

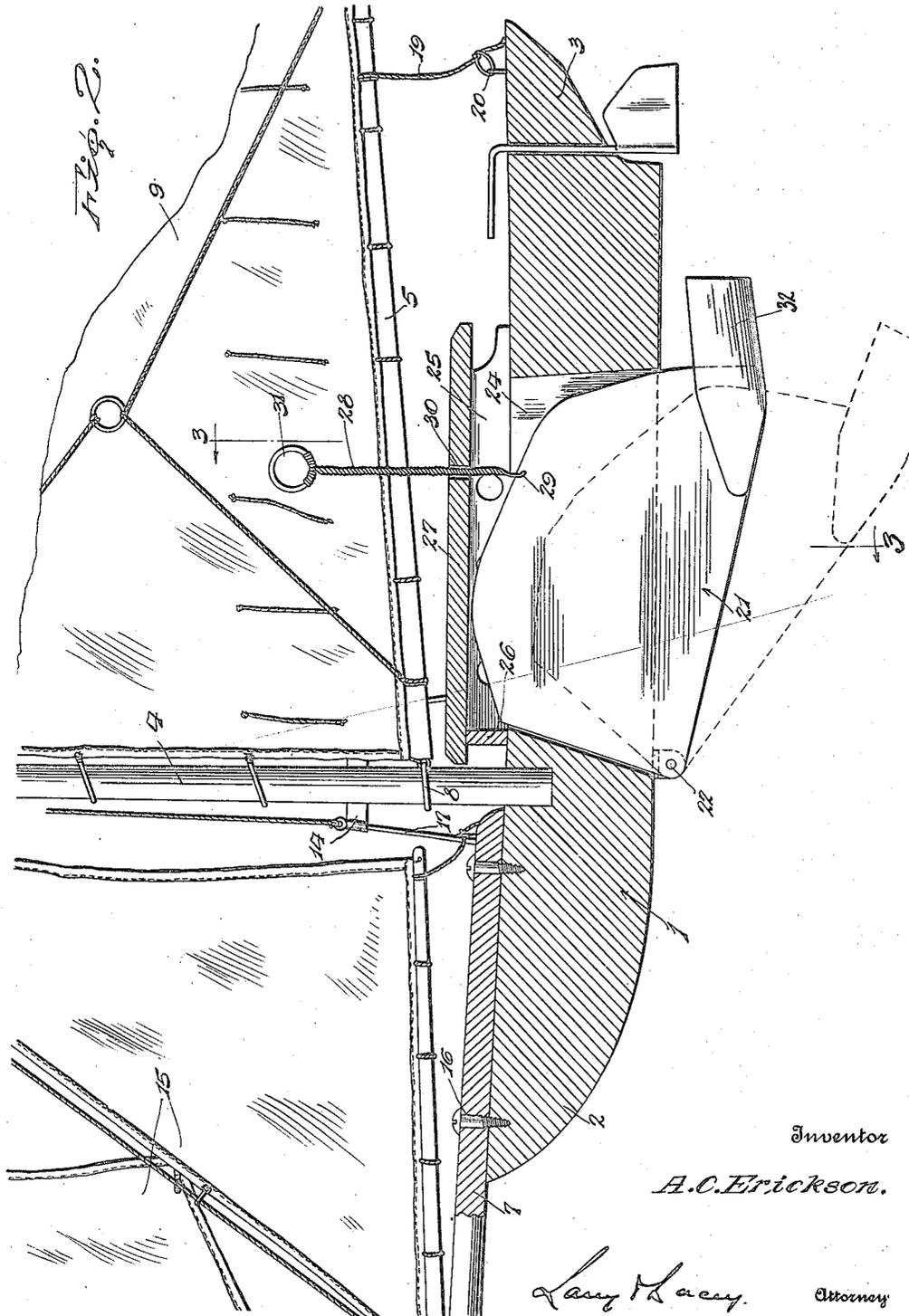


Mar. 20, 1923.

A. C. ERICKSON.  
TOY SAILBOAT.  
FILED SEPT. 19, 1921.

1,449,274.

3 SHEETS—SHEET 2.



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*A.C. Erickson.*

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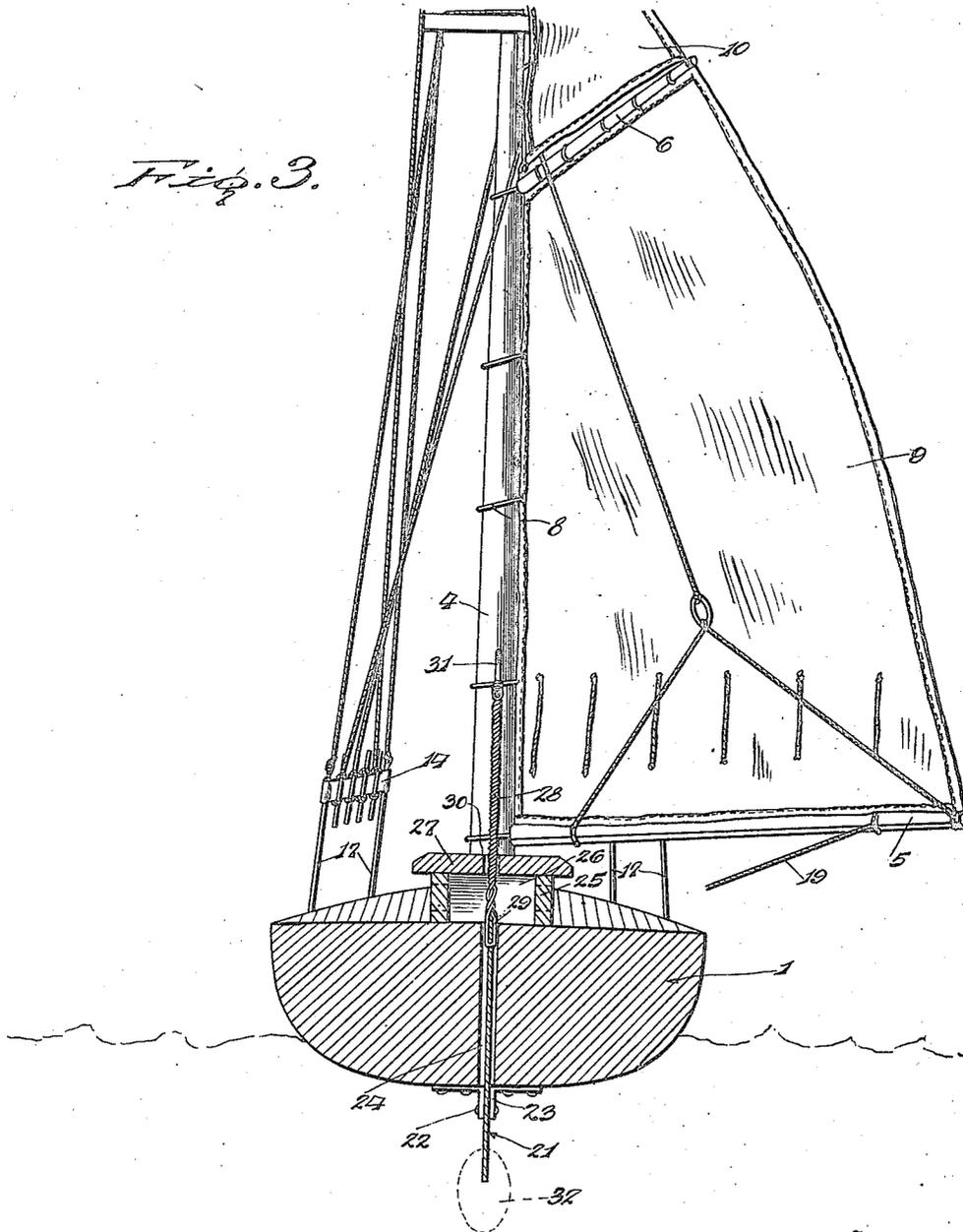
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3 SHEETS—SHEET 3.

*Fig. 3.*



Inventor

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By

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## UNITED STATES PATENT OFFICE.

ALFRED C. ERICKSON, OF HARBOR SPRINGS, MICHIGAN.

## TOY SAILBOAT.

Application filed September 19, 1921. Serial No. 501,580.

*To all whom it may concern:*

Be it known that I, ALFRED C. ERICKSON, a citizen of the United States, residing at Harbor Springs, in the county of Emmet and State of Michigan, have invented certain new and useful Improvements in Toy Sailboats, of which the following is a specification.

This invention relates to improvements in toy sail boats and has as its general object to provide a novel sail boat embodying many features truly representative of a full size vessel and therefore adapted to not only serve the purpose of a toy and amuse the child sailing the same but also serve to an extent to instruct the child in the construction of sail vessels and their management under sailing conditions.

Another object of the invention is to provide in a toy sail boat, a novel construction and arrangement of centerboard capable of vertical adjustment and adapted, when in lowered position, to maintain the vessel on an even keel and prevent it being blown over by the wind.

Another object of the invention is to so construct the boat that by the dismantling of certain parts thereof, all of the component parts may be packed in a compact form so that the boat will occupy but little space in a trunk or the like.

Another object of the invention is to provide an arrangement of the sails such as to adapt the vessel to sail on a predetermined straight course.

In the accompanying drawings:

Figure 1 is a side elevation of a toy sail boat or vessel constructed in accordance with the present invention,

Figure 2 is a detail vertical longitudinal sectional view through the hull of the vessel and the lower portion of the rigging, parts being shown in elevation,

Figure 3 is a vertical transverse sectional view taken substantially on the line 3—3 of Figure 2, looking in the direction indicated by the arrows.

In the drawings, the hull of the vessel is indicated in general by the numeral 1 and the same may be of solid construction shown in the drawings or built up in any other desired manner and it is preferably made of some light and buoyant wood and is shaped to provide a bow 2 and a stern 3. The vessel is provided with rigging comprising a mast or spar 4, a boom 5, a gaff 6, and a bowsprit 7. The mast 4 is stepped into the top of the hull 1, and supports the boom 5 for swinging movement as, for example, by a ring 8 carried at the inner end of the boom and encircling the mast or spar. The gaff 6 is similarly mounted upon the mast or spar 4, and a main sail 9 is suspended between the gaff 6 and the boom 5, a top sail 10 being arranged above the gaff 6 and suspended between the gaff and a supplemental bar 11 adapted to be raised and lowered through the medium of a rigging in the form of a cord 12 connected to the said supplemental mast or spar and passed through an eyelet 13 at the top of the main mast. The halliard or cord 12 as well as the various halliards of the rigging which are connected with the boom 5 and jib-sails 15 suspended between the mast and the bowsprit 7, are led to and detachably connected with simulations of the usual pinrails 14 at the sides of the hull. As before stated, it is one of the objects of the present invention to so mount the rigging that the same may be readily dismantled to permit of the entire structure being stored in a compact form and with this end in view the bowsprit 7 is secured to the upper side of the hull 1 by two wood screws indicated by the numerals 16. Likewise the supporting standards 17 for the pinrails 14 are secured to the sides of the hull by wood screws 18, and it will be understood that by removing the screws 16 and 18 and unstepping the mast 4, the rigging may be folded and laid upon the upper side of the hull in storing the structure away. At this point it will be evident that a child making use of the toy may manipulate the rigging to suit his pleasure and it will further be evident that the disposition of the sails 15 is such as to insure of the boat sailing in a straight path. In order that the main sail may be adjusted, a main sheet in the nature of a string 19 is connected to the boom 5 and to any suitable attaching means 20 upon the stern 3 of the hull 1. The centerboard is indicated by the numeral 21 and the same is preferably formed of sheet metal and may be of the marginal contour shown in the drawings or of any other desired shape. The centerboard is pivoted at its forward lower corner as at 22 between ears 23 secured to the under side of the hull 1, and these ears are located at the forward end of a slot 24 formed

vertically in the hull and extending longitudinally thereof, the said slot accommodating the centerboard in the manner clearly illustrated in Figures 2 and 3 of the drawings. In order to cover and conceal the slot 24, there is built upon the top of the hull 1 a structure simulating a ship's cabin, and the said structure includes side walls 25 lying at opposite sides of and parallel to the slot 24, a front wall 26, and a top wall or roof 27. This cabin structure extends the entire length of the slot so that the slot is concealed from view, and yet the structure is of sufficient height to permit of the upper portion of the plate constituting the centerboard projecting above the plane of the upper side of the hull 1 when the centerboard is in elevated position, it being understood that the centerboard is adapted to be drawn up or to be lowered in accordance with the desires of the user. In order that the centerboard may be raised and lowered and its lowering movements limited, a lifting member, indicated by the numeral 28, is provided and this member preferably comprises a length of twisted wire looped and pivotally connected at its lower end, as at 29, to the upper edge of the centerboard and extending upwardly through an opening 30 formed in the roof 27 of the cabin structure. At its upper end the wire is preferably formed into a ring 31 providing means whereby it may be completely grasped and manipulated so as to raise or lower the centerboard. Also this ring, by engagement with the upper side of the roof 27 of the cabin structure, when the centerboard is lowered, will serve as a means to limit the lowering movement of the centerboard and support it in its lowered position. By bending the support above the cabin and permitting the bent portion to rest upon the cabin, the centerboard will be supported in raised position.

For the purpose of maintaining the ship on an even keel while sailing and thus prevent its overturning in a strong wind, a weight 32 is fixed at the lower rear corner of the centerboard and this weight preferably is tapered to conical form in a forward direction so that it will offer less resistance in passing through the water. It will be evident that the weighted centerboard when in lowered position will serve to steady the boat so that it cannot be blown over, and it will therefore sail on an even keel and in a graceful and natural manner.

Having thus described the invention, what is claimed as new is:

1. A toy boat comprising a hull having a longitudinal slot, a centerboard consisting of a plate fitting in the slot and having its lower front corner pivotally attached to the hull at the lower front corner of the slot, a cover for said slot simulating a cabin secured upon the hull, and a lifting rod attached at its lower end to the centerboard and passing through said cover and provided at its upper extremity with a handle adapted to bear upon said cover to limit the downward movement of the centerboard, the rod being bendable to engage over the cover and support the centerboard in a raised position.

2. A toy sailing boat comprising a hull, a mast removably stepped in the hull, a bowsprit removably secured upon the hull, short standards removably secured upon the sides of the hull and projecting above the same, pin rails carried by said standards, and sails and rigging associated with and carried by the mast, bowsprit, and pinrails whereby the mast, bowsprit, pin rails, sails and rigging may be folded together and disposed longitudinally upon the hull for storage.

In testimony whereof I affix my signature.  
ALFRED C. ERICKSON. [L. s.]