

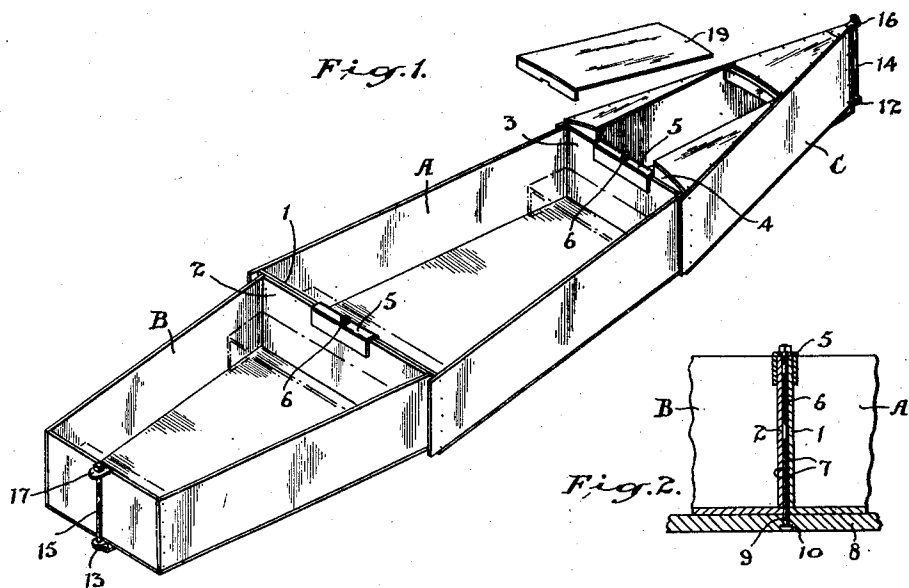
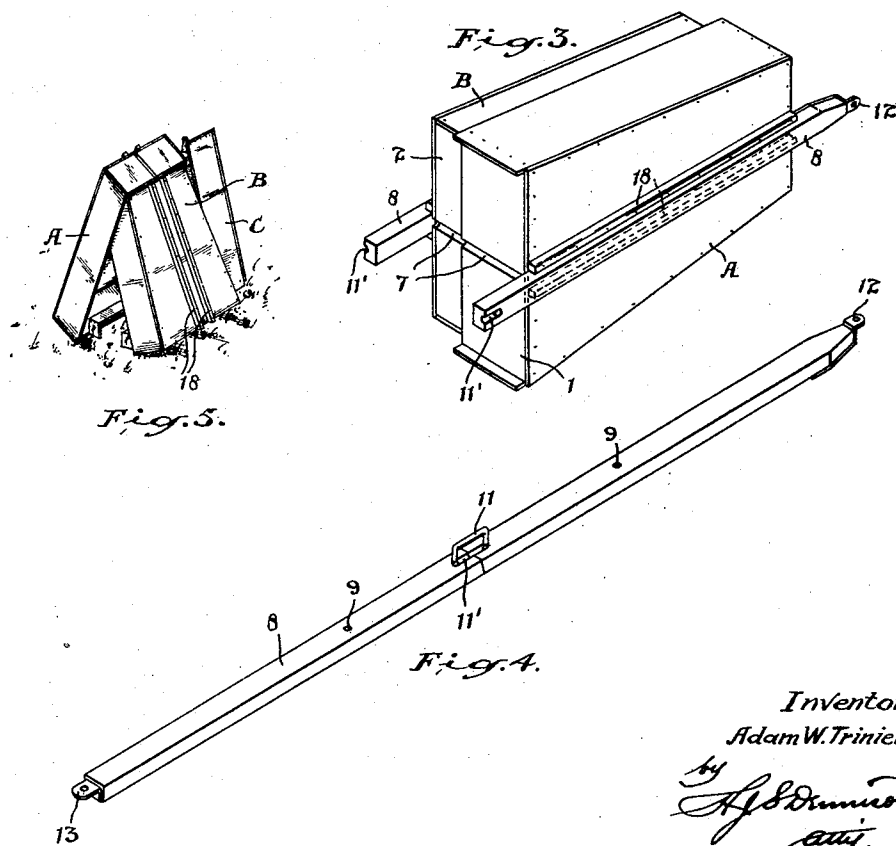
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SECTIONAL BOAT

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SECTIONAL BOAT.

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The principal objects of the invention are, to devise a boat particularly adapted for use in hunting or camping trips which may be very easily transported in compact form and may be readily carried in a motor car and which, when not being used as a boat, may be put to other useful purposes and will serve as a container for camp equipment.

The principal feature of the invention consists in the novel construction of a plurality of water tight sections adapted to be secured together to form a boat and a keel structure adapted to rigidly support the sections from end to end and to form a handy means for handling the boat when in its collapsed or folded form.

In the accompanying drawings, Figure 1 is a perspective view of my improved boat structure showing the sections assembled.

Figure 2 is an enlarged cross sectional view through a pair of the bulkheads of the adjoining sections illustrating the manner of rigidly connecting the sections with the keel.

Figure 3 is a perspective view showing the boat in its collapsed and inter-nested form ready for transportation.

Figure 4 is a perspective view of the keel shown separated from the boat.

Figure 5 is a perspective view showing the boat sections used as a shelter.

It has been known to construct sectional boats of water tight sections having bulkheads at the ends to be rigidly secured together to form a boat. The strain upon a boat in rough water is more than can be carried by these bulkheads and the fastenings tear apart.

In the present construction the boat is formed of a plurality of sections here shown three in number, each of which is formed with a water tight bulkhead at the end, the bulkhead 1 and 2 of the sections A and B abutting and the bulkheads 3 and 4 of the sections A and C abutting.

A U-shaped flat metal strap 5 which fits snugly over the top edges of the meeting bulkheads is secured in place by a bolt 6 which extends downwardly through the grooves 7 in the abutting faces of the bulkheads and passes through the keel 8. This keel is formed of a length of hardwood provided with holes 9, through which the bolts 6 extend and the heads of the bolts fit into recesses 10 in the keel.

The keel is formed in two sections which are joined together in the middle by a metal fastening loop 11. This loop is arranged on the inner side of the keel and drops into the L-shaped groove 11' and is held in place against the bottom of the centre section. The joint, being in the centre of the middle section A, is thus retained perfectly rigid.

Metal brackets 12 and 13 are arranged at the opposite ends of the keel through which the end bolts 14 and 15 are inserted, said end bolts being secured in metal brackets 16 and 17 secured on the front and back ends respectively of the sections C and B.

The side walls of the members C and A extend rearwardly past the bulkheads 4 and 1 respectively and thus form very positive guides for holding the sections in transverse alignment.

The keel 8 is held in place between a pair of parallel ribs 18 secured centrally of the bottom of the sections and spaced apart to allow the keel to fit therebetween.

The front section of the boat is preferably decked over and provided with a cover 19. This may be used to very good advantage in fishing in carrying bait tins or for placing fish so as to keep them perfectly fresh, as a certain amount of water may be retained in this section for that purpose if desired.

The boat when dis-assembled fits together with the section C housed in the section B and the section B turned with its open side into the section A. Suitable cross seats, as shown in dotted lines in Figure 1 may be arranged and these can be packed in a very close space inside the section and plenty of room is provided for the storing of camp equipment.

When the parts are assembled, the keel sections placed on either side form handles for carrying it from place to place.

The shape of the boat sections when nested together as shown in Figure 3 is such as to enable it to be carried with safety on the running board of a motor car. The device may be utilized in different forms for use as tables when camping and as illustrated in Figure 5, it may be used as a shelter, the rear and middle sections being tilted together with the bow section covering one end and the seats placed inside on the ground so that a tarpaulin may be thrown over the whole to make a very comfortable protection for one or two people.

In assembling the boat, the sections, which in the meantime are held together by straps or ropes passed around the handle projecting ends of the keel sections, are pulled apart 5 and the slotted ends are butted together and the fastener 11 dropped into place. The sections A, B and C are then placed together and the bolts 6 are inserted through the keel up between the bulkheads and through the 10 metal straps 5. The fastening nuts are then tightened down on top of the straps 5 to secure the bulkheads tight to the keel. The end bolts are then placed in position and the boat is ready for use.

15 It will be understood of course that the boat may be propelled with oars, a paddle or an out-board type of motor.

What I claim as my invention is:

1. A sectional boat, comprising a plurality 20 of sections formed with water-tight bulkheads at the end adapted to be butted together, a keel extending across the joint and between the assembled sections, means intermediate of the length of the keel for securing said sections together and to the 25 keel, and means for securing the ends of the keel to the end sections.

2. A sectional boat, comprising a plurality of sections adapted to be fitted together and 30 each having water-tight bulkheads at the ends, a keel extending across the joints between said sections, means for detachably securing the ends of said keel to the end sections, bolts extending upwardly through the 35 keel and between the abutting bulkheads, and means secured by said bolts for securing the bulk heads together at the top.

3. A sectional boat, comprising a plurality of sections having water-tight end bulkheads, a keel formed in two sections connected together at the middle, each section having bolt holes therethrough intermediate of its length and arranged opposite to the space 40 between the abutting bulkheads at opposite ends of the middle section, bolts extending through said holes in the keel, bolts connecting the ends of the keel, and means connecting the abutting bulkheads secured over the bolts passing therethrough. 45

4. A sectional boat, comprising a plurality 50 of sections having water-tight bulkheads fitted together, each section having a pair of parallelly spaced ribs on the bottom, a rigid keel arranged between said ribs and extending longitudinally of the boat and 55 rigidly connecting the sections, means for securing said keel at the ends, bolts extending through said keel intermediate of its length upwardly between the abutting bulkheads, and means clamping the upper 60 edges of the bulkheads together and secured over said bolts.

5. A sectional boat, comprising a plurality of sections having water-tight end bulkheads, a keel extending longitudinally of 65 said sections, bolts extending through said keel and projecting upwardly between the abutting bulkheads, which bulkheads are provided with grooves, and sheet metal clips bent to fit over the abutting bulkheads and 70 having holes through the centre thereof through which said bolts extend to rigidly secure the sections together and to the keel.

ADAM W. TRINIER.