Nov. 27, 1945. H. A. MALLORY 2,389,799

SECTIONAL BOAT AND METHOD OF MAKING SAME

Filed July 27, 1944

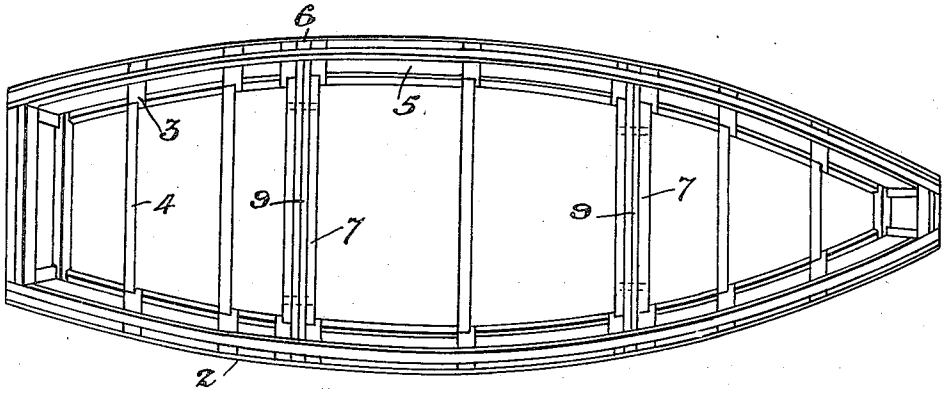


Fig. 1.

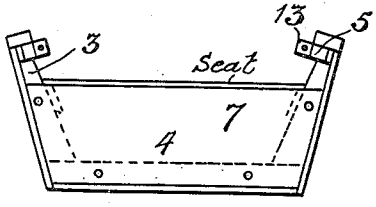


Fig. 4.

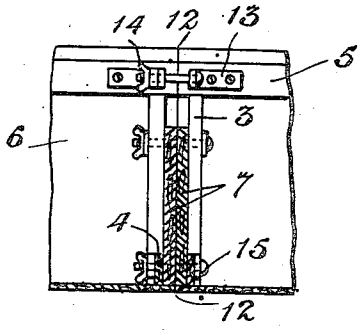


Fig. 2.

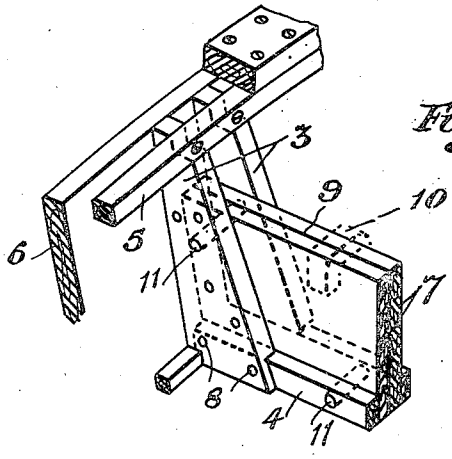


Fig. 3.

Inventor.
Harry A. Mallory
By Epton & Case
Atty.

Patented Nov. 27, 1945

2,389,799

UNITED STATES PATENT OFFICE

2,389,799

SECTIONAL BOAT AND METHOD OF MAKING SAME

Harry Albert Mallory, Saint John, New Brunswick, Canada

Application July 27, 1944, Serial No. 546,802
In Canada August 13, 1943

3 Claims. (Cl. 9—2)

This invention relates to a sectional boat and method of making same, and the object of the invention is to provide a wooden boat of at least two associated dismountable sections to economize space for transportation and storage purposes, and which sections, can be used, if occasion presents, as individual boats.

In the following specification will be described a wooden boat embodying the principle of this invention, and what is claimed as new will be presented in the claims.

Fig. 1 is a plan view of any suitable wooden boat intended to provide three sections, each section being provided with a bulkhead or partition, before the boat has been sawn through transversely.

Fig. 2 is a vertical cross section through abutting bulkheads of two associated sections showing suitable means whereby said sections are secured together, as well as said bulkheads.

Fig. 3 is a detail, in perspective, of a pair of bulkheads, partly shown in section, secured each to its associated frame, and clamped in spaced relation together before the boat is sawn through.

Fig. 4 is an elevation of the bulkhead-end of any section of the said boat.

In the drawing, like characters of reference refer to the same parts.

In Fig. 1, is illustrated in schematic plan, a wooden boat 2, the construction and shape of which is immaterial. The boat is built in one continuous unit. In the construction shown are a number of frames consisting of side members 3, and horizontal members 4. These frame members are suitably secured to the gunwale 5. The outer sheeting 6, is also suitably secured to said frame members.

Where the bulkheads or partitions 7, are to be located, spaced pairs of frames are used, and it is between these pairs of frames that these bulkheads are placed. Each bulkhead is firmly secured to its associated bracket by any suitable means, as for example, copper rivets, and to make the joints between these members water tight, the abutting surfaces thereof are coated with any suitable material for the purpose, such as lead paint.

To install the bulkheads, each is firmly secured to its associated bracket by copper rivets 8, the abutting surfaces having been previously coated with water-resisting material. A pair of bulkheads is then clamped together with a sheet of material with suitable characteristics, such as cardboard, 9 therebetween, to keep the inner surfaces of said bulkheads out of contact. To hold said pair of bulkheads together any suitable type of clamp may be used, such as that shown in dotted lines at 10. While these parts are so clamped together, holes are drilled through to permit of the insertion of wooden pegs 11, therein. These assembled parts are then secured in place in the boat in any suitable manner, and then the clamps 10 (only one of which is shown) are removed.

By means of a fine saw (not shown) the boat is sawn transversely completely through on the line 12—12, Fig. 2, between each pair of bulkheads; through the sheet of cardboard 9, and through the wooden pegs 11. By this method, the edges of the severed hull will be in substantially the same plane as that of the inner surfaces of said bulkheads, with the result that these associated surfaces will be held closely together when the sections are bolted together. Thus it will be understood that because of the close contact between the said surfaces the assembled boat will be as strong as though it were an undivided unit.

Any suitable means may be used to detachably secure the boat sections together. As shown in Figs. 2 and 4, angle pieces 13 are secured to the inner side of the gunwale, and bolts 14 are held therein, provided with wing nuts. Held in the holes from which the wooden pegs have been punched, are bolts 15. Mounted on these bolts between their heads and the wing nut on each bolt, are suitable washers, such as those made of rubber or leather. Thus the various parts may be drawn securely together so that when fully assembled the boat will be rigid.

The sections will be made of such relative lengths so that they may be nested, if desired. This fact makes the boat especially suitable to be held in the trunk of the ordinary automobile for transportation purposes.

Another important feature of the invention is the fact that no tools are required to dismount or reassemble the boat.

It will be noted that the side members 3, widen towards their lower ends, and that the portions of the horizontal members 4, in contact therewith lie flush with the inner faces of these side members. The construction shown, particularly in Fig. 3, provides a firm brace for the sides of the boat thereby stiffening same to withstand lateral inward pressure against the gunwale. Placing the inner sides of the members 4, flush with the inner faces of these side members permits the outer faces of the bulkheads 7, to face snugly against the members 3 and 4, thus ensuring that the opposing faces of these bulkheads will always

be clamped closely together without danger of leakage therebetween.

I claim:

1. The method of making a sectional boat which consists in forming the hull of the boat; permanently mounting therein at least one pair of bulkheads extending for the full inside width of the boat and spaced apart by a sheet of destructible material, and then transversely cutting said hull in a line with the material separating said bulkheads.

2. The method of making a sectional wooden boat which consists in assembling a pair of frames coupled together at their lower portions and each with a bulkhead secured thereto; placing a sheet of destructible material between said bulkheads; clamping said bulkheads and frames together; mounting wooden pegs in said bulkheads and frames in holes formed therein; securing said coupled frames and bulkheads to the hull of a boat, and then sawing said hull transversely through on a line with the sheet of material separating said bulkheads and severing said pegs.

3. In boat construction, a hull assembly comprising a hull structure having one or more composite bulkheads extending laterally of the hull with each bulkhead formed of a pair of permanent members spaced by a relatively thin member with which the permanent members contact, each permanent member being secured to the hull structure to provide a water-tight seal relation therewith, whereby the assembly is usable as a unitary structure for boat service, said assembly being divisible at will into a sectional structure by severing the hull structure in the plane of the thin intervening spacing member of a bulkhead to thereby destroy the spacing member and provide a sectional structure in which the permanent members of the divided bulkhead form end walls of the sections, means being provided for assembling sections into a single assembly at will with the permanent members of the bulkhead in physical contact whereby the assembly is serviceable as a completely unitary structure or as a sectional structure adapted for service at will as a single structure.

HARRY ALBERT MALLORY.