April 4, 1961 J. R. ROBLEE 2,977,607

SECTIONAL BOAT CONSTRUCTION

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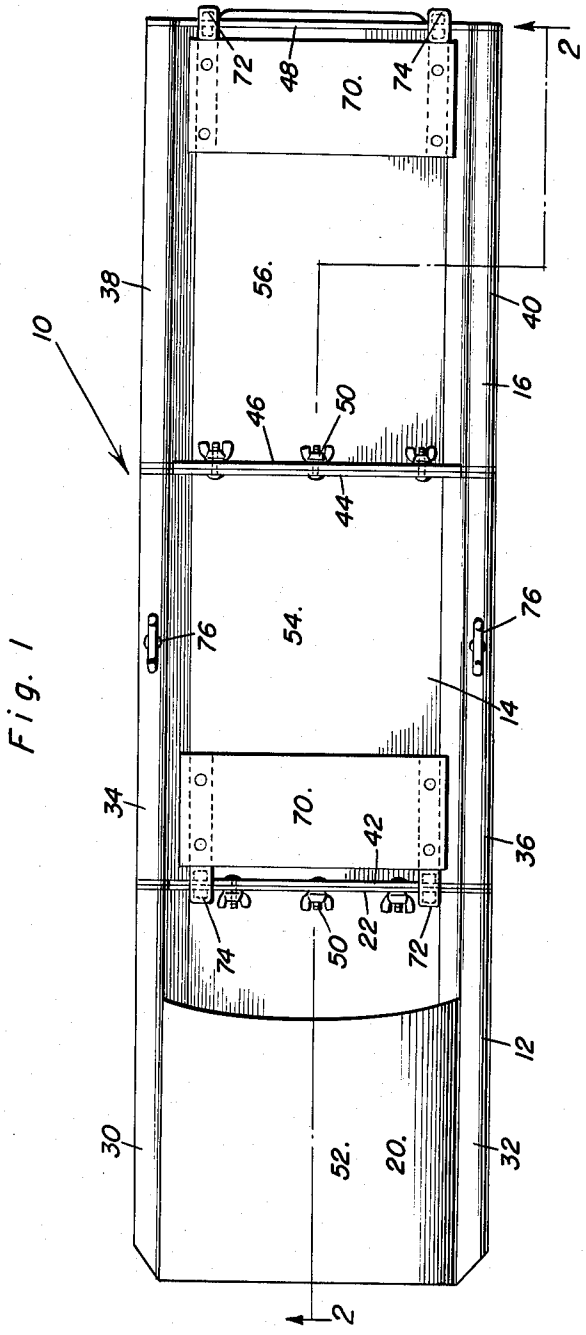


Fig. 1

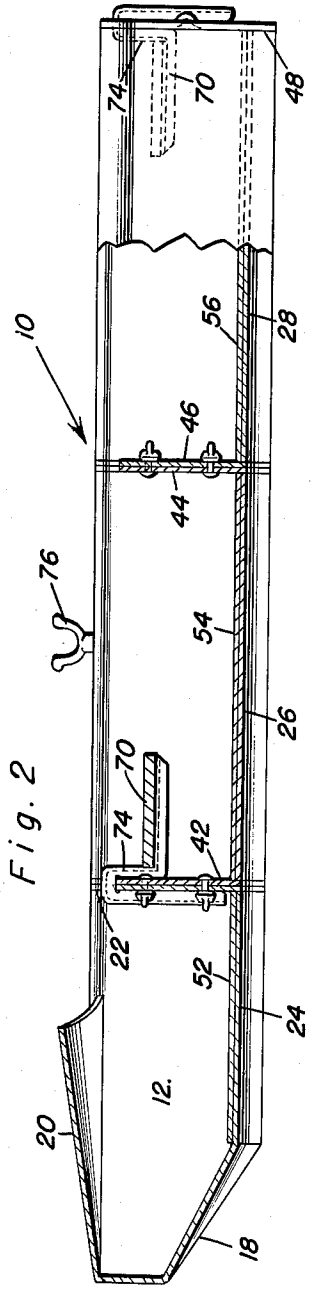


Fig. 2

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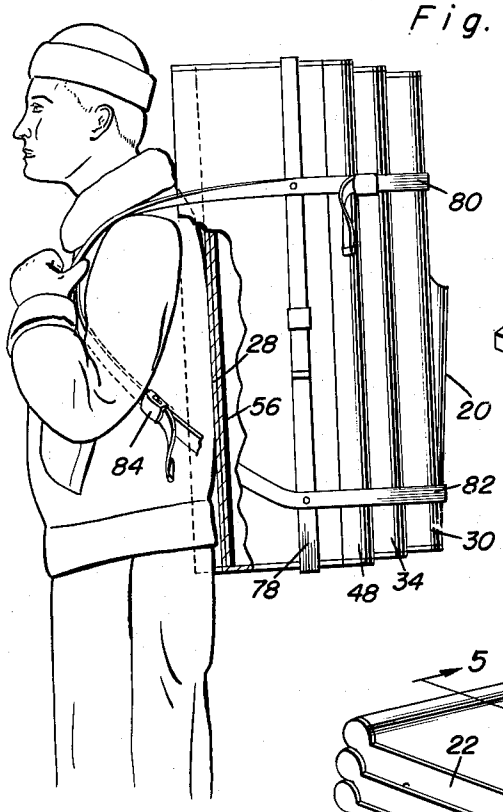
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Fig. 3



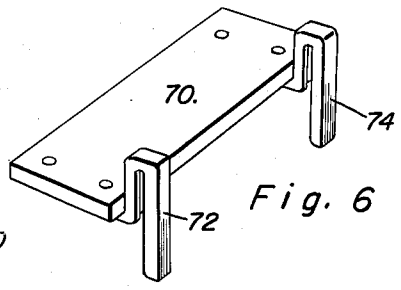


Fig. 6

Fig. 4

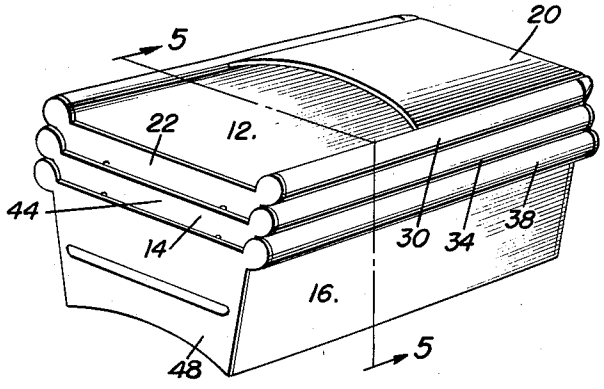
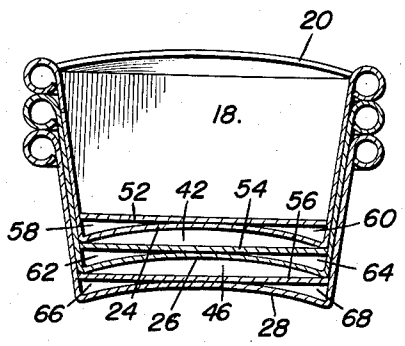


Fig. 5



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SECTIONAL BOAT CONSTRUCTION

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2 Claims. (Cl. 9—2)

This invention relates to marine transportation and more particularly to a sectional metal or plastic boat.

The primary object of this invention resides in the provision of a sectional boat each of which boat sections may be secured on a human being's back for the portation thereof by means of a suitable harness used in combination with the boat sections.

Some of the more important features of the invention reside in the provision of comparatively lightweight boat sections which may be nested one within another, the boat sections being of varying and diminishing sizes so as to enable the boat sections to be readily and easily transported by a hunter, trapper or other sportsmen while being especially adapted for use by armed forces in amphibious assaults and in the crossing of inland bodies of water were they to be encountered.

The construction of this invention features the use of a sectional boat formed from a plurality of boat sections each of which employ a concave bottom adapted to permit more easy carriage of the boat sections since the concave bottom will encompass a portion of a back of a human being. A false bottom is secured over the concave bottom to provide a horizontal platform for the occupants of the boat when assembled and to also form watertight buoyancy chambers in the outboard and lowermost portions of the boat.

Still further objects and features of the invention reside in the provision of a sectional boat that is strong and durable, simple in construction and manufacture, light in weight, easily assembled and disassembled, and which is relatively inexpensive to manufacture.

These, together with the various ancillary objects and features of the invention which will become apparent as the following description proceeds, are attained by this sectional boat, a preferred embodiment of which has been illustrated in the accompanying drawings, by way of example only, wherein:

Figure 1 is a top plan view of a sectional metal boat assembled in accordance with the concepts of the present invention;

Figure 2 is a vertical sectional view as taken along the plane of line 2—2 of Figure 1;

Figure 3 is a perspective view illustrating the manner in which the entire boat assembly may be transported from one location to another by use of a harness in combination with these boat sections;

Figure 4 is a perspective view illustrating the boat sections in a nested position;

Figure 5 is a vertical sectional view as taken along the plane of line 5—5 in Figure 4; and

Figure 6 is a perspective view of one of the seat members and associated brackets used in providing seats for the occupants of the boat while also holding the sections in an assembled position.

With continuing reference to the accompanying drawings wherein like reference numerals designate similar parts throughout the various views, reference numeral 10 generally designates the sectional boat comprising the

present invention. The sectional portable boat 10 may be formed from any suitable number of preformed boat sections but it is preferred that three sections be used as is illustrated in the drawings. As seen best in Figures 1 and 2, it will be noted that there is provided a bow section 12, a midship section 14, and a stern section 16. The boat sections 12, 14, and 16 are of varying sizes, the stern section 16 being shown as the largest and somewhat greater in size than the midship section 14 which is also somewhat larger than the bow section 12. The varying sizes of the sections of the boat permit them to be nested as is shown in Figures 4 and 5.

The bow section 12 may be provided with a prow 18 adapted to cut the water comparatively quietly while also permitting the beaching of the craft. A coaming 20 may be provided as desired and may be constructed to slope upwardly from the prow 18. The bow section terminates in an end wall 22 and is further provided with a bottom wall 24 which is concave in shape as is the bottom walls 26 and 28 of the sections 14 and 16 respectively. It is to be noted that the side walls of the section 12 terminate in tubular buoyancy chambers 30 and 32 which are sealed at the ends thereof and adapted to align with the buoyancy chambers 34 and 36 of section 14 and the buoyancy chambers 38 and 40 of section 16. It is to be noted that the end wall 22 of section 12 has extensions which seal off the buoyancy chambers 30 and 32. The end walls 42 and 44 of the midship section 28 are likewise provided with extensions for sealing the buoyancy tubes 34 and 36 as are the end walls 46 and 48. When it is desired to secure the sections together suitable wing nuts and bolts as is indicated at 50 may be used to secure the sections in abutting relationship. The bolts are passed through suitable aligned apertures in the abutting end walls of the sections 12, 14 and 16.

False bottoms 52, 54 and 56 are secured to the side walls of the respective sections 12, 14 and 16 and overlie the arcuate concave bottoms 24, 26 and 28 to form pairs of buoyancy chambers 58 and 60, 62 and 64, and 66 and 68 for the sections 12, 14 and 16. These buoyancy chambers, as can be readily seen, are in the lower outboard portions of the boat thus providing means for substantially reducing the draft of the boat while insuring the buoyancy thereof while providing protection in the form of a double bottom against accidental damage due to shoal water or from enemy action were these sectional boats to be employed by a military force.

Further securing the sections 12, 14 and 16 together are seat members 70 which are provided with pairs of substantially U-shaped brackets 72 and 74 which are adapted to embrace adjacent end walls such as the end walls 22 and 42 as is shown in Figure 2. Obviously, the seat members 72 may be used to embrace a single end wall such as the end wall or stern transom 48. Detachable oar locks 76 may be provided preferably for the midship section 16.

When it is desired to transport the sectional boat from one location to another the sections 12, 14 and 16 may be nested as is shown in Figures 4 and 5 with the oar lock 76 and the seat members 70 positioned within the section 12 between the coaming 20 and the false bottom 52. Then, with the prow 18 positioned downwardly the entire assembly may be supported in the manner of a pack basket by means of a suitable harness which includes a loop member 78 extending entirely about the periphery of one of the sections which has perpendicularly secured to its straps 80 and 82 extending about the nested sections and adapted to be secured by means of adjustable buckles as at 84 about the shoulders of a human being. Obviously other straps can be used. It is to be noted that the coaming 20 provides means for preventing any accidental slippage of the strap 82 upwardly since it is tapered upwardly and outwardly.

Since from the foregoing, the construction and advantages of this portable sectional boat are readily apparent, further description is believed to be unnecessary, except that it is to be understood that the sectional boat 10 may be conveniently constructed of a lightweight, durable metal, plastic, fiber glass, or any other material which will be lightweight, durable, and lend itself to conventional forms of manufacture.

However, since numerous modifications will readily occur to those skilled in the art after a consideration of the foregoing specification and accompanying drawings, it is not intended to limit the invention to the precise embodiment shown and described, but all suitable modifications and equivalents may be readily resorted to as desired.

What is claimed as new is as follows:

1. A portable sectional boat comprising a plurality of lightweight boat sections of varying sizes permitting nesting of a smaller boat section within a larger boat section, a shoulder harness secured about said nested sections providing means for strapping said nested sections to the back of a human being to aid in the transportation of said boat thereof, said sections being generally the same shape in plan outline and each having a bottom which is concave in shape whereby the largest of said nested sections will conform to the contours of a human being's back and whereby said sections may be closely nested, and a false bottom secured in each boat section overlying said concave bottom forming watertight buoyancy tanks in the bottom outer portions of said boat sections.

2. A portable sectional boat comprising a plurality of lightweight boat sections of varying sizes permitting nesting of a smaller boat section within a larger boat section, a shoulder harness secured about said nested sections providing means for strapping said nested sections to the back of a human being to aid in the transportation of said boat thereof, said sections being generally the same shape in plan outline and each having a bottom which is concave in shape whereby the largest of said nested sections will conform to the contours of a human being's back and whereby said sections may be closely nested, a false bottom secured in each boat section overlying said concave bottom forming water-tight buoyancy tanks in the bottom outer portions of said boat sections, each of said boat sections including opposite side walls having hollow cylindrical tanks secured to the upper edges of said side walls to provide increased buoyancy for the boat while being adapted to decrease chafing of said harness, the smallest of said boat sections having an angularly extending coaming preventing accidental slippage of said harness.

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