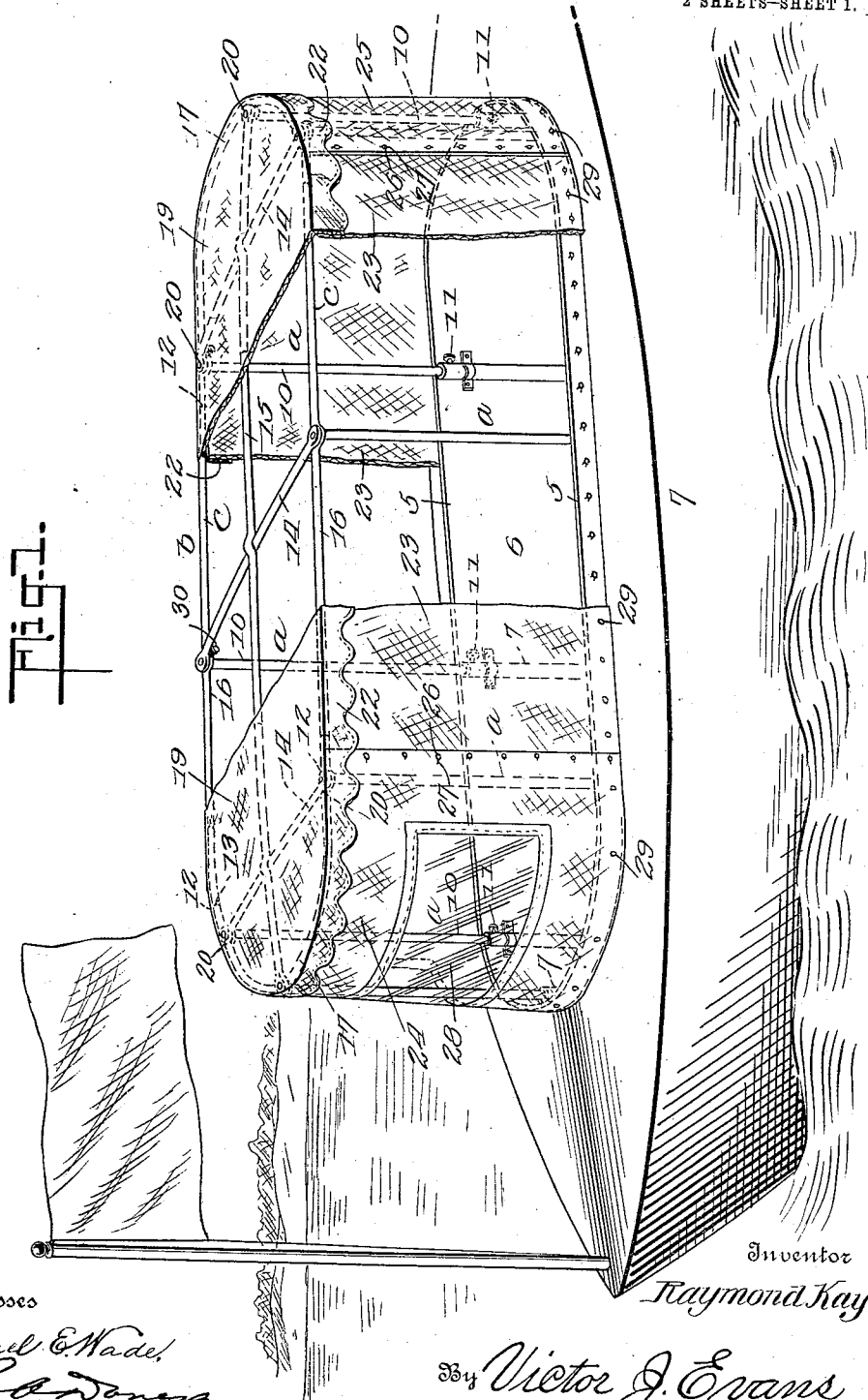


R. KAY.
CANOPY SUPPORT FOR BOATS.
APPLICATION FILED NOV. 18, 1911.

1,067,660.

Patented July 15, 1913.

2 SHEETS—SHEET 1.



Witnesses

Samuel E. Wade
John A. Donaghy

Inventor

Raymond Kay

By *Victor J. Evans*

Attorney

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Fig. 2.

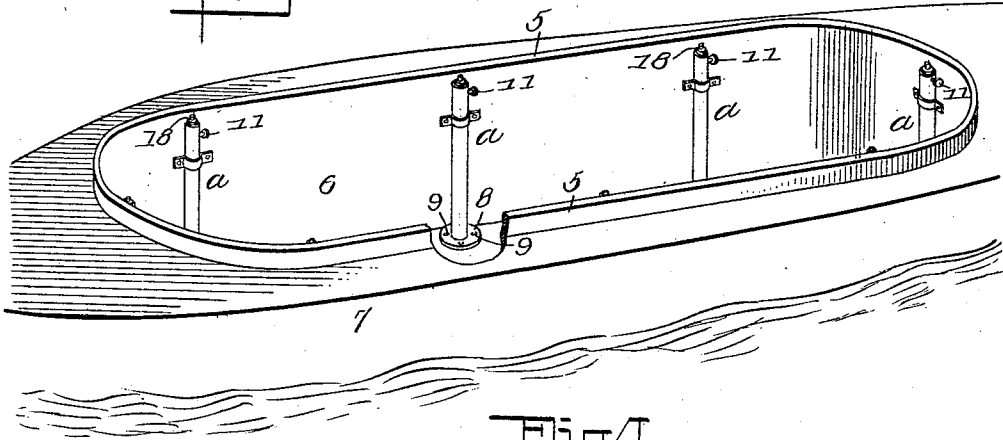
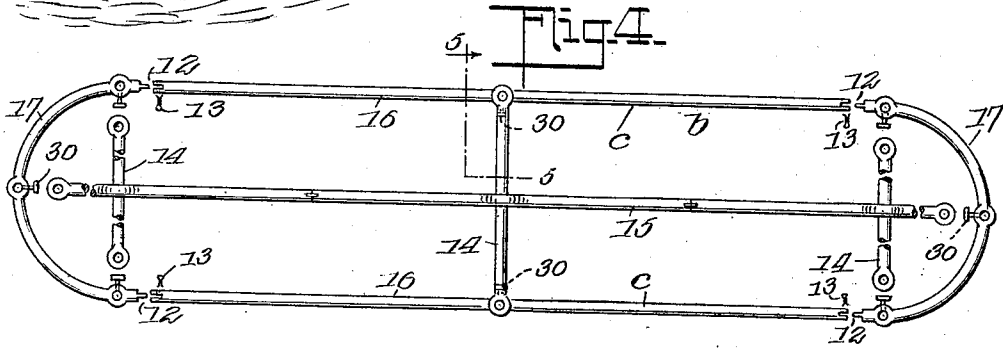
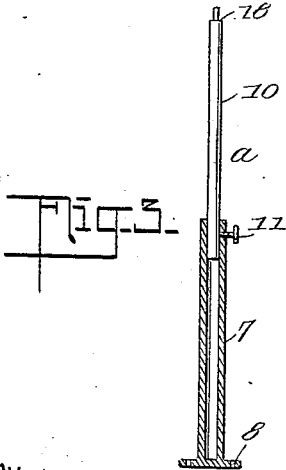
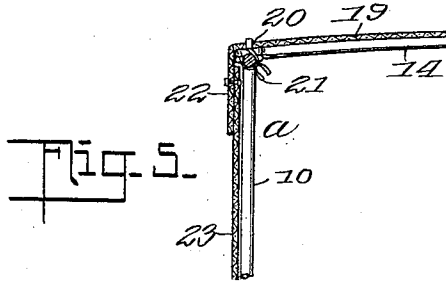


Fig. 4.



Witnesses
Samuel E. Wade.
John Anderson.

Inventor
Raymond Kay

By Victor J. Evans
Attorney

UNITED STATES PATENT OFFICE.

RAYMOND KAY, OF JACKSONVILLE, FLORIDA.

CANOPY-SUPPORT FOR BOATS.

1,067,660.

Specification of Letters Patent.

Patented July 15, 1913.

Application filed November 18, 1911. Serial No. 661,081.

To all whom it may concern:

Be it known that I, RAYMOND KAY, a citizen of the United States, residing at Jacksonville, in the county of Duval and State of Florida, have invented new and useful Improvements in Canopy-Supports for Boats, of which the following is a specification.

The general object of the invention is to facilitate the operation of erecting and dismantling boat canopies and to this end the invention resides in a collapsible frame to which the canopy is detachably secured.

Other objects will appear and be better understood from the following description taken in connection with the accompanying drawings, in which,

Figure 1 is a perspective showing a fragment of the canopy and the frame in set up position and also showing a fragment of the boat to which the device is applied. Fig. 2 is a perspective of the interior of the boat showing the position of the parts when collapsed. Fig. 3 is a detail partly in section of one of the stanchions. Fig. 4 is a detail plan of the canopy frame showing certain sections thereof detached. Fig. 5 is a sectional detail approximately on the line 5—5 of Fig. 4 with the canopy attached.

The stanchions *a* are telescopic and when collapsed will be substantially flush with the upper edge of the railing 5 which surrounds the pit 6 of the boat 7. The whole number of stanchions used will in all cases, depend on the size of the pit 5, therefore the number and disposition of the stanchions as shown will, of course, be understood as merely illustrative of one embodiment of the invention.

The lower sections 7 of the stanchions are adapted to be secured within the pit 6 and for this purpose each lower section 7 may have a base flange 8 which is adapted to be secured by suitable fastening devices, such as screws 9. The upper sections 10 are secured in their adjusted positions by the set screws 11, and when extended or projected these upper sections support the canopy frame *b*. The frame *b* is sectional, and tongue and groove connections 12 are provided for connecting the sections of the ridge portion *c* of the frame *b* the parts thereof being secured against displacement by suitable fastening means, such as cot-
55 ters 13.

The base contour of the frame may, if

desired, conform to the contour of the pit 6 and the frame is housed, that is to say the cross ribs 14—14 are substantially arcuate in contour and so also is the longitudinal or
60 main rib 15.

The upper ends of the sections 10 of the stanchions extend through openings in the side sections 16—16 and end sections 17—17 of the ridge *c* and are shouldered as at
65 18 to support the ridge. The upper end portions of the stanchions on either side of the pit 6 also pass through the ends of the cross ribs 14, while the bow and stern stanchions pass through the opposite ends of
70 the main rib 15.

The canopy 19 has marginal openings 20 which receive the upper ends of the sections 10 of the stanchions and suitable fastening devices such as straps 21, are secured to
75 the lower face of the canopy and are arranged so that they may be tied around the ribs 14 and 15, whereby, to secure the canopy to the frame.

22 indicates a skirt to which the upper
80 portions of the side curtains 23 are detachably connected, and the bow and stern curtains 24 and 25 are detachably connected by means of suitable fastening devices such as buttons 26, which take into button holes 27.
85

28 indicates a transparent panel in the bow curtain 24 and through which the helmsman may see when the bow curtain is lowered.

29 indicates a button and button hole connection between the lower sides of the side,
90 bow and stern curtains and the railing 5.

From the foregoing it will have been observed that the top or canopy may be readily attached to and detached from the frame,
95 so also may the frame be as readily attached to and detached from the stanchions. In this connection it will be observed that the frame is detachably secured to the stanchions by means of set screws or their
100 equivalents, 30 carried by the ridge *c*. When not in use, the various sections comprising the frame may be stowed in a comparatively small space in any convenient part of the boat or in fact these parts may be
105 wrapped by the canopy and the bundle thus formed, conveniently placed in any suitable locker. It will be further observed that when the device is not in use and the stanchions collapsed, there will be no unsightly
110 projections which would have a tendency to destroy the appearance of the craft.

What I claim as new is:

A boat canopy comprising a plurality of telescopic stanchions the free terminal of the upper section of each of which is reduced to form a pintle, a frame including
5 side sections, end sections removably connected to the side sections, transverse and longitudinal brace ribs, said side and end sections being formed with openings, said
10 brace ribs being terminally formed with openings to register with the opening in the side and end sections, the pintles of the

stanchions passing through said registering openings, and a fabric cover secured to the boat and overlying and bearing upon the 15 frame, whereby said cover will operate to hold said frame and ribs in connected relation with the telescopic stanchions.

In testimony whereof I affix my signature in presence of two witnesses.

RAYMOND KAY.

Witnesses:

ADA E. HARDY,

WM. A. McLEAN.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."