

(No Model.)

W. P. MILLER.
CABIN FOR BOATS.

No. 550,418.

Patented Nov. 26, 1895.

Fig. 1.

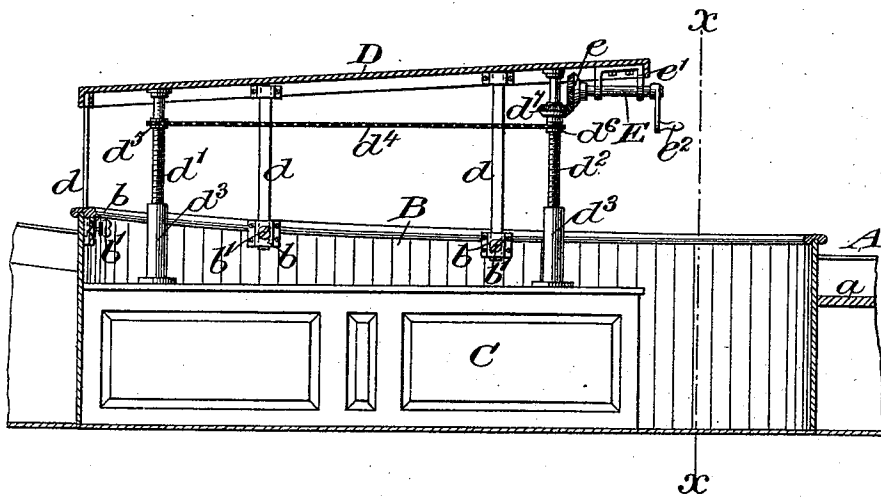
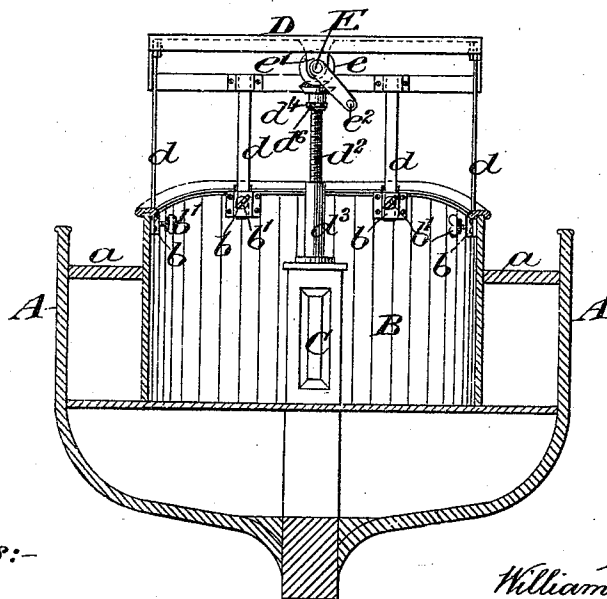


Fig. 2.



Witnesses:-
George Barry,
A. B. Seward.

Inventor:-
William P. Miller
by attorneys
F. W. Howard

UNITED STATES PATENT OFFICE.

WILLIAM P. MILLER, OF HEMPSTEAD, NEW YORK.

CABIN FOR BOATS.

SPECIFICATION forming part of Letters Patent No. 550,418, dated November 26, 1895.

Application filed April 5, 1895. Serial No. 544,566. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM P. MILLER, of Hempstead, in the county of Queens and State of New York, have invented a new and useful Improvement in Cabins for Boats, of which the following is a specification.

My invention relates to an improvement in cabins for boats, and relates more particularly to a roof or top for a cabin, which may be easily raised and lowered.

A further object is to provide a very simple and effective means for raising and lowering the cabin-roof, and one in which when the cabin-roof is adjusted vertically it can be rigidly secured in such adjustment.

A practical embodiment of my invention is represented in the accompanying drawings, in which—

Figure 1 is a longitudinal central section through the cabin and its roof, the means for raising and lowering the roof of the cabin being shown in side elevation; and Fig. 2 is a transverse vertical section through the cabin on the line xx of Fig. 1, the roof and the adjusting mechanism being shown in end elevation.

The craft, which may be a yacht or other form of boat, is designated by A, and it is provided with a suitable cabin B, which cabin in the present instance projects a short distance above the deck a of the boat. The center-board trunk is denoted by C and is located longitudinally along the cabin, as is usual. The roof or cover of the cabin is denoted by D, and is supported by suitable posts d and screws d' d^2 . There are preferably two of these screws, and they engage suitable hollow standards d^3 , screw-threaded on their interiors and secured in the present instance to the top of the center-board trunk C. These screws are attached to the roof or top D of the cabin in such a manner as to be capable of turning therein. These screws d' d^2 are caused to turn together by means of a sprocket-chain d^4 , which runs over suitable sprocket-wheels d^5 d^6 on the said screws d' d^2 . The screw d^2 is provided with a bevel-gear d^7 , which intermeshes with a bevel-gear e on the end of a shaft E, the said shaft E being supported in a suitable bracket e' , which is secured to the roof D, and is provided with a crank-handle e^2 . The shaft E is rotated as the handle

e^2 is turned and, by reason of its bevel-gear engagement with the screw d^2 and the sprocket-chain connection between the screws d^2 and d' , it will turn the screws d^2 d' , and thereby raise or lower the roof D, according to the direction in which the crank-handle e^2 is turned.

The posts d (in the present instance six are shown) are secured at their upper ends to the roof D and have a sliding engagement in fixed guides b , which guides are secured to the sides of the cabin B. When the roof is adjusted to the desired height, it is rigidly held in position by means of suitable thumb-screws b' in the guides b , which engage the posts d and clamp them in the guides b .

It will thus be seen that when it is desired to lower the roof of the cabin, as when racing, so that it may not catch the wind, the thumb-screws b' are loosened and the shaft E is rotated, thereby lowering the roof down to or nearly to the coamings along the sides of the cabin.

While I have shown the standards d^3 as secured to the top of the center-board trunk, it is evident that when the adjustable roof is applied to cabins of boats of the keel type these standards might be secured to the floor of the cabin itself.

The number of posts may of course be varied to suit the different requirements of roofs of varying sizes, as may be desired.

It is evident that slight changes might be resorted to in the construction and operation of the several parts without departing from the spirit and scope of my invention. Hence I do not wish to limit myself strictly to the structure herein set forth; but

What I claim is—

1. The combination with a boat, of a cabin roof and means for raising and lowering the roof comprising a screw threaded standard secured to the cabin, a screw secured at its upper end to the cabin roof, so as to turn freely therein, its lower end being engaged with the screw threaded standard, and an operating shaft mounted on the cabin roof and geared to the said screw for rotating it, whereby the cabin roof is raised and lowered, substantially as set forth.

2. The combination with a boat, of a cabin roof, mechanism for raising and lowering the roof, supporting posts secured to the roof and

having a sliding engagement with the sides of the cabin, and clamps engaging the said posts for rigidly securing the roof in its various vertical adjustments, substantially as set forth.

5 3. The combination with a boat, of a cabin roof and means for raising and lowering the roof, comprising standards secured to the cabin, screws engaging the standards and geared to turn together, and an operating
10 shaft geared to one of the screws, whereby as the shaft is rotated the roof is raised or lowered, substantially as set forth.

4. The combination with a boat, of a cabin roof, means for raising and lowering the roof,

comprising suitable standards, screws engag- 15
ing the standards, a sprocket chain connection between the screws, whereby they are caused to rotate simultaneously, an operating shaft mounted on the roof and a bevel gear
20 connection between the said shaft and one of the screws, whereby as the shaft is rotated the roof is raised or lowered, substantially as set forth.

WILLIAM P. MILLER.

Witnesses:

FREDK. HAYNES,
GEORGE BARRY.