Feb. 19, 1929.

1,702,872

S. J. KEMPIN

COLLAPSIBLE BOAT

Filed May 19, 1928

2 Sheets-Sheet 1

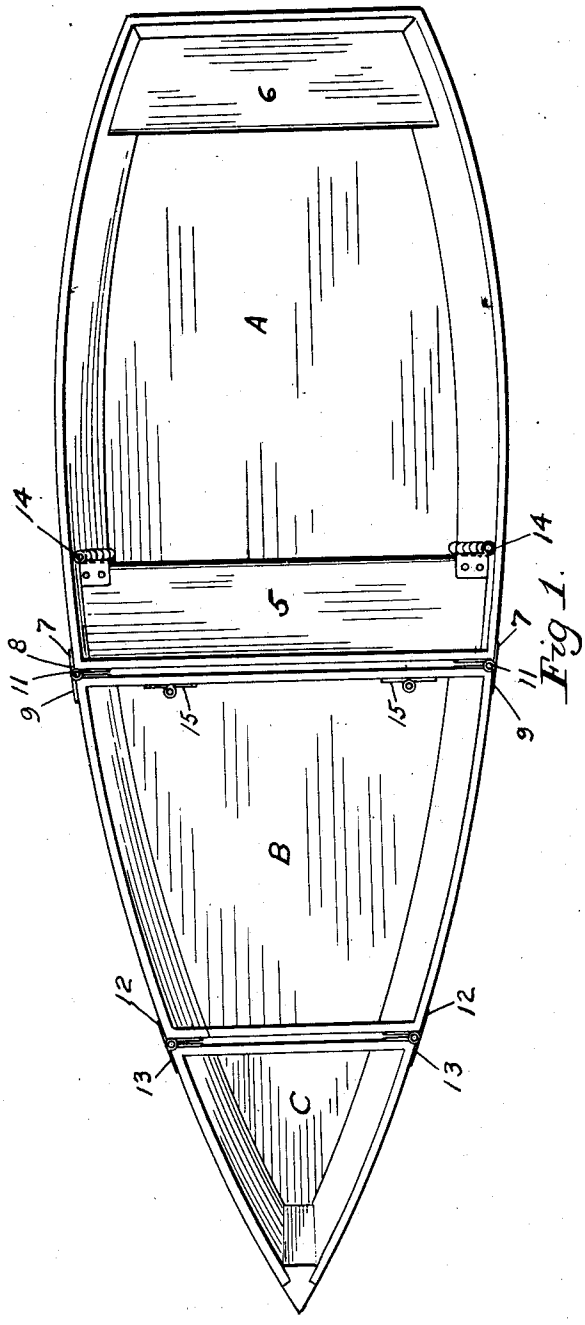


Fig. 1.

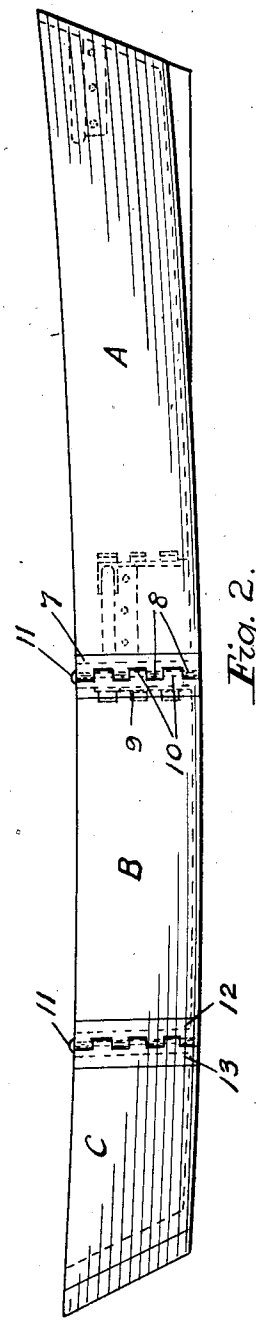


Fig. 2.

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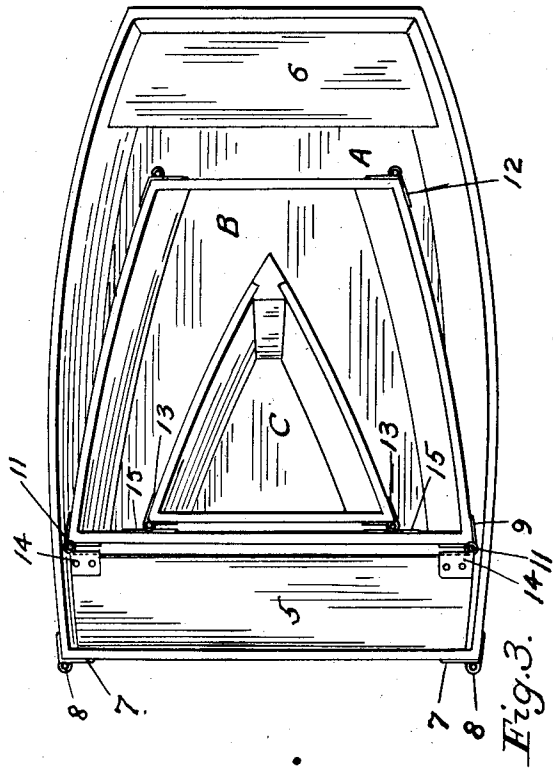


Fig. 3.

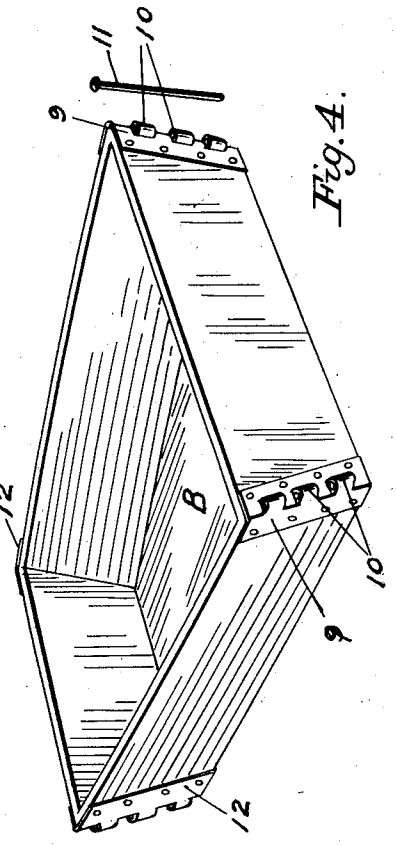


Fig. 4.

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UNITED STATES PATENT OFFICE.

STANISLAUS J. KEMPIN, OF MINNEAPOLIS, MINNESOTA.

COLLAPSIBLE BOAT.

Application filed May 19, 1928. Serial No. 279,114.

This invention relates to collapsible boats, and the primary object is to provide a simple, efficient and practical construction of boat, particularly adapted for the needs of fishermen, hunters, and other sportsman and vacation goers, which boat is so made that it can be collapsed into a comparatively small unit whereby it may be carried on an automobile or trailer, and which can be quickly set up so as to be ready for use in a few moments time. Further and more specific objects will be disclosed in the course of the following specification, reference being had to the accompanying drawings, in which:

Fig. 1 is a plan view of the boat as seen when set up ready for use.

Fig. 2 is a side elevation of the boat as seen in Fig. 1.

Fig. 3 is a plan view of the boat as seen when its various sections are nested together in a collapsed condition.

Fig. 4 is a perspective view of the central section of the boat.

Referring to the drawings more particularly and by reference characters, A, B and C designate the rear, intermediate and front sections, respectively, of my improved boat, which sections are so constructed that when arranged in alignment, as in Figs. 1 and 2, they will complement each other to form the shape and contour of a conventional type or design of boat. Each section, it may be noted, is a water tight, self sustaining unit, and thereby gives sufficient buoyancy and added safety to the boat, as such. The forward section C is comparatively small, and may, if so desired, be used as a live box for fish, by filling into it a small amount of water. The section A is preferably provided with the boat seats, 5 and 6, one of which is arranged at each end, as shown.

At its forward corners the unit or section A is provided with a pair of reinforcing angle iron members 7, to each of which is rigidly secured or integrally formed, vertically spaced bearing lugs 8 that project forwardly. Similar members 9, having lugs 10, adapted to complement the lugs 8, are secured upon the rear corners of the boat section B, and when the lugs 8 and 10 are arranged in alignment they are rigidly connected by pins 11 dropped down into the lugs, in much the same manner as a pintle is employed to connect the butts of a conventional hinge. Thus the sections A and B are quickly yet very firmly secured in rigid alignment. The front end corners of the section B are provided with lug carrying the angle iron braces 12 that connect with similar members 13, of the section C, in a like manner.

To disassemble the boat it is only necessary to pull up the pins 11 upon which the sections separate. The section B is then reversed, end for end, and being both narrower and shorter than the section A can be placed within it as shown in Fig. 3. When in this position the brackets 9 fit into similar brackets 14, in the section A, and are secured with respect thereto by utilizing the same pins 11. In a like manner the section C nests within the section B and its brackets 13 are secured to brackets 15 at one end of the section B, as shown in Fig. 3. It will thus be seen that the boat may be assembled or collapsed into a comparatively compact unit, and when in this condition the various sections are secured in place by the same relatively simple connecting devices 11 that are used to connect them when arranged to form the boat.

It is understood that suitable modifications may be made in the general design and structural details of the invention as herein shown, provided, however, that said modifications come within the spirit and scope of the appended claims.

Having now therefore fully shown and described my invention, what I claim to be new and desire to protect by Letters Patent is:

1. A sectionally formed boat comprising a series of float units arranged one in advance of another and of different sizes whereby one may be nested within another, interlocking brackets carried by said units, and pins for connecting certain of said brackets when the boat is set up and for connecting certain of said brackets when the units are nested together.

2. A sectionally formed boat comprising a series of float units arranged one in advance of another and of different sizes whereby one may be nested within another, interlocking brackets carried by said units, and pins for connecting certain of said brackets when the boat is set up, said brackets comprising angle iron members secured to and adapted to reinforce certain corner edges of the units.

3. A sectionally formed boat comprising a series of float units arranged one in advance of another and of different sizes whereby one may be nested within another, interlocking brackets carried by said units, and pins for connecting certain of said brackets when the boat is set up, said brackets comprising angle iron members secured to and adapted to reinforce certain corner edges of the units, and having perforated, complementing lugs for the reception of said pins.

In testimony whereof I affix my signature.

STANISLAUS J. KEMPIN.