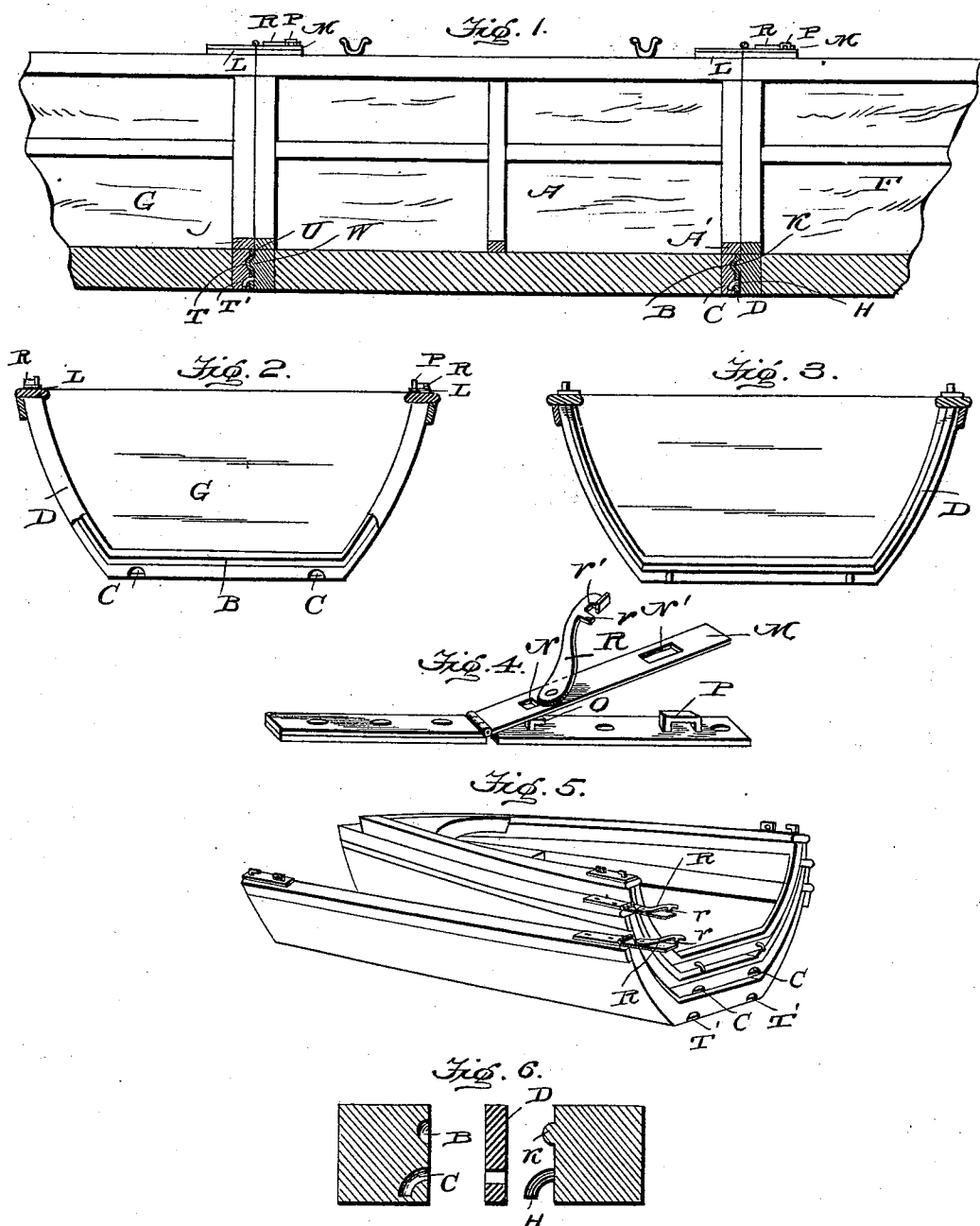


(No Model.)

C. C. HEIMBAUGH.
BOAT.

No. 520,823.

Patented June 5, 1894.



Witnesses:
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UNITED STATES PATENT OFFICE.

CHARLES C. HEIMBAUGH, OF MOMENCE, ILLINOIS.

BOAT.

SPECIFICATION forming part of Letters Patent No. 520,823, dated June 5, 1894.

Application filed August 21, 1893. Serial No. 483,667. (No model.)

To all whom it may concern:

Be it known that I, CHARLES C. HEIMBAUGH, a citizen of the United States, residing at Momence, in the county of Kankakee and State of Illinois, have invented certain new and useful Improvements in Boats; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in sectional boats; and the object of the invention is to provide a boat which can be readily and easily taken apart and the sections nested together to form a compact passage for transportation on land or for storage, and which, when the sections are secured together, will be water tight and unobstructed throughout its length.

With these ends in view, my invention consists of a section having sockets formed in the frame at one end thereof, a gasket having openings which are in line with the sockets in said section of the boat, and another section provided at its open end with pins or studs adapted to pass through the openings in the gasket and which are received in the sockets in the first named section, as will more fully hereinafter appear.

My invention further consists in the peculiar construction and arrangement of parts as will be hereinafter more fully pointed out and claimed.

In the accompanying drawings—Figure 1 is a longitudinal sectional view through a boat constructed in accordance with my invention. Fig. 2 is an end elevation of the middle section of the boat. Fig. 3 is a similar view of the bow or stern section. Fig. 4 is a detail view of the fastening for connecting the upper portion of the sections together. Fig. 5 is a view showing the sections of the boat arranged for transportation on land. Fig. 6 is a detail sectional view, on an enlarged scale.

Like letters of reference denote corresponding parts in all the figures of the drawings, referring to which—

A designates the middle or body section of my improved boat; and in the rib or frame A' at one end of said section is formed a groove B which extends substantially from one gunwale to the other. In the rib or frame,

A', of the middle section, A, below the groove, B, therein are formed any desired number of sockets C. The sockets, C, of which there are preferably two, may be formed directly in the rib or frame A' or they may be formed in metallic plates attached to said rib or the frame of the section, A, so as to lie flush with the outer surface thereof.

The groove, B, is covered by a gasket, D, which is attached to the section A by means of collars, screws, or other suitable means; and in said gasket are formed apertures or openings which correspond in shape and size with the sockets, C, in the rib or frame A' with which they align.

The bow section F of my improved boat is provided at its open end with a series of pins or studs H, which correspond in number and conform in size and shape to the sockets, C, in the middle section, in which they fit when the sections are assembled to form a complete boat. The lugs, H, are preferably formed at the ends of metallic plates which are securely attached in any suitable manner to the frame work of the section F; and said lugs are preferably made in the hook form shown so as to extend rearwardly and downwardly and thus form a firm connection between the sections, A, F.

On the rear end of the section, F, adjacent to the section A is arranged a bead K which conforms in form and extent with the groove, C, in the adjacent end of the middle section so that when the sections are brought together said bead, K, will force the gasket, D, into said groove and thus form a water tight joint between the sections.

In the forward rib or frame of the stern section, G, is formed a groove, T, similar to the groove, B, in the forward end of the middle section, A; and in said rib or frame, below the groove, T, is formed a series of sockets designed to receive a series of pins or studs, T', similar in form, and relative arrangement, to the pins or studs at the rear end of the bow section. Over the groove, T, is arranged a gasket U and in said gasket are formed openings that align with the sockets in the forward end of the stern section. The middle section, A, is also provided at its rear end with a bead, W, adapted, when the middle and stern sections are brought together,

to force the gasket U into the groove, T, and form a water tight joint between said sections.

To the upper side of the gunwales of the middle and stern sections A, near the forward ends thereof, are secured plates, L, and to said plates are hinged locking bars, M. In each of the bars M, are formed slots N, N', through which, when the sections of the boat are connected together in the manner

hereinbefore described, extend, respectively, hooks O, and staples P, carried by plates Q, attached to the upperside of the gunwales of the bow and middle sections.

To each locking bar, M, is pivoted an arm, R, and said arm is provided on one side with a laterally projecting finger, r, designed to extend through the eye P, and a notch, r', to receive one side of said eye. When the arm, R, is turned so that the finger, r, thereof engages with the eye, P, one end thereof extends beneath the hook, O, and said arm is held snugly between said hook and the plate M.

The bow and stern sections of my boat are, preferably, provided with air chambers, formed of galvanized iron or other suitable material.

When it is desired to transport the boat on land or store it away, the sections can be quickly taken apart and the bow and stern sections placed within the middle section as shown in Fig. 5.

It will thus be seen that I have provided a sectional boat which can be readily taken apart and in which, when the boat is in use, there is no possibility of water passing between the adjacent ends of the sections. By my construction there are no bulkheads between the sections and it is unobstructed throughout its length.

These sections may be composed of wood, canvas drawn over a wooden frame, or any other suitable material.

In some cases, especially for use in marshes, I remove the middle section, A, and connect the bow and stern sections F, G, together, thus forming a smaller boat.

Although I have shown and described my boat as consisting of three sections I do not wish to be understood as intending to limit myself to any particular number of sections.

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

1. In a sectional boat, the combination of a

section, A, having sockets formed in the frame at one end thereof, a gasket attached to said end frame and provided with openings that align with the sockets therein, and a section provided at its open end with pins or studs adapted to extend through the openings in the gasket and into the sockets in the end frame of the other section, substantially as described.

2. In a sectional boat, the combination of a section having a groove and a series of sockets formed in the frame at one end thereof, a gasket attached to said section and extending across the groove in the end thereof, and a section provided at one end with a series of pins or studs and a bead which align with and are adapted to enter the sockets and groove in the adjacent end of the other section, substantially as described.

3. In a boat, the combination of a middle section having a groove B and sockets C formed in one end and provided at its other end with a series of pins and a bead, W, a gasket attached to said section and extending across the groove in the end thereof, a bow section provided at its rear end, with a bead adapted to enter the groove in the adjacent end of the middle section, and pins or studs adapted to extend into the sockets C in said middle section, a stern section provided at its forward end with a groove, adapted to receive the bead on the rear end of the middle section, and sockets adapted to receive the pins at the rear end of the middle section, and a gasket attached to the stern section and extending across the groove in the end thereof, substantially as and for the purpose described.

4. In a boat the combination with two sections adapted to be connected together, of a bar hinged to one of the sections and provided with slots to receive a stationary hook and staple on the other section, and an arm pivoted to the bar, at an intermediate point of its length, between the slots therein, and having a laterally extending finger adapted to extend through the stationary staple, one end of said arm extending beneath the stationary hook when the finger is engaged with said staple, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES C. HEIMBAUGH.

Witnesses:

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W. R. STEPHENS.