Feb. 22, 1927. 1,618,409

J. L. G. DYKES

BOAT OF THE CANOE TYPE

Filed Aug. 18, 1926

Fig. 1

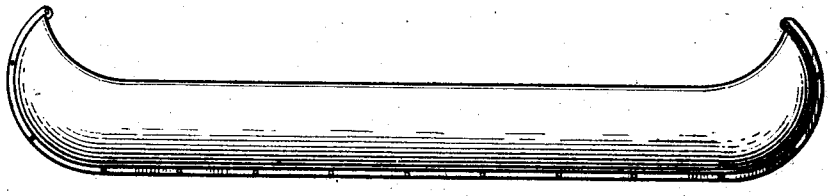


Fig. 2

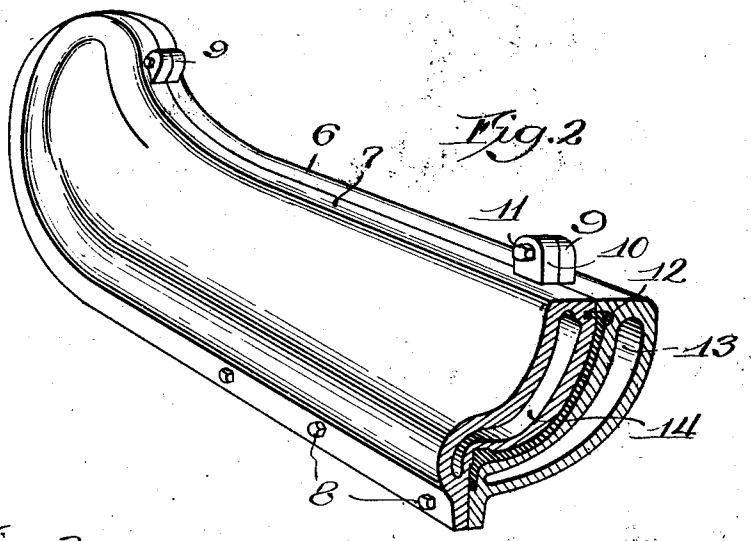


Fig. 3

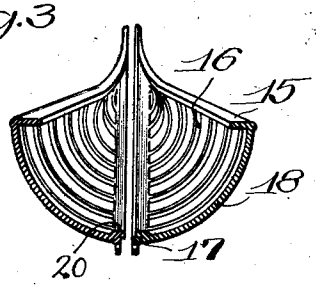


Fig. 5

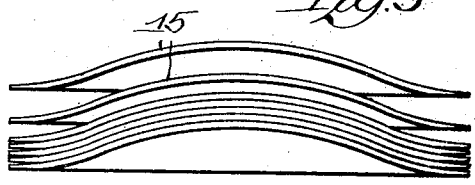
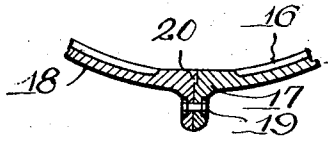


Fig. 4



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UNITED STATES PATENT OFFICE.

JOHN L. G. DYKES, OF CHICAGO, ILLINOIS.

BOAT OF THE CANOE TYPE.

Application filed August 18, 1926. Serial No. 129,946.

My present invention relates to improvements in boats of the canoe type in which it is necessary to secure the desired buoyancy and free board with the least weight for securing sufficient sturdiness for the service to which the structure is to be put.

In a co-pending application filed of even date herewith, I have described a unitary or integral structure of a similar nature which cannot be improved upon when marketing and other conditions make such a structure available.

However, canoes and boats of a like type are bulky and sometimes are required at places where transportation is difficult and expensive, and to secure a structure more readily transportable I have designed and produced the one hereinafter described.

The boat is formed of two or more symmetrical sections each molded and vulcanized from a suitable rubber composition.

Boats of the canoe type are now generally made by covering a frame of longitudinal and transverse members with a skin formed from light planking, veneer, laminated veneer or canvas, which is subsequently varnished or painted, or both, to protect the same from the action of moisture and air and heat. It is, however, only a matter of time before the effects of the moisture commences to appear in the form of blisters and a too great absorption of water and drying and refinishing is then necessary if the useful life of the structure is to be preserved.

As will hereafter be seen, the sections of the structure hereinafter described, are wholly impervious to water and may be formed of a composition of much greater toughness, having, of course, reference to the weight, than the present materials employed. Also, as the frame and skin or body are substantially integral, greater strength is secured than is possible with built up materials.

In the form of invention herein described the meeting edges of the symmetrical sections are extended and thickened so that they may be bolted together to form the complete boat.

I have illustrated my present invention in the accompanying drawing in which—

Fig. 1 is a side view or elevation of a typical form of canoe embodying my invention;

Fig. 2 is a perspective of half of a mold for forming one side of the structure shown in Fig. 1;

Fig. 3 is a fragment of two sections in position for assembly;

Fig. 4 shows the means of assembly of the sections; and

Fig. 5 shows how a plurality of sections may be conveniently nested for shipping.

The mold in which the symmetrical sections of my boat are produced, consists of an outer member, 6, and an inner member, 7, the bottoms of which are extended and bolted together by bolts, 8, and the tops of which are provided with upstanding embossments, 9 and 10, secured together by bolts, 11.

The inner faces of the members 6 and 7 are formed to provide therebetween the recess, 12, of the form which it is desired to give to the symmetrical sections of the boat. In each member, 6 and 7, are compartments, 13 and 14, closely paralleling the recess 12 into and through which compartments are circulated the fluids for vulcanizing, curing and chilling the product.

As will be seen from Fig. 3 the recess, 12, may be so formed as to provide gunwales, 12, ribs 16, keel 17 and skin on body 18 of any desired form and proportion.

Through the keel 17 are provided transverse bolt holes to receive bolts 19 by means of which the symmetrical sections are secured together.

I have shown the meeting edges of the keels in Figs. 4 and 5 with a jog at 20, but this is by no means necessary as these sections can be drawn together by the bolts 19 so as to exclude both air and moisture without putting any special strain on the bolts or the structure.

Heretofore, in attaining the necessary lightness of construction, considerable reliance has been placed upon the pressure of the water when the boat is floated to support the weight which the boat carries and it is notoriously imprudent to step into such a structure unless it is floating or otherwise the skin or ribs or both may be displaced and damaged. In considering the relative thickness and weights supported, such structures are relatively more fragile than an egg shell, but I have secured in this invention symmetrical sections of a boat which will stand a considerable degree of rough usage and which, when bolted together, will

provide a boat easily capable of receiving and supporting a cargo when not in water and which may be packed and shipped in disassembled form in comparatively little space and with maximum safety.

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

1. A boat of the canoe type comprising symmetrical sections including longitudinal and transverse frame members and covering and uniting skin or body vulcanized from a rubber composition, said symmetrical sections meeting along a divided frame element and means for securing said sections together.

2. A boat of the canoe type comprising symmetrical sections including a unitary keel, stem and stern pieces, gunwales, ribs, and a covering and uniting skin and body, said sections meeting along said unitary keel, stem and stern pieces and means for securing said sections together.

JOHN L. G. DYKES.