a projection 28 on the latch 23.

For releasing all of the latch mechanisms 22 I provide on each side of the top adjacent the mechanisms 22 a rod 30 slidably supported in bearings 31 secured to the side of the top 12. Secured to the rod 30 adjacent each latch 23 I provide a wedge member 32 which is adapted to contact with the projection 28 of the latch and force the lip 25 out of engagement with the member 26 when the rod 30 is moved in the correct direction. For actuating each of the rods 30 I provide levers 34 pivoted to the side of the top as at 33' and including a foot pedal as shown. Each of the rods 30 are slackly linked to the lever 33 as at 35. The levers 33 are preferably positioned towards the rear of the cockpit 15 and are adapted to be actuated by the occupant's feet. Secured to the outside of the top 12 adjacent the edges where they fit within the packing 19 I may provide a resilient shield 36 (Fig. 7)

which is adapted to fit over the edge of the coaming and tightly engage the same when the top is closed as shown in Fig. 7.

The front and a portion of the sides of the cab portion 21 of the top are preferably provided with transparent closures or windows 37 and over the cab portion 21 I provide a false roof 38 spaced from the top 12 and which projects over the sides and out in front as at 39 to form a sun visor. Air may circulate between the false roof and the top which will tend to keep it cool within the cab portion 21.

For ventilation I provide a duct or passageway 40 which extends from the interior of the top 12 from adjacent the stern, through the air chamber 20 to the cab portion 21. Within the passageway 40 I provide a pivoted flap valve 41 which normally lies against the bottom of the passageway 40 and which, should the boat capsize, is adapted to swing across the passageway and contact with a gasket 42 and prevent water from entering the interior of the boat.

Air passageways 44 similar to the passageway 40, only shorter, are provided in the sides of the cab portion 21. These passageways 44 are provided with flap valves 45 similar to the valve 41 in the passageway 40.

For propelling my device 10 I provide an aperture 46 in each side of the hull 11 through which the occupant may extend his arms and may propel himself by small fan-like oars held in the hands or by paddling with the hands alone, as shown in Fig. 2. As shown in Fig. 2, I may provide water proof sleeves 47 which fit over the apertures 46. The cuffs of the sleeves 47 preferably have elastic therein and fit the wrists of the user snugly so that no water will get inside of the sleeves. The sleeves 47 may either be made long as shown in the drawing or they may be short sleeves merely covering the openings 46 or they may be made still longer than shown and include a glove portion to fit over the occupant's hands. Wheels 49 may be provided on the bottom of the hull 11 so that the boat can be used to coast down a chute into the water. Of course it will be understood that the wheels 49 may be omitted entirely when desired.

By removing the hinge pintle 13' the top 12 may be completely removed from the hull 11 and the hull only used as shown in Fig. 6. As all the latch mechanisms 23, rods 30 and levers 33 are attached to the top 12 it will all be removed with the top and leave an unincumbered cockpit when the hull 11 only is used.

From the foregoing description it will be apparent that I have provided an improved surf or other boat which comprises many novel features and which is simple in construction and efficient in use.

Having thus described my invention, I claim:

1. In a device of the class described, a hull, said hull including a cockpit and an air tight chamber, a top adapted to fit over said cockpit, releasable means for retaining said top in watertight engagement with said hull, said top including a cab portion and an air tight chamber and means to ventilate said cockpit and said cab portion, said ventilating means adapted to actuate to ventilate only when said device is rightside up.

2. In a water vehicle, a hull, said hull including a cockpit and an air tight chamber, a top over said cockpit, a plurality of latch mechanisms for retaining said top rigid to said hull, said top including a cab portion and an air tight chamber, said cab including a transparent portion, means to ventilate said cockpit and said cab portion, said ventilating means adapted to actuate to ventilate only when said device is right side up.

3. In a device of the class described, a hull, said hull including a cockpit and an air tight chamber, a top adapted to fit over said cockpit, said top being pivoted to said hull and means to form a watertight joint between said hull and said top, means for retaining said top rigid on said hull, said means including a plurality of latch mechanisms, said top including a cab portion and an air tight chamber, said cab including a transparent closure and means to ventilate said cockpit and said cab portion.

4. In a device of the class described, a hull, said hull including a cockpit and an air tight chamber, a cushion in said cockpit, a top adapted to fit over said cockpit, said top being pivoted to said hull and means to form a watertight joint between said hull and said top, a plurality of latch mechanisms on each side of said cockpit for retaining said top rigid to said hull, said top including a cab portion and an air tight chamber, a false roof positioned over said cab portion and spaced from the top thereof, an aperture in each side of said hull adjacent said cab portion for the passage therethrough of an occupant's arms, flexible waterproof sleeves positioned over each of said apertures and a plurality of spaced wheels on said hull whereby said device may be readily moved over a solid surface.

5. In a device of the class described, a hull, said hull including a cockpit and an air tight chamber, a top adapted to fit over said cockpit, said top being pivoted to said hull and means to form a watertight joint between said hull and said top, releasable means on said top engaging other means on said hull for retaining said top to said hull, said top including a cab portion and an air tight chamber, a false roof positioned over said cab portion and spaced from the top thereof, a part of the sides and front of said cab portion including transparent closures, an aperture in each side of said hull adjacent said cab por-

tion for the passage therethrough of an occupant's arms, flexible waterproof sleeves positioned over each of said apertures, and a plurality of spaced wheels on said hull whereby said device may be readily moved over a solid surface.

6. In a device of the class described, a hull, said hull including a cockpit and an air tight chamber, a top pivotally mounted on said cockpit, means to form a watertight joint between said hull and said top, means for retaining said top rigid on said hull, said means including a plurality of latch mechanisms, said top including a cab portion and an air tight chamber, said cab including a transparent closure, means to ventilate said cockpit and said cab portion, said means including a longitudinal duct formed in said air tight chamber of said top forming a passageway from the exterior of said top to the interior of said cab portion, a valve in said passageway, said valve including a pivoted member and a gasket, said valve being adapted when said device is right side up to allow free passage of air through said duct, and said valve being adapted when said device is bottomside up to obstruct the passage through said duct, other ventilating ducts in each side of said cab portion, said other ducts including valves, an aperture in each side of said hull adjacent said cab portion for the passage therethrough of an occupant's arms and flexible waterproof sleeves positioned over each of said apertures.

7. In a device of the class described, a hull, said hull including a cockpit and an air tight chamber, a top adapted to fit over said cockpit, said top being pivoted to said hull, means to form a watertight joint between said hull and said top, a plurality of latch mechanisms on each side of said cockpit for retaining said top rigid to said hull, an operating member connected to the latch mechanisms of each side, a pivoted lever attached to said operating member, said lever being positioned at the after end of said cockpit, said levers, op-

erating members and the movable parts of said latch mechanisms all being supported by said top, said top including a cab portion and an air tight chamber, a false roof positioned over said cab portion and spaced from the top thereof, a part of the sides and front of said cab portion including transparent closures, means to ventilate said cockpit and said cab portion, said means including a longitudinal duct formed in said air tight compartment of said top forming a passageway from the exterior of said top to the interior of said cab portion, a valve in said passageway, said valve including a pivoted member and a gasket, said valve being adapted when said device is right side up to allow free passage of air through said duct, and said valve being adapted when said device is bottom side up to obstruct the passage through said duct, other ventilating ducts in each side of said cab portion, said other ducts including valves similar to said valve in said first mentioned duct, an aperture in each side of said hull adjacent said cab portion for the passage therethrough of an occupant's arms, flexible water proof sleeves positioned over each of said apertures, and a plurality of spaced wheels on said hull whereby said device may be readily moved over a solid surface.

8. In a device of the class described, a hull, said hull including a cockpit and an airtight chamber, a cushion in said cockpit, a top adapted to fit over said cockpit, means to secure said top to said hull and means to form a watertight joint between said hull and said top, said securing means including a plurality of latch mechanisms on each side of said cockpit for retaining said top rigid to said hull, said top including a cap portion and an airtight chamber and foot operated means for releasing said securing means.

In testimony whereof, I hereunto affix my signature.

JAMES E. WRIGHT.