

S. C. JOHNSON.
BOAT.

APPLICATION FILED JULY 17, 1909.

946,513.

Patented Jan. 11, 1910.

2 SHEETS—SHEET 1.

Fig. 1.

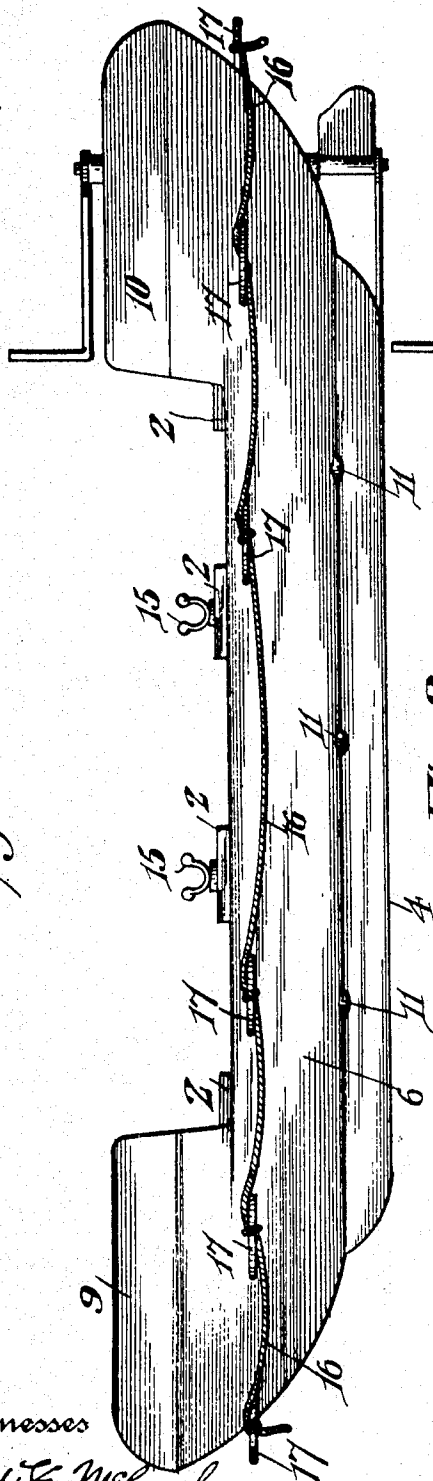
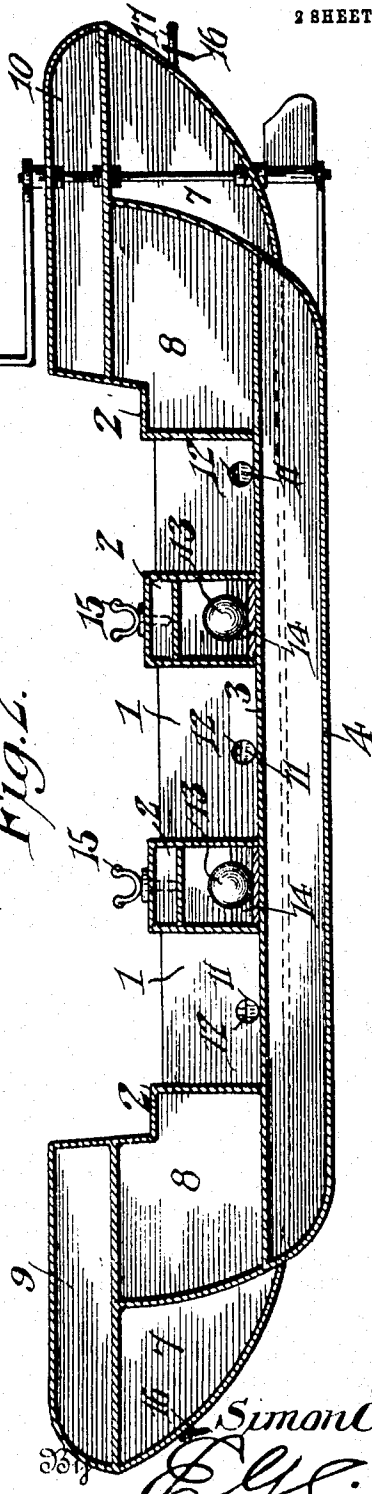


Fig. 2.



Witnesses

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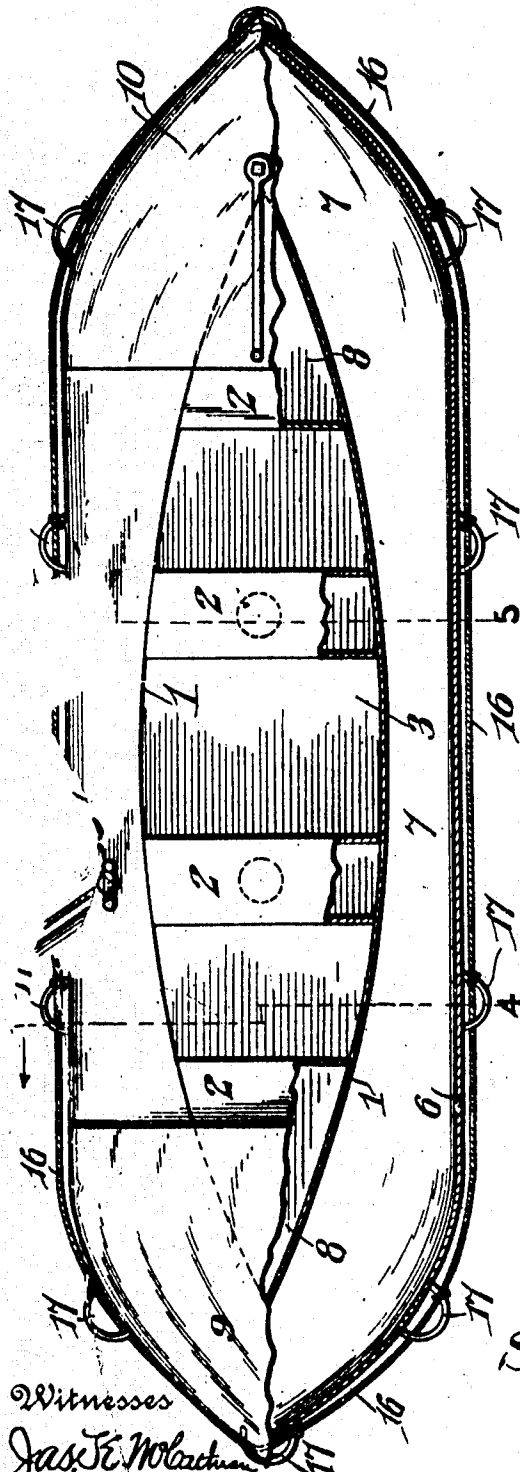


Fig. 5.

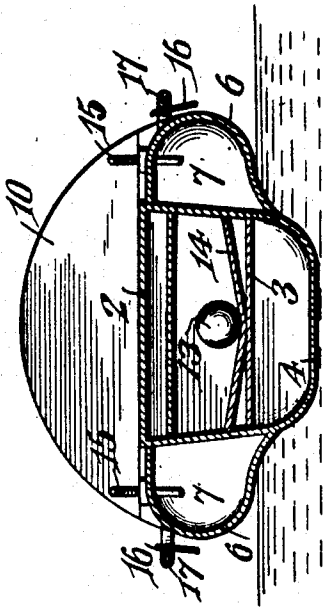
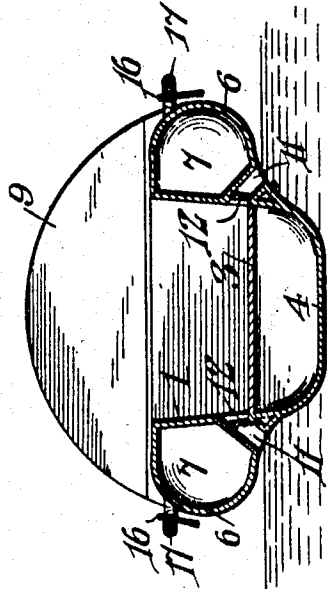


Fig. 4.



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UNITED STATES PATENT OFFICE.

SIMON C. JOHNSON, OF DE KALB, ILLINOIS.

BOAT.

946,513.

Specification of Letters Patent.

Patented Jan. 11, 1910.

Application filed July 17, 1909. Serial No. 508,168.

To all whom it may concern:

Be it known that I, SIMON C. JOHNSON, a citizen of the United States, residing at De Kalb, in the county of Dekalb and State of Illinois, have invented a new and useful Boat, of which the following is a specification.

This invention relates to a boat of the non-sinkable type, which may be used for life service or for pleasure use.

The principal object of the invention is the provision of a boat which is constructed with a novel arrangement of air compartments so that the boat is rendered practically unsinkable, there being means such as shifting ballast balls serving to maintain the boat in upright position.

With such and other objects in view, the invention comprises the various novel features of construction and arrangement of parts which will be more fully described hereinafter and set forth with particularity in the claims appended hereto.

In the accompanying drawings, which illustrate one embodiment of the invention, Figure 1 is a side view of the boat. Fig. 2 is a central longitudinal section thereof. Fig. 3 is a plan view partially in section. Figs. 4 and 5 are transverse sections taken, respectively, on lines 4—4 and 5—5, Fig. 3.

Similar reference characters are employed to designate corresponding parts throughout the views.

Referring to the drawings, 1 designates the inner shell of the boat constituting the hold or cockpit, and extending transversely therein are seats 2 which are preferably water-tight compartments and extend from one side to the other to brace the shell. Extending longitudinally of the shell 1 is a false bottom 3 which coöperates with the bottom 4 of the boat to form a longitudinal air-tight compartment extending the full length of the hold. Extending entirely around the shell 1 is an outer shell 6 which provides an air-tight compartment 7 extending from bow to stern along both sides of the boat. The outer shell 6 is approximately semi-circular in cross section, as shown in Figs. 4 and 5, and is fastened to the inner shell 1 approximately above the normal water line. The outer shell is preferably shaped to form a pointed bow and stern and curves upwardly and outwardly from the water line at all points. The ends

of the cock-pit or hold are provided with air-tight compartments 8, and extending over these end compartments 8 and the ends of the compartment 7 are bow and stern compartments 9 and 10 which are formed by decking over the ends of the boat from one side thereof to the other. As shown in Figs. 4 and 5, the tops of the compartments 9 and 10 are rounded so that the water dashing over the same will readily run off from the sides of the boat. In order to prevent the water from entering the cock-pit and filling the spaces between the seats and the end compartments, a plurality of scupper tubes 11 are provided which are equipped with valves 12 for permitting the water to pass out of the boat. In the intermediate seat compartments 2 are arranged shifting ballast balls 13 which are normally maintained in the middle of the seat compartments by the latter being provided with false bottoms 14 that slope inwardly toward the center. These balls serve to right the boat, and in case the latter is upset, they render the righting of the boat less difficult. The boat may be propelled in any suitable manner, as for instance, by oars, and for this purpose the oar-locks 15 are provided at the sides of the boat adjacent the seats. Extending around the boat is a life line 16 which is passed through the fixed handles 17 spaced around the outside of the boat, whereby a reliable means is afforded for any person overboard to maintain a firm hold on the boat and thereby avoid drowning. In a boat constructed in this manner, it is extremely difficult, if not impossible, to overturn the boat from the inside, and in case of puncturing of any compartment, the boat will still remain afloat since the water cannot pass from one compartment to another. While the boat is especially useful with the life-saving service, it may be used as a pleasure or other craft.

From the foregoing description, taken in connection with the accompanying drawings, the advantages of the construction and of the method of operation will be readily apparent to those skilled in the art to which the invention appertains, and while I have described the principle of operation of the invention, together with the device which I now consider to be the best embodiment thereof, I desire to have it understood that the device shown is merely illustrative, and

that such changes may be made when desired as are within the scope of the claims appended hereto.

5 Having thus described the invention, what I claim as new, and desire to secure by Letters Patent, is:—

10 1. A boat comprising an inner shell having a false bottom forming an air-tight chamber below the same, an outer shell extending entirely around the inner shell to cooperate therewith to form an air-tight compartment extending from the water line to the top of the inner shell, end air-tight compartments in the inner shell, and bow and stern air-tight compartments formed at the ends of the shell and separate from the other compartments.

20 2. A boat comprising an inner shell having a false bottom forming an air-tight chamber below the same, an outer shell extending entirely around the inner shell to cooperate therewith to form an air-tight compartment extending from the water line to the top of the inner shell, end air-tight compartments in the inner shell, seats forming air-tight compartments extending transversely of the inner shell, and bow and stern air-tight compartments formed at the ends of the shell.

30 3. A boat comprising a shell having a false bottom to provide an air-tight compartment extending from the bow to the stern along the bottom of the boat, an external shell secured to the first-mentioned shell to form an air-tight compartment extending along the sides of the boat and from bow to

stern, box-like seats forming air-tight compartments arranged in the inner shell, each seat compartment having a false bottom sloping toward the center from opposite sides, and shiftable ballast balls mounted in the seat compartments. 40

4. A boat comprising a shell having a false bottom to provide an air-tight compartment extending from the bow to the stern along the bottom of the boat, an external shell secured to the first-mentioned shell to form an air-tight compartment extending along the sides of the boat and from bow to stern, box-like seats forming air-tight compartments arranged in the inner shell, each seat compartment having a false bottom sloping toward the center from opposite sides, shiftable ballast balls mounted in the seat compartments, scupper tubes 55 passing through the inner and outer shells, and valves in the said tubes.

5. A boat comprising inner and outer shells, box-like seats forming air-tight compartments in the inner shell, each seat compartment having a false bottom sloping toward the center from opposite sides, and shiftable ballast balls mounted in the seat compartments. 60

In testimony that I claim the foregoing 65 as my own, I have hereto affixed my signature in the presence of two witnesses.

SIMON C. JOHNSON.

Witnesses:

DAN R. KIMBROUGH,
GEORGE H. MILLER.