

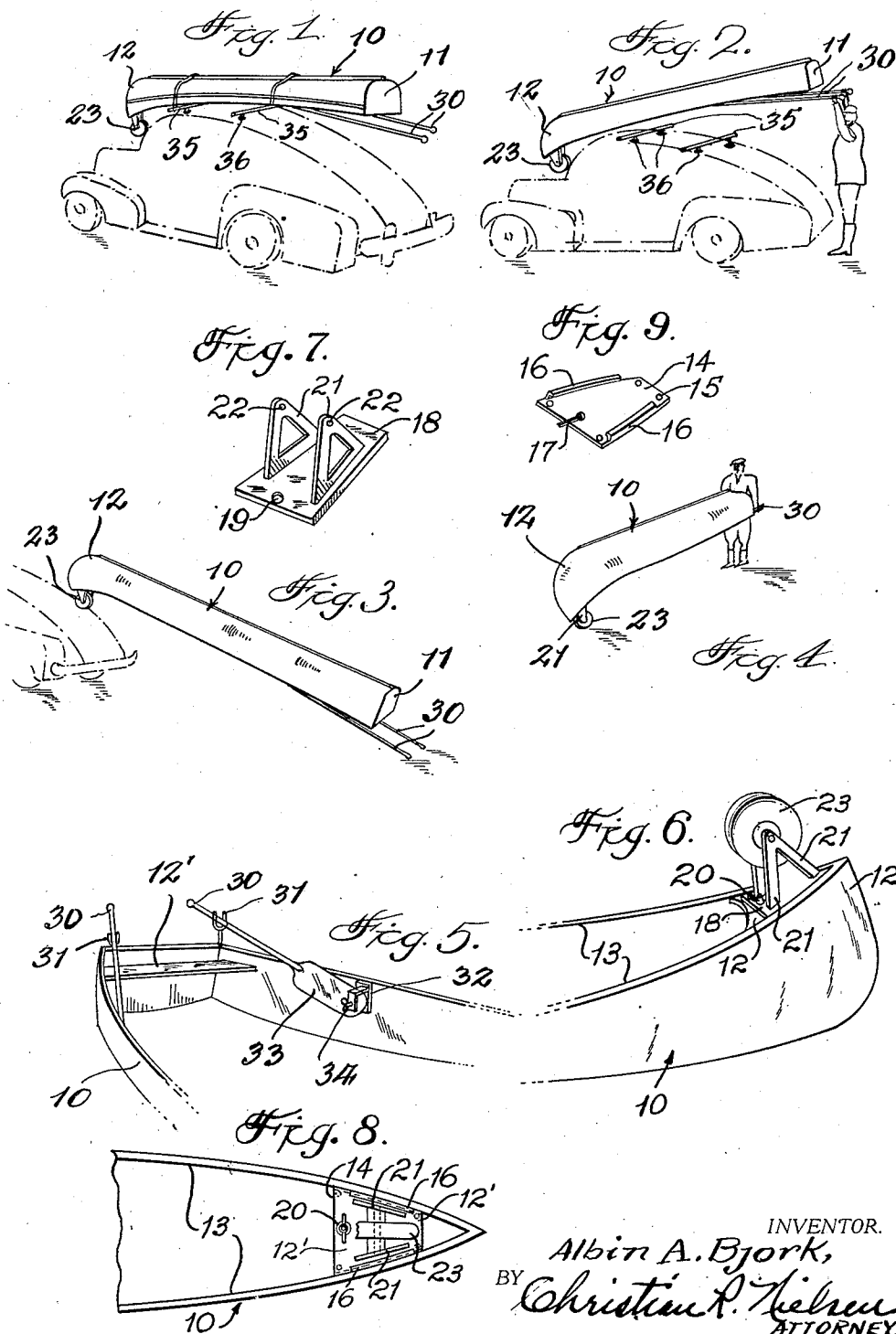
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A. A. BJORK

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BOAT WHEEL BARROW

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INVENTOR.

Albin A. Bjork,

BY

Christian P. Nielsen
ATTORNEY.

UNITED STATES PATENT OFFICE

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BOAT WHEEL BARROW

Albin A. Bjork, Ashland, Wis.

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The invention has for an object to enable the ready handling and portage of small boats, such as canoes and the like, by enabling the quick conversion of the boat into a barrow-like device having a wheel at one part upon which the boat may be rested, and handles at the opposite part which may be grasped to push the boat about upon the wheel.

It is a special aim of the invention to arrange this device in such manner that it may be readily used in placing a boat in inverted position upon the roof of an automobile, as well as enabling its ready portage by rolling it upon the ground from place to place.

A special aim of the invention is to provide a novel method of mounting a barrow wheel upon canoes and boats in either quick detachable form, or in a folding arrangement whereby the boat wheel will not interfere with use of the boat for ordinary purposes, as fishing, or paddling in the ordinary way, and so that the wheel will not be a conspicuous or objectionable projection upon the boat when the latter is in use upon the water. Another important aim of the invention is to provide a novel combination of paddle, boat and barrow wheel in such manner that the three coact to provide a unitary structure which may be rolled about upon the wheel.

Additional objects, advantages and features of invention reside in the construction, arrangement and combination of parts involved in the embodiment of the invention, as will be more readily understood from the following description and accompanying drawing, wherein

Figure 1 is a view showing the combined boat and barrow ready for portage, but inverted upon the roof of a passenger automobile shown in dotted outline.

Figure 2 is a similar view showing the manner of emplacement or removal of the boat upon such vehicle.

Figure 3 is a view showing a further stage in its removal, or an earlier stage in its emplacement.

Figure 4 shows the manner of moving or porting the boat by rolling it upon the barrow wheel.

Figure 5 shows the manner of connecting the paddles to the body of the boat for use as barrow handles.

Figure 6 is a detail of the mounting of the wheel upon the boat.

Figure 7 is a detail of the wheel brackets, adapted for engagement with the boat.

Figure 8 is a top view of the subject matter of Figure 6, with the wheels broken away in part.

Figure 9 is a perspective view of the base plate by which the bracket is removably mounted upon the boat.

There is illustrated a boat hull 10 of conventional form, in the present instance having a flat stern 11, although my invention is also applicable to canoes having both ends of the same shape as the bow 12 shown in the present boat. The bow of the boat in the present instance is constructed with a small deck 12', which due to the converging of the gunwales 13 is triangular in shape. As shown in Figures 6, 8 and 9, upon this deck there is a bed plate 14, which is made so as to be attachable to canoes already built, if desired, this plate being indicated at 14 is triangular, or frusto-triangular, and being of such shape that it may be readily accommodated on the decks of canoes or the like. It is provided with a series of perforations 15 by which it may be held to the deck with screws, and along each edge the metal of the plate is turned upwardly and inwardly, to form returning flanges 16 for a purpose to be indicated.

In the rear transverse edge portion of the plate 14, a swivelled bolt 17 is pivoted and mounted, adapted to be swung upwardly at times, when required, and at other times to lie in rearwardly extended position, as in Figure 9, lying in a rear slotted portion of the plate.

A bracket plate 18 is provided, of a size adapted to be moved forwardly into a tight fit between the retaining flanges 16 and under the in-turned portions thereof, corresponding substantially to the form of the plate 14, first mentioned. In its rear edge portion an aperture or slot is formed centrally, as at 19, and after the plate 18 is pushed into position upon the bed plate 14, the bolt 17 is raised, and a thumb screw 20 screwed downward thereupon, as shown in Figure 8, to hold the bracket plate 18 in position. Upon the plate 18, two triangular brackets 21 are mounted at each side, in parallel alinement, each having a bearing 22 at its upper part, in which the axle of a wheel 23 is trunnioned at respective ends, as shown in Figure 6.

As shown in Figures 1 to 5, paddles 30 are provided, which may be of conventional form, and on each side of the boat at the stern, oar locks 31 are mounted, while forwardly of the stern a distance and secured upon the inner sides of the boat, brackets 32 are mounted, one only being shown, these brackets being retained permanently upon the sides of the boat, and being arranged for releasable engagement with the blade of the paddle when desired. The bracket, in the present

instance, at 32, is substantially in the form of an inverted U, the arms being of sufficient length to receive a substantial part of the blade 33 of the paddle, one arm being secured against the side of the boat as shown, in any approved manner, while the other is provided with a thumb-screw 34, or the like, which may be screwed inwardly against the blade of the paddle when set within the bracket arms, as shown in Figure 5.

For portage purposes, two paddles 30 are provided, and in order to move the boat, the blades of the paddles are engaged in the brackets 32 and secured by means of the clamp screw 34, while the handle portions of the paddles are laid in the oar-locks 31, as shown in Figure 5.

In the case of the wheel mountings of Figures 6 to 9 inclusive, the bracket plate 18 with its wheel mounted thereon is set upon the bed plate 14 and pushed forwardly until the edges of the plate 18 are firmly engaged under the overhanging edges 16 or flanges of the plate 14, after which the fastening bolt 19 is raised and the wing nut 20 screwed downwardly upon the plate 18 so as to hold the bracket and wheel firmly in position as shown in Figure 6. The paddles having been secured in position as shown in Figure 5, the boat may then be inverted until its bow is supported in the wheel 23, as shown in Figure 4, and the rearwardly projecting ends of the handles of the paddles 30 are grasped by the porter, as also shown in Figure 4. The device may be thus pushed forwardly upon the wheel 23 and guided in the same manner as a wheel-barrow.

In order to place the boat upon a vehicle, it may be inverted after the proper positioning of the wheel and handles of the paddles, and in the case of a car with a long sloping back, the bow end may be swung into position so that the wheel may rest upon the sloping back of the vehicle, as shown in Figure 3, after which it may be pushed forwardly until the gunwales rest upon the roof of the car. In order to avoid marring the finish of the automobile, a common form of luggage brackets may be provided upon the top of the car to support the boat, and in Figures 1 and 2, there are illustrated members of such a

luggage carrier, consisting in two transverse bars 35, having suction cups 36 on their lower sides which may be removably secured upon the surfaces of the car in the desired positions in the manner familiar in the use of such suction cups.

In such case, after the positioning of the boat as shown in Figure 3, it may be rolled forwardly until the wheel passes over both brackets 35, substantially to the position shown in Figure 2, after which the rear portion of the boat may be lowered until the gunwales rest upon the bars 35, as shown in Figure 1. If preferred, the bow end portion of the boat may be raised and swung into position with the wheel resting upon the hood portion of the vehicle, then the stern portions swung around and over the body of the vehicle while the boat is inverted, to the positions shown in Figure 1. In order to remove the boat, the operation for its emplacement may be reversed, as will be understood. Other procedure for emplacement and removal of the boat from a vehicle may suggest themselves to those accustomed to handling boats and canoes, as will be appreciated.

While I have disclosed my invention in detail in its best form known to me, it will, nevertheless, be understood that this is purely exemplary, and that various modifications in the construction, arrangement and combination of parts may be made therein without departing from the spirit of the invention, except as more specifically limited in the appended claims, wherein I claim:

1. In combination, a boat hull having a forward deck, a base plate on the deck having inturned edge portions, a wheel mounting having a bracket plate adapted to set snugly between said inturned edge portions, the wheel mounting being constructed and adapted to project above the deck so as to engage the ground when the boat is inverted, an oar element at respective sides of the boat and projecting beyond the stern thereof and releasable means for holding each oar element in such position.

2. The structure of claim 1 in which the base plate and bracket plate include releasable fastening means.

ALBIN A. BJORK.