

March 27, 1928.

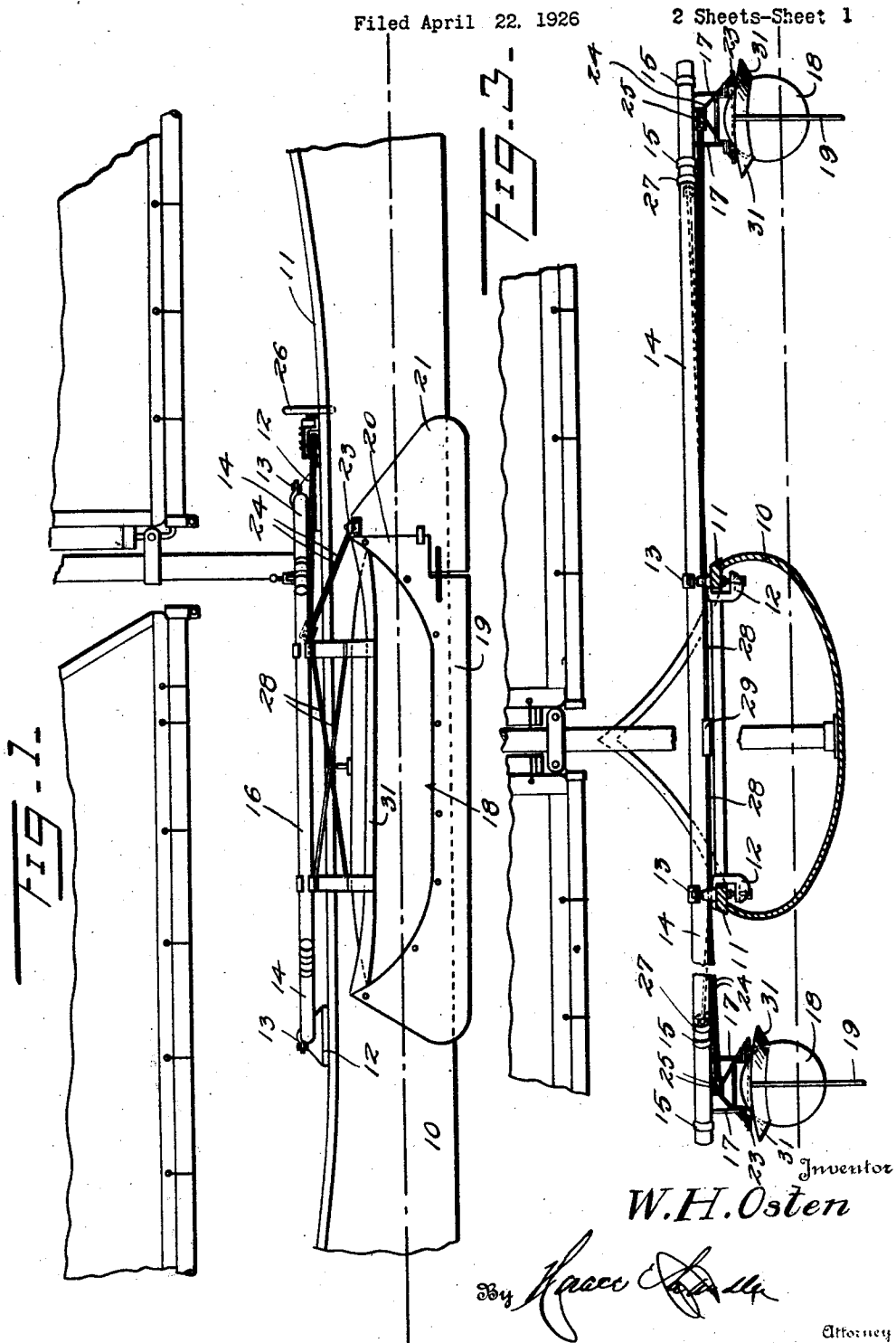
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BOAT STABILIZER

Filed April 22, 1926

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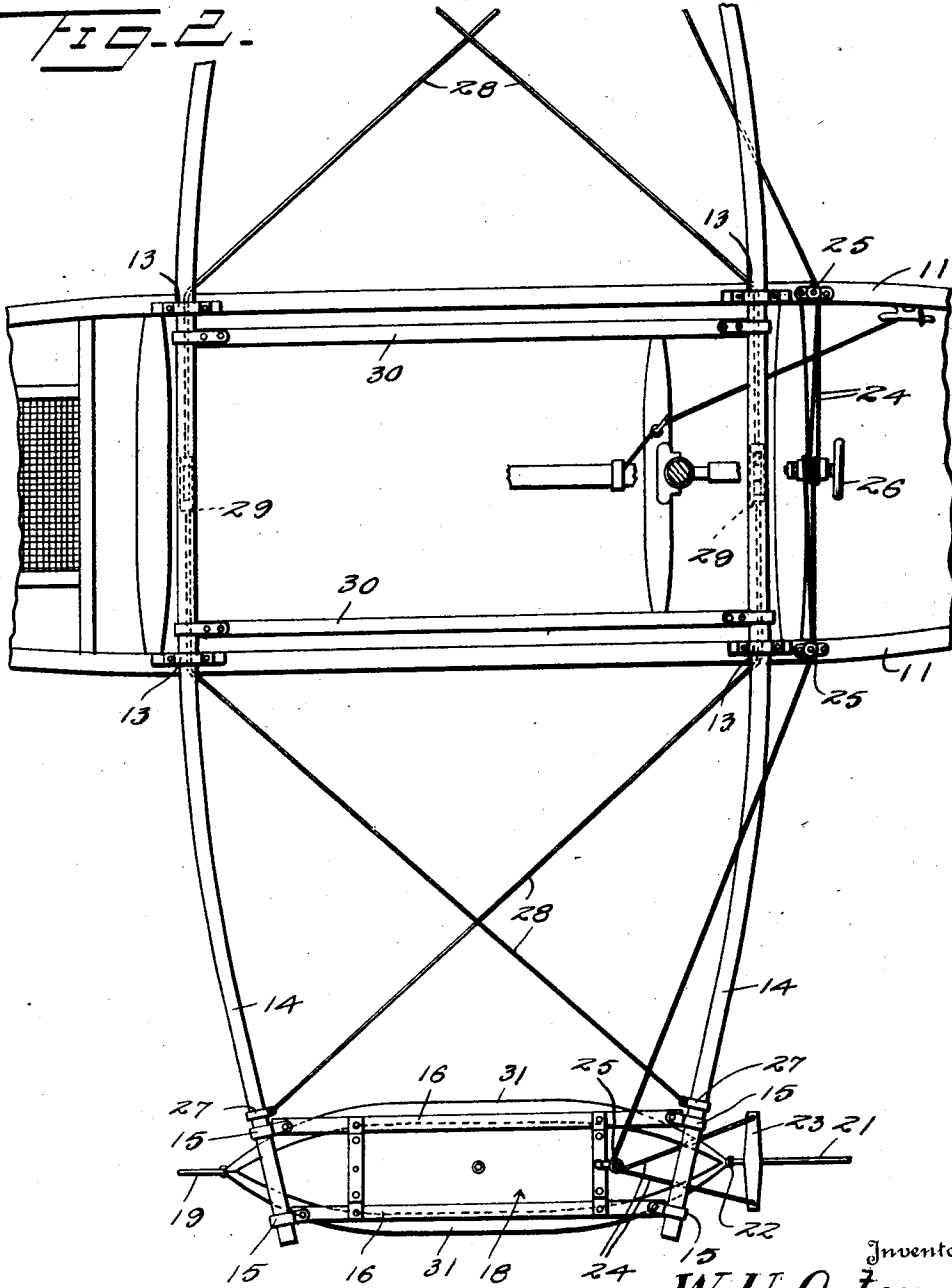
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Fig. 2.



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UNITED STATES PATENT OFFICE.

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BOAT STABILIZER.

Application filed April 22, 1926. Serial No. 103,919.

This invention relates to new and useful improvements in boats, and particularly to attachments for canoes.

Owners of canoes often equip them with sails, but due to the fact that canoe is narrow, any elevated weight, such as attaching masts and sails, causes tilting of the canoes, and capsizing thereof. Various means, such as comparatively deep keels, and the like have been secured to the canoes to prevent this tilting, but modifications to the canoes, amounting to rebuilding of same, has been necessary to accomplish this. Also, rudders have been attached to the canoes, to permit steering thereof, but this required marring the canoes by cutting or boring into the wood.

It is the principal object of the present invention to provide an attachment for a canoe, which can be quickly and easily applied thereto, without necessitating any modifications or alterations to the canoe.

Another object is to provide a device of this character which properly stabilizes the canoe, prevents drifting sidewise, and permits proper steering of the same, without necessitating changing the original form of the canoe, or marring any part thereof.

Other objects and advantages will be apparent from the following description when taken in connection with the accompanying drawings.

In the drawings:

Figure 1 is a side elevation of a portion of a canoe equipped with the invention.

Figure 2 is a top plan view of the same.

Figure 3 is an end view, the canoe being shown in section.

Referring particularly to the accompanying drawings, 10 represents a portion of the canoe, which is used with the present invention, and which has the gunwales 11.

Engaged with the gunwales are the clamps 12, each having a separable bearing portion 13 in which is clamped a portion of a bamboo or other flexible beam 14. There are four of these clamps, two on each gunwale, practically amidship, and two beams 14, said beams extending transversely of the canoe, with their ends extending at suitable distances beyond the sides of the canoe. The opposite ends of these beams 14 are bent toward each other, and carry the split collars 15. These beams may be parallel if desired. Connected to the ends of these collars are the

connecting rods 16 which extend between and space the ends of the beams the required distance apart. Carried by these rods 16, inwardly of their ends, and depending therefrom, are the hangers 17, which are secured to the floats 18. Each of these floats 18 is approximately circular in cross section, although they may be triangular if desired, and have their opposite ends tapering to points, as clearly seen in the drawings. Secured to the bottom of each float 18 is the keel 19, which extends throughout the length of the float, and upwardly at the forward end thereof. The rear end of the keel 19 is cut off vertically, as shown at 20, and hinged to said end is the rudder 21. The upper end of the stem 22, of the rudder is provided with a transverse arm 23, and connected thereto are the operating cords or wires 24, which extend around pulleys 25, carried by the rear hanger 17, and inwardly to the canoe, where they are properly connected with the wheel 26. On the beams 14, inwardly of the inner collars 15, are the collars or bands 27, and connected to each of these collars is one end of a wire cable 28. These cables extend in crossed relation between the beams 14, between the canoe and the floats, and have their inner ends connected by the turn buckles 29. The beams 14, inwardly of the clamps 12, are held in spaced relation by the spreader bars 30, which are connected to the beams in the same manner as the bars or rods 16. Carried by the opposite sides of the float, and extending longitudinally thereof, are the outwardly projecting fins 31, which serve to maintain the float in proper position on the water, and to prevent too great dipping thereof.

It will be particularly noted that the forward hangers 17 are somewhat shorter than the rear hangers whereby to dispose the forward ends of the floats at a slightly greater elevation, in the water, than the rear ends, with the result that said floats will offer less resistance to the water and thereby enhance their buoyancy.

The beams 14 possess sufficient flexibility to permit the floats to rise and fall with the waves, without affecting the position of the canoe, and yet stiff enough to affect the proper stabilization of the boat under varying conditions.

From the above it will be seen that I have provided a combination of a float, a

side drift preventing keel, and a rudder, as well as balancing fins on the floats.

It is further emphasized that the entire mechanism is clamped onto the canoe so that
5 should the device be removed, if not wanted, there would be no change in the original condition or form of the canoe. This renders the device applicable to any canoe, without any changes thereto.

10 What is claimed is:

1. An attachment for a canoe or the like craft comprising flexible beams for disposition transversely amidship of a canoe, means for clamping the beams to the gun-
15 wales of the canoe, spacing means between the ends of the beams, floats on the spacing means and extending between the ends of the

beams, keels on the floats, fins on the floats, and rudders on the keels and controlled from the canoe. 20

2. An attachment for a canoe comprising flexible beams for disposition transversely of a canoe, clamps on the beams for engagement with the gunwales of the canoe, spread-
25 ers between the canoe engaging portions of the beams, spreaders between the outer ends of the beams, floats connected with the outer spreaders, keels on the floats, fins on the floats, rudders on the floats, a steering means
30 on the canoe, and connections between the steering means and the rudders.

In testimony whereof, I affix my signature.

WILLIAM H. OSTEN.