Feb. 20, 1923. 1,445,792

A. E. OLSON

SECTIONAL BOAT

Filed Sept. 20, 1922 2 sheets-sheet 1

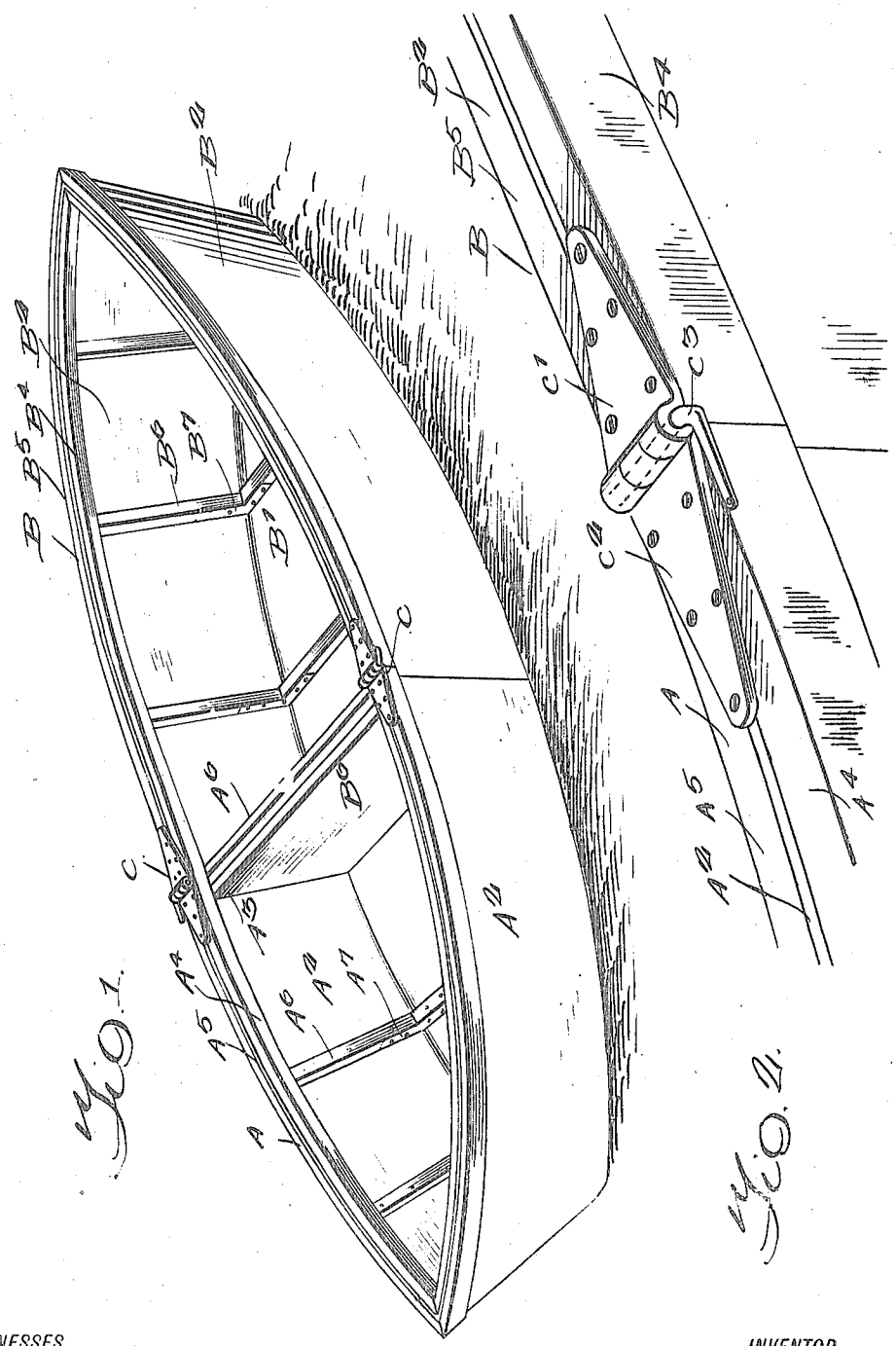


Fig. 1.

Fig. 2.

WITNESSES

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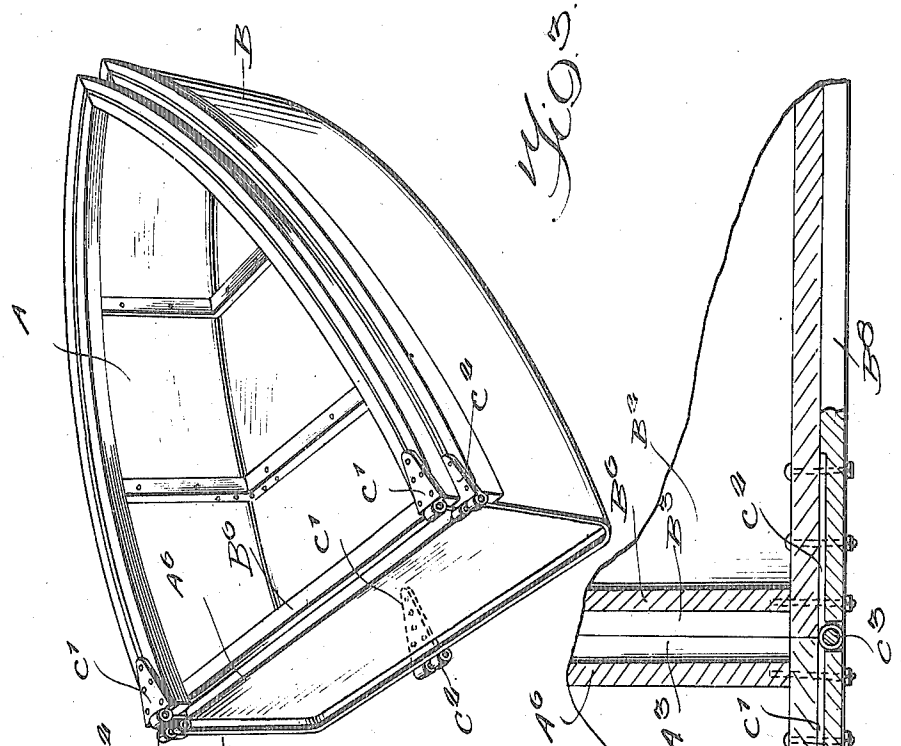


Fig. 5.

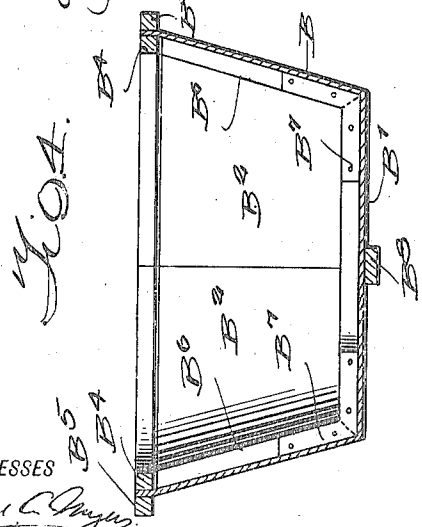


Fig. 4.

Fig. 5.

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UNITED STATES PATENT OFFICE.

ADNA E. OLSON, OF HOLTON, MICHIGAN.

SECTIONAL BOAT.

Application filed September 20, 1922. Serial No. 589,388.

To all whom it may concern:

Be it known that I, ADNA E. OLSON, a citizen of the United States, and resident of Holton, in the county of Muskegon and State of Michigan, have invented certain new and useful Improvements in Sectional Boats, of which the following is a specification.

This invention is a boat made of a plurality of detachably secured together sections, and it consists in the combinations, constructions and arrangements herein described and claimed.

An object of my invention is to provide a boat which comprises a plurality of sections adapted to be disassembled and packed into small compass for storage or transportation and assembled at will without the use of any tools for use in the same manner as a boat of ordinary construction.

A still further object of my invention is to provide a sectional or knock-down boat of the character specified, the sections of which are adapted to be arranged in nested relation, whereby they may be supported upon the running board of an automobile or in a like place for transportation from place to place.

Other objects and advantages will be apparent from the following description, when considered in conjunction with the accompanying drawings, in which

Figure 1 is a perspective view of a boat embodying my invention,

Figure 2 is a relatively enlarged fragmentary perspective view, showing the meeting ends of the sections of the boat in connected together relation,

Figure 3 is a perspective view showing the sections of the boat detached from each other and nested for storage or transportation,

Figure 4 is a transverse sectional view through one of the sections of the boat, the view being taken substantially along the line 4—4 of Figure 1, and

Figure 5 is a relatively enlarged fragmentary longitudinal vertical section through the meeting end portions of the sections of the boat.

A boat embodying the invention in the form now generally preferred by me comprises two complementary sections, A and B respectively, and a plurality of fastening devices indicated generally at C for releasably securing the sections A and B together.

The section A comprises a shell consisting of a bottom A^1, sides A^2, a bulk-head or end section A^3 and means for securing and holding the sides, bottom and bulk-head section together. Any suitable known fastening means, such as nails, may be used to secure the sides A^2, the bottom A^1 and the end or bulk-head section A^3 together to form a water-tight shell, and these parts are further secured together and stayed by a frame consisting of inner and outer longitudinal frame members A^4, A^5 respectively, and transverse frame members or ribs A^6. The frame members A^6 may be reinforced or strengthened by metallic reinforcing bars A^7 secured thereto.

The section B comprises a bottom B^1, sides B^2, an end or bulk-head section B^3 and means for securing and holding such parts together to form a water-tight shell, the fastening and holding means including longitudinal frame members B^4 and B^5, transverse frame members or ribs B^6, and reinforcing or strengthening metallic bars B^7.

The sides of the section A converge together from their points of juncture with the end or bulk-head section A^3. The sides B^2 of the section B diverge slightly from their points of juncture with the bulk-head or end section B^3 for a relatively short distance and then converge toward the other end of the section. The length of the section B is greater than that of the section A. The width of the section B at the end thereof containing the bulk-head or end portion B^3 is the same as the width of the section A at the end of the latter containing the end or bulk-head section A^3. However, the width of the section B at its widest point which is located a short distance from the end containing the bulk-head section B^3 is sufficiently great to receive the widest portion of the section A. The relative length of the sections A and B are such that the section A and the section B may be nested, the section A interfitting the section B, as illustrated in Figure 3. However, when the sections A and B are arranged in respect to each other as illustrated in Figure 1, the bulk-head sections A^3 and B^3 will be disposed in flatwise contiguous coincident relation in respect to each other and the remaining corresponding parts of the two sections

at the meeting ends thereof will likewise abut each other so that the longitudinal axes of the two sections will be aligned.

Each of the fastening devices C comprises a pair of hinge plates or leaves C^1 and C^2 respectively, and a locking key C^3 for releasably holding the hinge or latch plates or leaves C^1 and C^2 together. The hinge or latching plates or leaves C^1 and C^2 are secured to the sections A and B at the meeting ends thereof and one of these sections or leaves is provided with an extending sleeve portion adapted to be interposed between spaced sleeve portions on the other plate or leaf. The locking key or pin C^3 includes a curved pintle portion adapted to be projected through aligned sleeve portions of the plates or leaves of each pair and a laterally extending handle portion adapted to be grasped to effect rotation of the pintle portion through approximately 180°. The curved pintle portion will be in frictional engagement with the inner walls of the sleeve portions of the hinge or latching plates when the handle portion is in a certain position and the bulk-head or end section of the two boat sections will then be clamped tightly together in flatwise contiguous relation, the meeting ends of the bottom, and sides of both sections likewise being clamped together in close abutting relation in respect to each other. When the handle portion of the locking key has been turned 180° from the locking position, the pintle portion thereof may be withdrawn to permit separation of the boat sections A and B. Any desired number of the fastening devices C may be provided. I preferably provide fastening devices C at the upper edges of the sides of the boat and along the keel of the boat, the last named fastening device being secured between the bottoms of the boat sections and keel strips A^8 and B^8 secured thereto, as clearly shown in the drawings. The fastening device C secured along the keel of the boat may be larger than the other fastening devices C.

From the foregoing description of the various parts of the device, the operation thereof may be readily understood. When the sections A and B are secured together in the manner described, a unitary boat structure for use in the same manner as a boat of ordinary construction is provided. When it is desired to transport the boat from place to place or to store the boat the sections A and B may be separated and arranged in nested relation, the section A interfitting the section B as shown in Figure 3. The nested sections are then adapted to be supported upon the running board of an automobile or stored away without taking up much space.

Obviously, my invention is susceptible of embodiment in forms other than that illustrated in the accompanying drawings, and I therefore consider as my own all modifications and adaptations of the form of the device herein disclosed, which fairly fall within the scope of the appended claims.

I claim:—

1. A boat comprising two complementary sections, each of which consists of a bottom, a pair of symmetrical sides converging together at one end and being spaced apart at the other end of the section and an end or bulk-head section extending between the sides at the spaced apart ends of the latter and being secured to the bottom along one edge of the latter, and means for securing said boat sections together with said bulkhead sections in flatwise contiguous coincident relation, and with the meeting ends of the bottoms and corresponding sides of said boat sections in abutting relation in respect to each other, said securing means comprising spaced apart pairs of complementary fastening plates, said fastening plates being secured to said boat sections at the meeting ends thereof, one of said fastening plates having a sleeve portion at one end thereof adapted to be interposed between spaced apart sleeve portions on the proximate ends of the cooperating fastening plates, and a curved pintle for releasably securing said fastening plates together, said pintle having a laterally turned end portion.

2. A boat comprising two complementary sections, each of which comprises a bottom, a pair of sides converging together at one end and being spaced apart at the other end of the section and bulkhead, said bottom, sides and bulkhead being secured to one another, a keel strip on the outer face of the bottom of each section and terminating short of the plane of the bulkhead of the section, cooperative fastening elements carried by the keel portions of the two sections, each of said fastening elements having an attaching portion secured between the bottom of one of the sections and the keel strip thereon and an engaging portion located at the said one end of the keel strip and between the plane of the outer face of the keel strip and the bottom, said engaging portions of the two sections being adapted to co-engage when the two sections are arranged in alinement with the bulkheads in flatwise contiguous relation, and other cooperative fastening elements carried by the sides of the sections.

ADNA E. OLSON.