J. M. GIBBONS.

BOAT OR YACHT.

APPLICATION FILED NOV. 20, 1908.

919,343.

Patented Apr. 27, 1909.

2 SHEETS—SHEET 1.

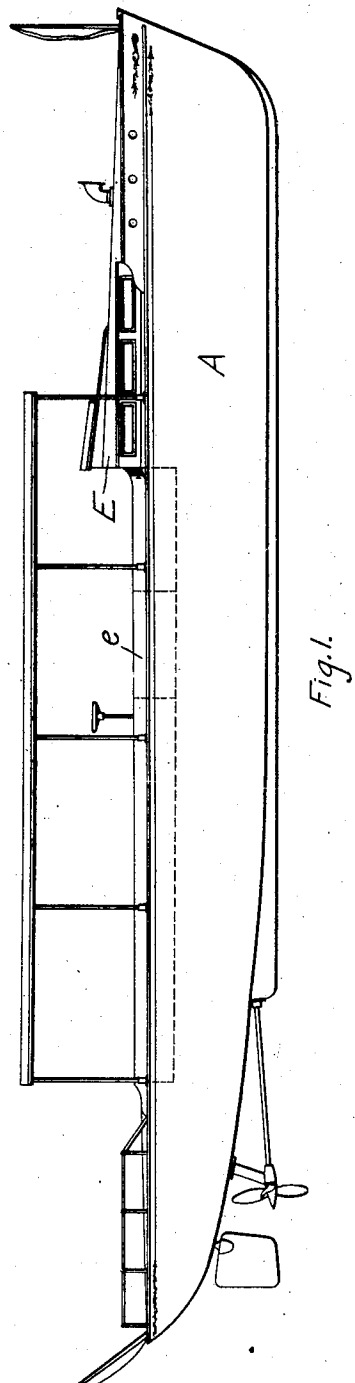


Fig. 1.

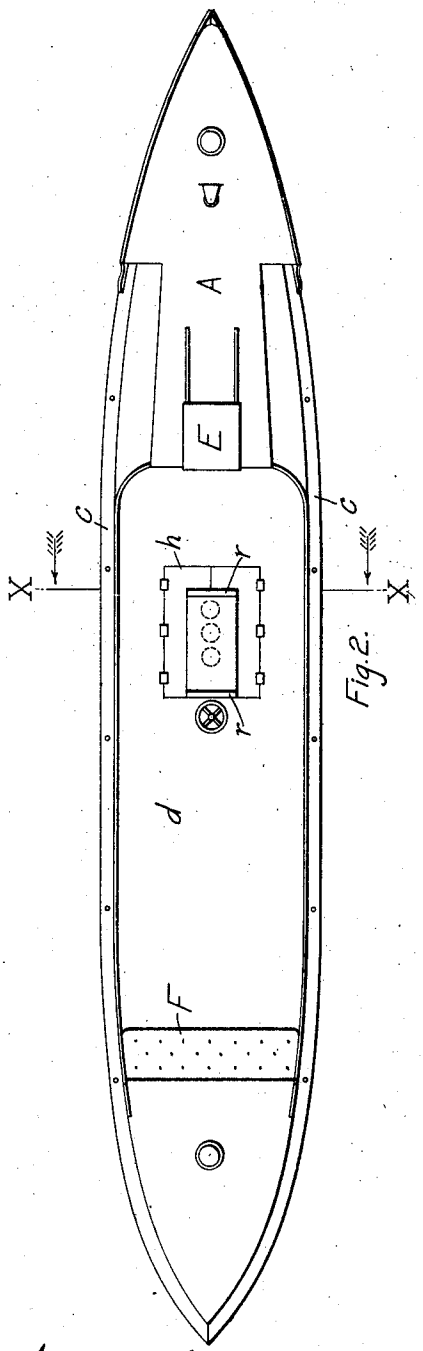


Fig. 2.

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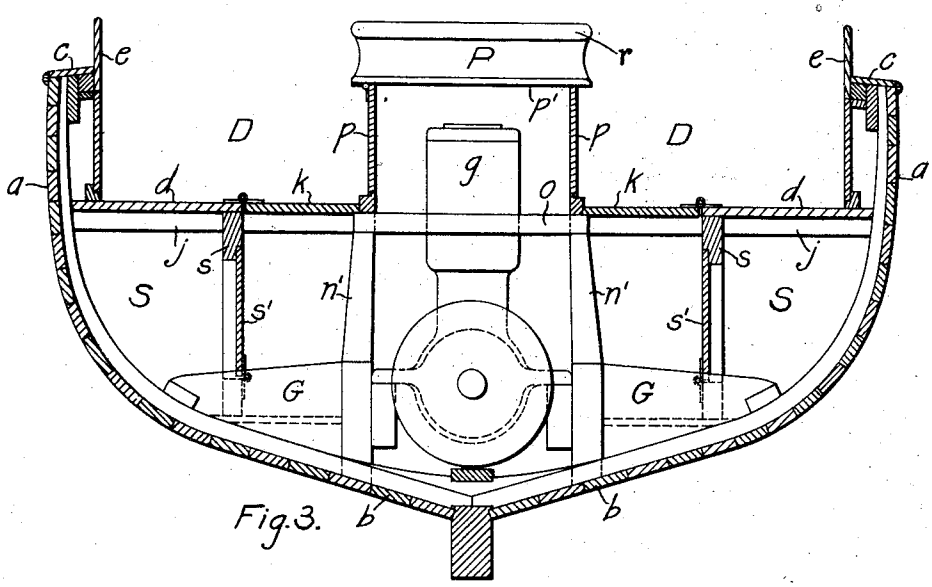


Fig. 3.

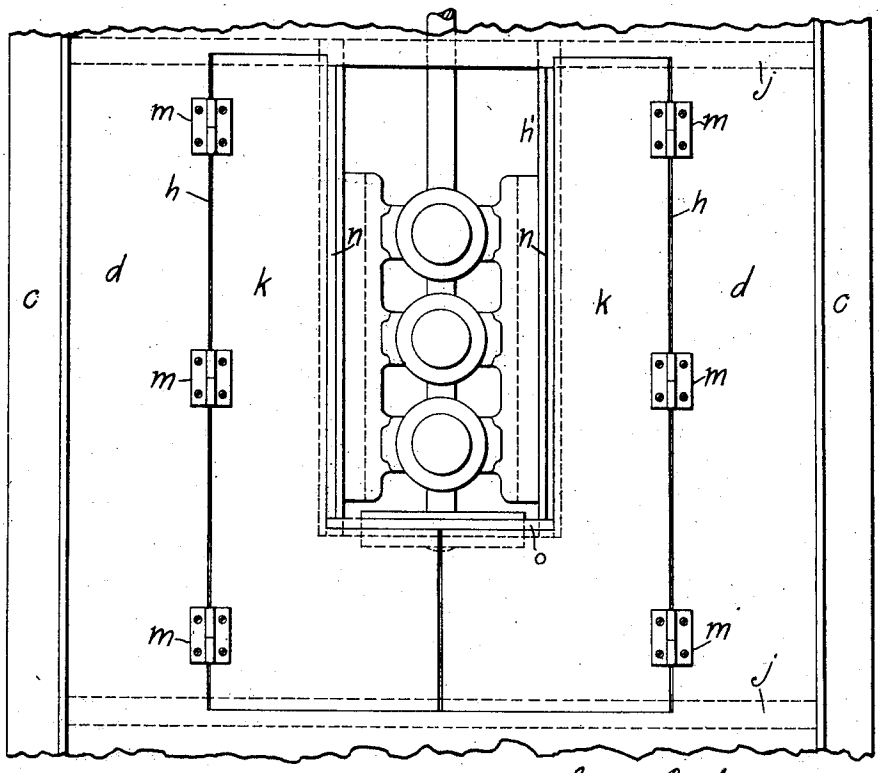


Fig. 4.

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BOAT OR YACHT.

No. 919,343. Specification of Letters Patent. Patented April 27, 1909.

Application filed November 20, 1908. Serial No. 463,724.

To all whom it may concern:

Be it known that I, JOHN M. GIBBONS, a citizen of the United States, and a resident of the city of New York, in the county and State of New York, have invented certain new and useful Improvements in Boats or Yachts, of which the following is a specification.

My invention relates to improvements in the construction of boats, or yachts, adapted to be propelled by motive power, such as explosive engines or electric motors.

Heretofore, it has been customary to place the engine in an engine-well provided fore and aft with partitions running across the boat, the engine-well being open to permit of easy access to the engine. With such construction it has been impossible to pass freely from the forward part of the boat to the rear, or vice versa, without stepping down into and out of the well. There is, moreover, a large waste of room while the exposure of the engine is dangerous to one passing back and forth.

In other constructions, it is sometimes customary to place the engine in a compartment by itself, either in the forward or in the rearward part of the boat. In this case, there is likewise a large waste of room.

The objects of my invention are, first, to construct a boat so as to utilize all the deck space of the boat; second, to avoid any exposure of the engine with the accompanying dangers; and, third, to provide locker-room in the space between the engine and the sides of the boat.

Further objects will more definitely appear from the detailed description to follow.

I accomplish the objects of my invention by the devices and means described in the following specification.

The invention is clearly defined and pointed out in the claims.

A structure embodying the features of my invention is illustrated in the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a side view of a boat or yacht showing by dotted lines the location of my invention or improvement. Fig. 2 is a top view of the boat or yacht with the canopy or top removed showing features of my invention. Fig. 3 is a vertical transverse section, enlarged taken on line *x x* of Fig. 2 looking in the direction of the arrows. Fig. 4 is a plan view, enlarged, of a part of the boat or yacht with the cover or seat over the engine removed.

Similar letters of reference refer to similar parts throughout the several views.

Referring to the drawings, A represents a boat or yacht of the usual construction, having sides *a a*, bottom *b*, gunwales *c c* and deck *d*. As is usual in boats of this construction, the deck *d*, which extends fore and aft, is built below the gunwales *c c* so as to form a sort of cock-pit D. This cock-pit D is provided with a combing *e*, extending upwardly from the deck and projecting somewhat above the gunwales. The cock-pit admits of entrance to the house or cabin E at its forward end, while the rear end of the cockpit is provided with a seat F.

In the bottom of the boat is the engine-bed G upon which is mounted a vertical explosive engine *g*. Owing to the shallowness of boats of this type and the proximity of the deck to the engine-bed, the top of the engine *g* projects upwardly through a rectangular opening *h* in the deck large enough to permit of free passage around the engine, thus forming a sort of engine-well therefor.

Running across the boat and secured to the under side of the deck *d* at the fore and rear ends of the opening *h* are the parallel beams or joists *j j*. These joists project beyond the edge of the opening *h* to support the ends of the trap-doors *k k* flush with the deck and secured thereto by hinges *m m m*. The trap-doors *k k* are of such shape that when closed they only partially close the opening *h* leaving a smaller rectangular opening h^1 through which the upper part of the engine projects. The inner edges of the trap-doors around the opening h^1 are supported by a frame consisting of two parallel beams or joists *n n* secured at their rear ends to the rear joist *j* while their forward ends are secured to a cross beam *o* supported by the uprights n^1 n^1 resting upon the engine-bed G.

In order to conserve deckroom and to avoid all dangers incident to the operation of the engine, I provide for the opening h^1 a seat or cover P, consisting of vertical sides and ends *p p* and a top p^1. This top p^1 is hinged to one of the vertical sides *p* so that it can be thrown back to permit of easy access to the engine, and it is further provided with arm-rests *r r*, the whole forming a seat over the engine.

Extending downwardly from the deck *d* to the engine-bed G or to the bottom of the

boat, are the partitions *s s*. These partitions are provided with hinged doors s^1 s^1, thus giving locker-space S S on each side of the engine. In case it is desired to have access to the engine, it is only necessary to throw back the trap-doors *k k*, and the seat P. When the trap-doors *k k* are closed, and the seat P in position, it is apparent that all the deck-space is available for seating room, while the space S below the deck is available for locker-room.

In the drawings, I have shown the engine placed substantially amidships. I do not, however, wish to be limited to this position of the engine, as the same may be placed either forward or aft, as desired. It is also apparent that my invention is capable of considerable structural variation, without, however, departing from the spirit of my invention.

Having thus described my invention, what I claim as new and desire to secure by Letters Patent, is:—

1. In a boat adapted to be propelled by an engine, the combination with the deck having an opening therein to form an engine-well, of a plurality of trap-doors to partially close said opening, partitions provided with hinged doors between said deck and the bottom of the boat to form locker space, and a movable seat adapted to cover the upper part of said engine, substantially as described.

2. In a boat adapted to be propelled by an engine, the combination with the deck having an opening therein to form an engine-well, of a plurality of trap-doors to partially close said opening, and a movable seat adapted to cover the upper part of said engine, substantially as described.

3. In a boat having an engine-bed in the bottom of said boat upon which is mounted a vertical engine and a deck having an opening therein to receive said engine, the combination of a plurality of movable closures to partially close said opening, partitions provided with hinged doors between said deck and said engine-bed to form locker-space, and a movable closure adapted to cover the upper part of said engine, substantially as described.

4. In a boat adapted to be propelled by a vertical engine, the combination with the deck having an opening therein to receive the engine, of a plurality of movable closures adapted to partially close the said opening around the engine, means for supporting said closures, and a cover adapted to cover said engine, substantially as described.

5. In a boat adapted to be propelled by a vertical engine, the combination with the deck having an opening therein to receive the engine, of a plurality of movable closures adapted to partially close the said opening around the engine, means for supporting said closures, a cover adapted to cover said engine, and longitudinal partitions between the deck and the bottom of the boat on each side of said engine, substantially as described.

6. In a boat provided with a cock-pit and adapted to be propelled by an engine, the combination of a cock-pit deck arranged to cover the shaft of the engine and having an opening to receive the engine, trap-doors flush with said deck to partially close said opening, and a closure to cover said engine.

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