

Nov. 18, 1930.

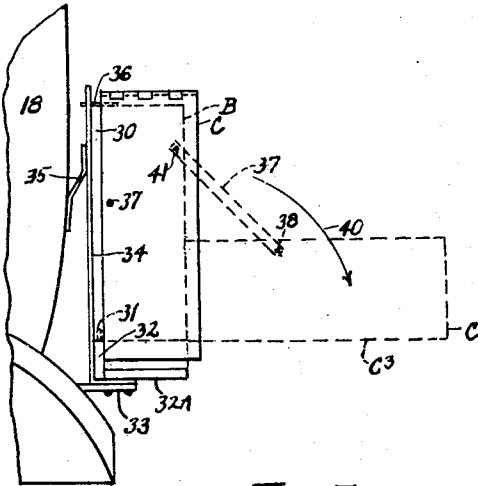
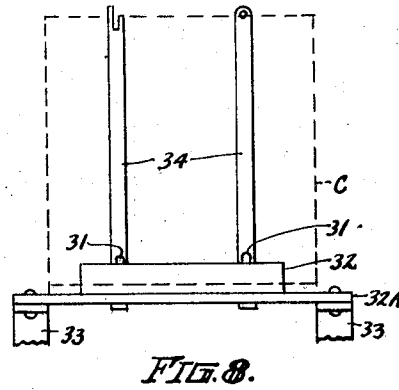
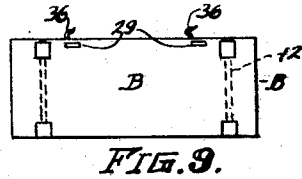
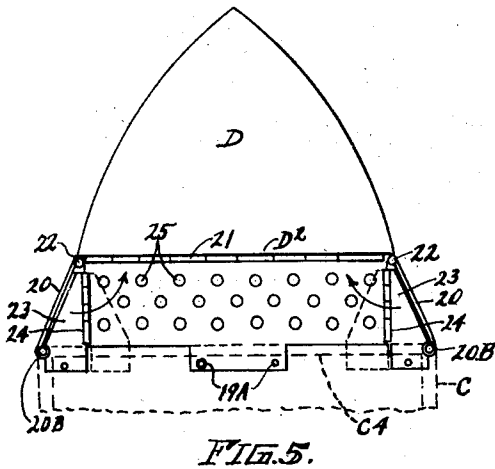
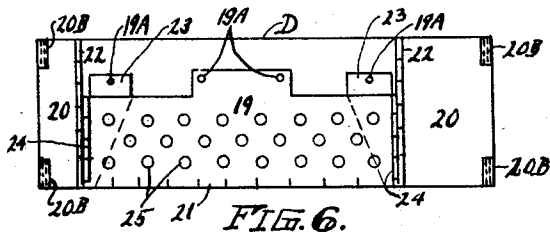
E. F. REESE

1,781,860

COMBINATION LUGGAGE CARRIER AND COLLAPSIBLE BOAT

Filed June 27, 1930

2 Sheets-Sheet 2



INVENTOR.

Edward F. Reese

 BY

David E. Carlson

ATTORNEY,

UNITED STATES PATENT OFFICE

EDWARD F. REESE, OF SOUTH ST. PAUL, MINNESOTA

COMBINATION LUGGAGE CARRIER AND COLLAPSIBLE BOAT

Application filed June 27, 1930. Serial No. 464,209.

My invention relates to a combination collapsible boat and carrier device and the main object is to provide a sectional, collapsible boat having structural features providing not only a practical boat but also means combined with a vehicle for mounting the boat thereon in two positions, one completely closed and the other as a practical luggage carrier. The boat, as such, embodies a number of other new and novel features all as hereinafter fully set forth, reference being had to the accompanying drawings, in which,—

Fig. 1 is a plan view of my device in readiness for use as a boat and Fig. 2 is a side elevation of Fig. 1. Fig. 3 is an enlarged perspective side view of the two front sections of the boat A and B separated to reveal certain details. Fig. 4 is an enlarged sectional view in vertical plane as on line 4—4 in Fig. 1 showing slidable hinge connection of sections B and C of the boat. Fig. 5 is an enlarged top or plan view of the stern section D of the boat as attached to the main section C, the latter shown in dotted lines. Fig. 6 is a front end elevation of Fig. 5 showing the section D with some of its connected hinged panels in folded position. Fig. 7 is a side elevation of the boat, collapsed, and mounted on a bracket device on the rear end of a motor vehicle, and Fig. 8 is a rear view of the vehicle bracket. Fig. 9 is a rear end elevation of boat section B, as on line 9—9, Fig. 1.

Referring to the drawings by reference letters and numerals, my boat comprises in all cases a stem end section A and a stern end D preferably pointed as shown at their extremities, the stern section D being a hollow watertight compartment. The said end sections have each a transverse inner wall securable to corresponding walls of the main boat sections B and C which are quadrangular and each of box-like appearance opening upwardly.

The quadrangular sections B and C are of course in alinement with the end sections A and D and section D is detachably securable to C and adapted to be placed within section A as indicated by dotted lines D in Fig. 1.

Section A (the stem end) is rigidly connectible to the outer end wall of section B by means of stake rods 10 slidably insertible downwardly through vertically spaced stake pockets 11 (in section A) and simultaneously through vertical bores 12 in the adjacent end wall of section.

There may be more than two intermediate boat-body sections as B and C, two being shown only for purposes of convenience in description. Three or more such sections would of course provide for a longer boat.

13 is a transverse bearing or hinge on the rear upper edge of stem-section A, inclosing a bearing rod 14 having an eye 14E at each end to slidably engage each a rod 15 fixed parallel to and above each side member B² of section B. Thus when the stakes 10 are removed, the stem section A may be raised pivotally on its eye-bearings 14 to vertical position shown dotted in Fig. 1. Then the section A may be slid rearwardly on rods 15 while being held upright, to the rear end of section B when the section may be dropped to lie wholly within the section B as shown dotted in Fig. 1. Section A is shown also in Fig. 2 in upright position (dotted) and moved part way back on rods 15. It will now be understood that the stem-end section is rigidly securable to the front wall of section B and detachable therefrom to be moved rearwardly and placed within the said section B.

Section C is also quadrangular as stated but slightly larger than B for the purpose of receiving the collapsed sections A and B within it.

The adjoining transverse walls of sections B and C are also connected rigidly by stake-rods 10 and pockets 11, and an intermediate upright bore for said stakes. The front wall of section C is designated C² and the adjacent wall of section B is designated B². Besides the rigid connecting means just described the said adjacent wall parts are further connected by two or more hinge plates 16, in each of which one leaf is fixed to the upper part of wall B² and the hinge part 16H is in a common plane with the upper edge of said wall, the other leaf being free and perforated to

described purpose. By disconnecting casing C from section B (Fig. 7) the former may be moved outwardly (rearwardly) with relation to fixed section B then swung downwardly to a horizontal position in direction indicated by arrow 40 (see dotted line position of C Fig. 7), the hinge member 16 sliding freely on the U-bar 17 permitting this movement. Then while the section C is out in horizontal position it is raised upwardly until its bottom C³ is about flush with the bottom end of member B, the latter remaining stationary on the vehicle bracket. Then the braces 37 are swung upwardly and toward member B to inclined position (shown dotted in Fig. 7) and their free ends engaged each on headed pin 41 or the like, fixed in the side walls of B either interiorly or exteriorly (shown interiorly in Fig. 1).

It is assumed of course that the free end of each brace 37 is formed in a hook shape or provided with means to frictionally engage its pin 41. Thus the casing or section is held in horizontal plane directed rearwardly from the vehicle bracket and providing carrying means for luggage of various kinds.

Either end of my boat may be considered as the stern end but it is preferred to have the buoyant chamber D at the rear end for the main reason that its water tight chamber is less subject to damage if the section A is used as the front end and in event of damage to said section A the buoyant section is still effective to keep the boat afloat.

A number of modifications may be embodied in details and structure without departing from the scope of my invention. As stated, a larger number of quadrangular sections may be used for longer type boat.

In Fig. 2 the connected sections are not in a straight line but slightly angular to each other providing slightly upwardly directed ends, a desirable condition for easy rowing and better riding qualities on rough waters.

I claim:

1. In combination a sectional, collapsible boat with quadrangular inner sections and suitably tapered end sections, means for holding said sections rigidly connected and in alinement for use as a boat, one of said quadrangular sections, the main section, adapted to retain the other quadrangular sections within it and one of said end sections permanently connected to the quadrangular section adjacent it, the other end section comprising a buoyant housing, and means for removably connecting the latter housing with the inner part of said housing in parallel but spaced relation to the adjacent quadrangular section.

2. The structure specified in claim 1, and a perforated floor extension hinged on said buoyant section and adapted to be fixed to the adjacent quadrangular section, side plates in upright planes also connecting the said buoy-

ant housing to the adjacent quadrangular boat section at its respective adjacent corners, said side plates and perforated bottom plate arranged to provide an upwardly opening chamber as set forth.

3. A sectional, collapsible boat comprising a number of alined quadrangular sections, each with a bottom and all opening upwardly, one of said quadrangular sections the main section, means slidably and hingedly connecting said sections and so arranged as to provide insertion of the other sections within the said main section, stem and stern sections connected to the outer ends of the outer quadrangular sections and adapted to be placed within their adjacent boat sections, all said collapsed sections arranged to be placed upright while within the main section, one of said quadrangular sections arranged to be folded outwardly from said upright position and means for holding the latter section in approximately horizontal plane.

4. A sectional, collapsible boat comprising a number of alined quadrangular sections, each with a bottom and all opening upwardly, one of said quadrangular sections the main section, means slidably and hingedly connecting said sections and so arranged as to provide insertion of the other sections within the said main section, stem and stern sections connected to the outer ends of the outer quadrangular sections and adapted to be placed within their adjacent boat sections, all said collapsed sections arranged to be placed upright while within the main section, one of said quadrangular sections arranged to be folded outwardly from said upright position and means for holding the latter section in approximately horizontal plane, and a bracket device with suitable base and upright members arranged to be fixed on a motor vehicle and means for removably mounting the collapsed boat in upright plane on said bracket device.

5. A collapsible boat comprising a number of quadrangular box-like sections all opening upwardly, means holding said sections rigidly in alinement, suitably tapered end sections securable rigidly one to each of the outer ends of the quadrangular sections, one of said end sections also opening upwardly and formed larger than the other end section to receive the latter within it, means for laying the thus combined end sections within one of the end quadrangular sections but in non-removable relation therewith.

6. A collapsible boat comprising a number of quadrangular box-like sections all opening upwardly, means holding said sections rigidly in alinement, suitably tapered end sections securable rigidly one to each of the outer ends of the quadrangular sections, one of said end sections also opening upwardly and formed larger than the other end section to receive the latter within it, means for

laying the thus combined end sections within
one of the end quadrangular sections but in
non-removable relation therewith, the small-
er of said end sections comprising a water
tight chamber, for the purpose set forth.
In testimony whereof I affix my signature.

EDWARD F. REESE.

10

15

20

25

30

35

40

45

50

55

60

65

Nov. 18, 1930.

M. J. RITTENHOUSE ET AL

1,781,861

RADIO RECEPTION APPARATUS

Filed Jan. 14, 1925

3 Sheets-Sheet 1

