

March 14, 1933.

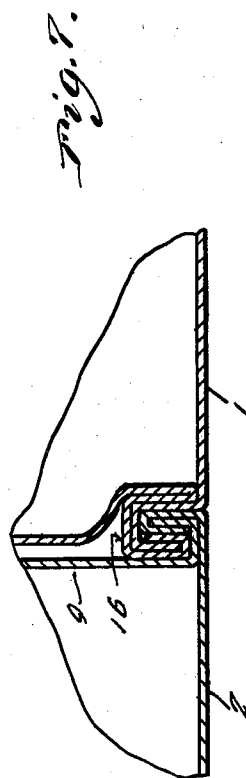
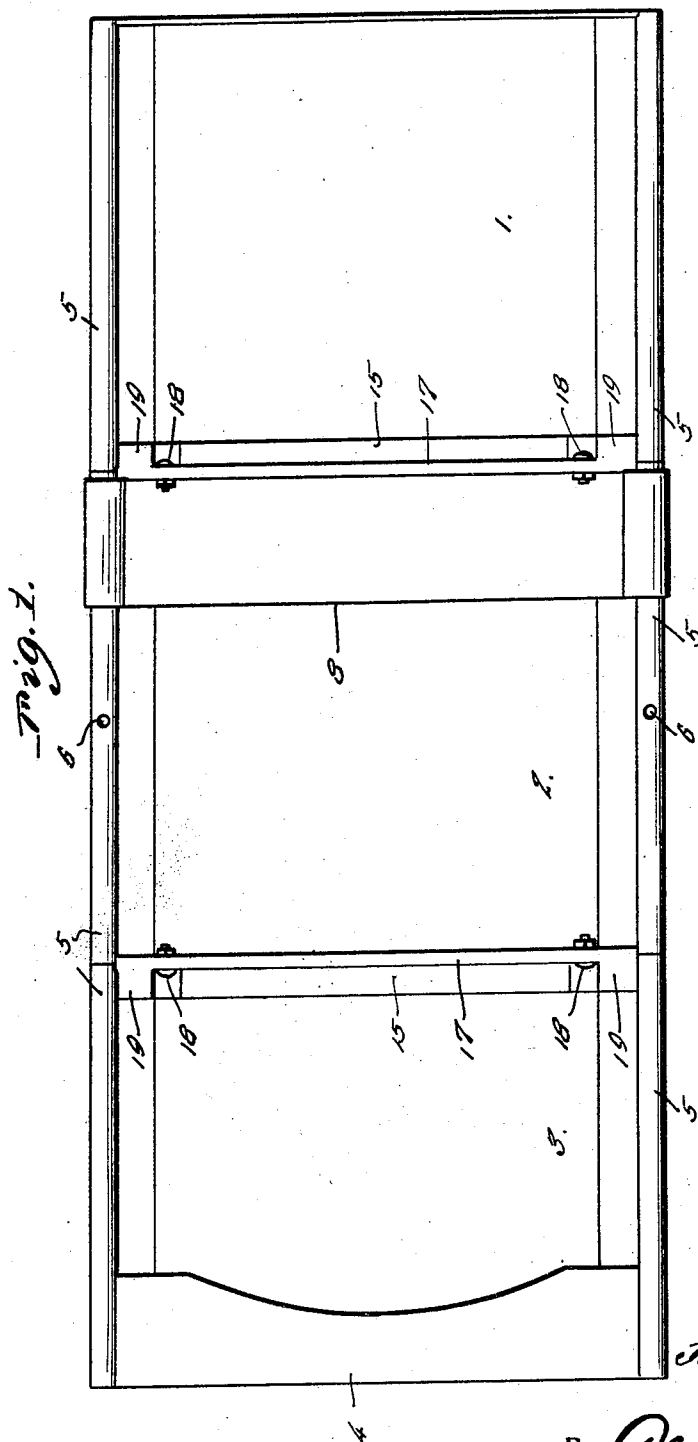
J. M. WOOD

1,901,545

BOAT

Filed Sept. 9, 1931

3 Sheets-Sheet 1



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Fig. 2.

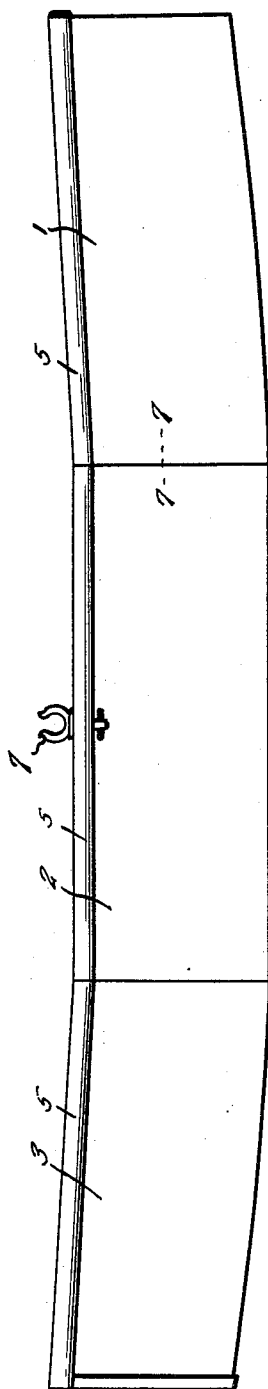


Fig. 6.

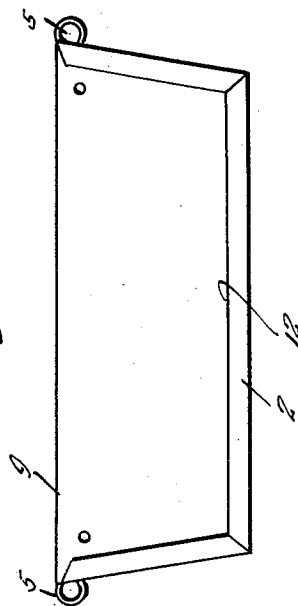
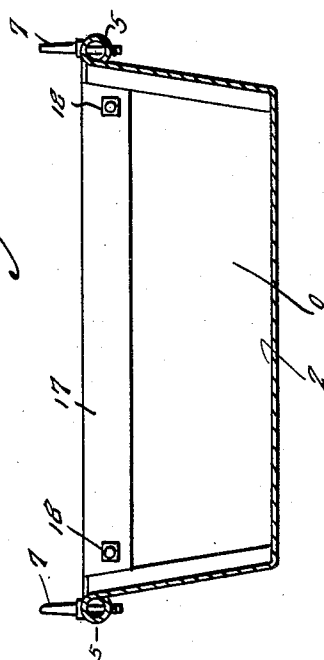


Fig. 3.



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Fig. 3.

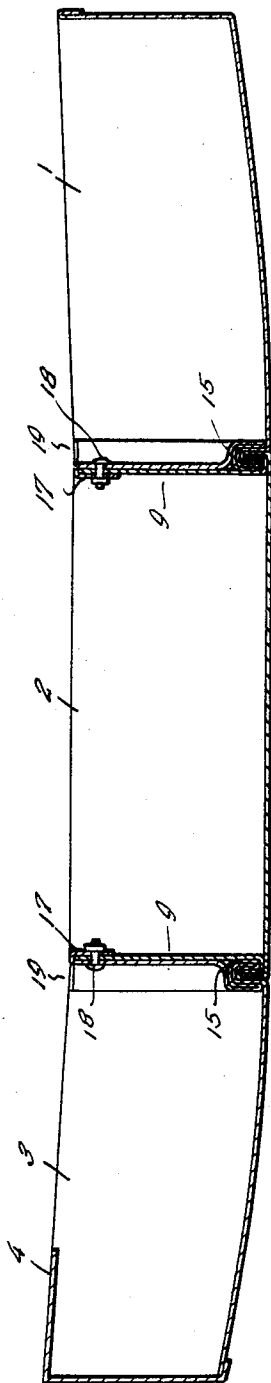


Fig. 4.

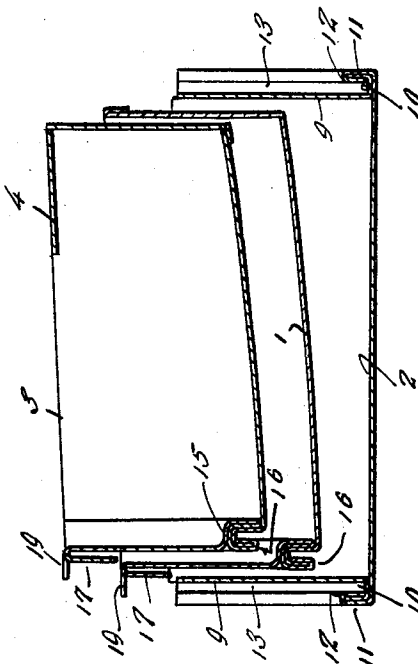
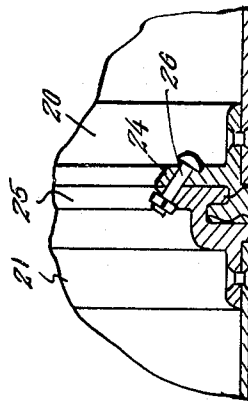


Fig. 5.



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UNITED STATES PATENT OFFICE

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BOAT

Application filed September 9, 1931. Serial No. 561,914.

This invention relates to a boat particularly for hunting and fishing purposes and has for its primary object to provide, in a manner as hereinafter set forth, a boat which is portable, the same comprising a plurality of separable sections capable of being expeditiously assembled or disassembled when not in use and nested together for transport or storage and requiring a minimum of space.

Another important object of the invention is to provide a boat of the character described embodying novel means for connecting the sections together in assembled relation in a manner to provide a strong and durable joint and to insure against accidental disconnection.

Other objects of the invention are to provide a boat of the aforementioned character which will be simple in construction, strong, durable, safe, light in weight, reliable and which may be manufactured at low cost.

All of the foregoing and still further objects and advantages of the invention will become apparent from a study of the following specification, taken in connection with the accompanying drawings wherein like characters of reference designate corresponding parts throughout the several views, and wherein:—

Figure 1 is a view in top plan of a boat in accordance with this invention, showing the same assembled and ready for use.

Figure 2 is a view in side elevation of the boat.

Figure 3 is a view in vertical longitudinal section through the boat.

Figure 4 is a view in vertical longitudinal section showing the boat knocked down and the sections nested.

Figure 5 is a view in vertical transverse section through the intermediate section of the boat.

Figure 6 is a view in end elevation of the intermediate section.

Figure 7 is a view in horizontal section on an enlarged scale taken substantially on the line 7—7 of Figure 2.

Figure 8 is a detail view in horizontal section showing a modified form of section joint.

Referring now to the drawings in detail,

it will be seen that the boat constituting the present invention comprises a front section 1, an intermediate section 2 and a rear section 3. While but three sections have been shown in the embodiment illustrated by the drawings, it is understood, of course, that any desired number of sections may be provided. The front and rear sections 1 and 3 are directed upwardly slightly toward their free ends. Extending across the rear portion of the section 3 is a ledge 4 which may constitute a seat. The upper portions of the side walls of the sections are rolled, as at 4 and the beads provided by the rolled portions of the intermediate section 2 are provided with openings 6 for the reception of ore locks 7. The reference numeral 8 designates a seat which extends between the side walls of the intermediate section 2 forwardly of the ore locks 7. The seat 8 is of any suitable construction and is removable.

As best seen in Figures 3, 4 and 7 of the drawings, the end walls 9 of the intermediate section 2 are disposed slightly inwardly of the ends of the bottom and sides of said intermediate section. The side and lower marginal portions of the end walls 9 of the intermediate section are bent outwardly substantially at right angles, as at 10, and terminates in flanges 11. Then, the end portions of the bottom and the side walls of the intermediate section 2 are clinched over the flange 11, as at 12, and in this manner channels 13 are provided at the sides and bottom of the ends of the intermediate section 2. The inner end portions of the bottoms of the front and rear sections 1 and 3 are bent to substantially U-shaped cross section, as are also the inner end portions of the side walls of said sections 1 and 3, to provide a flange 14. Then, the side and lower marginal portions of the inner end walls of the sections 1 and 3 are bent inwardly and downwardly, as at 15 over the substantially U-shaped portions of the bottom and side walls of said sections and said marginal portions are then bent back upon themselves and then downwardly and inwardly and upwardly in a manner to enclose the flanges 14. In this manner a laminated flange designated generally by the reference numeral 16 is pro-

vided for engagement in the channels 13 of the intermediate section 2 for detachably connecting the sections together in assembled relation.

5 The upper portions of the inner end walls of the front and rear sections 1 and 3 are folded upon themselves in a manner to provide flanges 17 for engagement over the upper portions of the end walls 9 of the intermediate section 2. Aligned openings are provided for the passage of bolts 18 for positively securing the sections together against relative vertical movement. The inner end walls of the sections 1 and 3 are further provided, adjacent the ends of the flanges 17, with horizontally projecting portions 19 which constitutes shields which extend over the upper ends of the section joints in a manner to conceal and protect the same in the manner illustrated to advantage in Figure 1 of the drawings.

The sections may be expeditiously assembled by disposing the intermediate section 2 on the ground and then engaging the laminated flange 16 of the front and rear sections in the channels 13. The inclination of the side walls facilitate this operation. The flanges 17 should be engaged over the upper portions of the end walls 9 of the intermediate section 2 after which the bolts 18 are inserted and secured by nuts. As seen in Figure 4 of the drawings, the sections are of a size and dimensions to permit the same to be nested when disassembled, thus requiring a minimum of space for transport or storage. The abutting or adjacent end walls of the sections provide bulk heads dividing the boat into compartments, thus providing great durability and strength and preventing swamping of the entire boat should one of the sections spring a leak.

In the modification illustrated in Figure 8 of the drawings, the bulk heads or abutting end walls of the sections are deleted and the adjacent ends of said sections are detachably connected together through the medium of the interlocked metallic bars 20 and 21 which are riveted or otherwise suitably secured to the inner end portions of the bottom and side walls of the sections. The bars 20 and 21 are formed to provide the interlocking flanges 22 and 23, respectively, and the inwardly extending abutting flanges 24 and 25, respectively, having inclined, aligned openings extending therethrough for the passage of the coupling bolts 26.

It is believed that the many advantages of a boat constructed in accordance with the present invention will be readily understood, and although the preferred embodiment of the invention is as illustrated and described, it is to be understood that changes in the details of construction and in the combination and arrangements of parts may be resorted

to which will fall within the scope of the invention as claimed.

What is claimed is:—

A boat comprising a plurality of sections, and means for detachably connecting the sections together in assembled relation, said means including pairs of coacting bars secured to adjacent ends of the sections, said bars comprising oppositely extending interlocking flanges, said bars further including parallel, abutting flanges, and bolts extending through the abutting flanges for positively securing the bars together.

In testimony whereof I affix my signature.

JOHN M. WOOD. 80

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