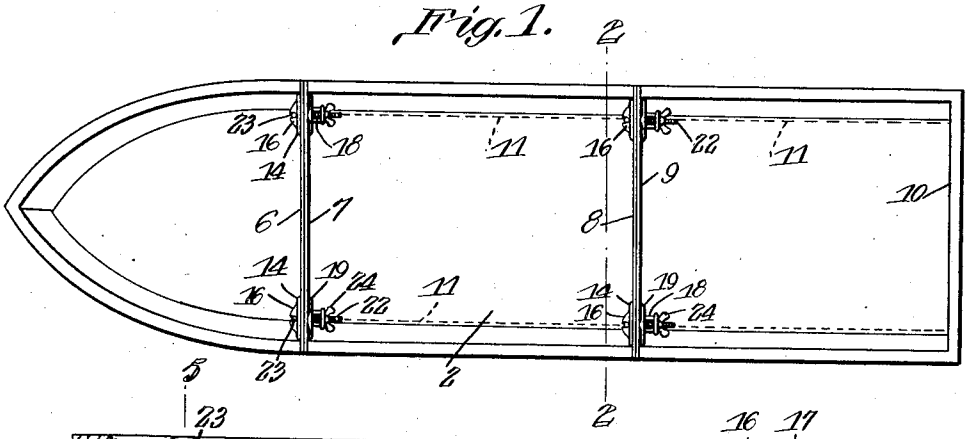
March 9, 1926. 1,575,982

G. L. FERRIS

SECTIONAL BOAT

Filed May 10, 1924

Fig. 1.



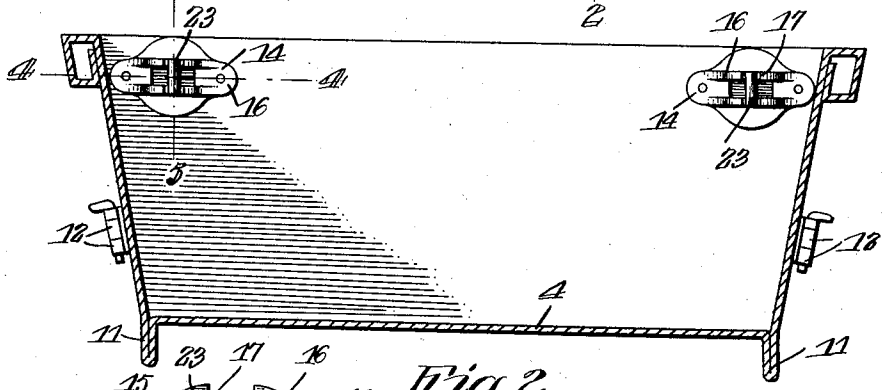


Fig. 2.

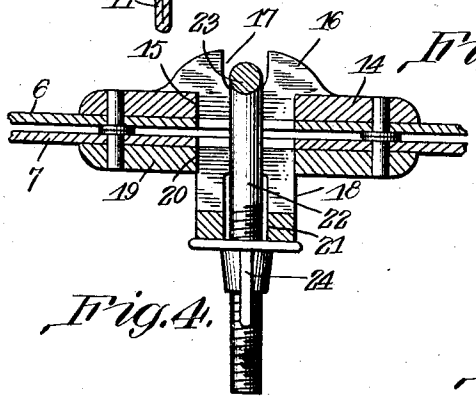


Fig. 4.

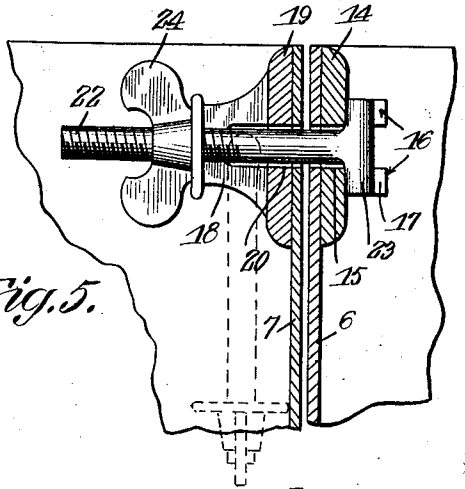


Fig. 5.

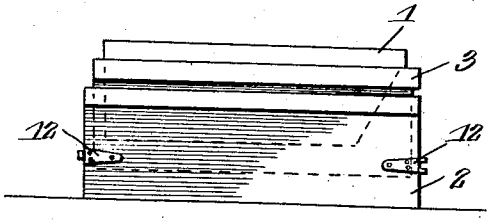


Fig. 3.

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By Cushman & Co.,
Attorneys.

Patented Mar. 9, 1926. 1,575,982

UNITED STATES PATENT OFFICE.

GEORGE L. FERRIS, DECEASED, LATE OF WELLSTON, OHIO; BY OTTO E. VOLLENWEIDER, ADMINISTRATOR, OF McARTHUR, OHIO, ASSIGNOR TO THE WELLSTON METAL PRODUCTS COMPANY, OF WELLSTON, OHIO.

SECTIONAL BOAT.

Application filed May 10, 1924. Serial No. 712,367.

To all whom it may concern:

Be it known that GEORGE L. FERRIS, deceased, a citizen of the United States, residing at Wellston, in the county of Jackson and State of Ohio, did invent a new and useful Sectional Boat, of which the following is a specification.

This invention relates to a sectional boat, one of its objects being to provide a structure of this character made up of sections which, when detached, can be separately used and can be nested one within the other so as to be transported, for example, on the running board of a motor vehicle.

Another object is to provide a boat of this character the sections of which can be easily connected together so that the sections can all be manipulated as a single boat.

With the foregoing and other objects in view which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed may be made within the scope of what is claimed without departing from the spirit of the invention.

In the accompanying drawings the preferred form of the invention has been shown.

In said drawings—

Figure 1 is a plan view of the sectional boat.

Fig. 2 is an enlarged transverse section on line 2—2, Fig. 1.

Fig. 3 is a side elevation showing the sections of the boat nested for convenient transportation.

Fig. 4 is a section on line 4—4, Fig. 2.

Fig. 5 is a section on line 5—5, Fig. 2.

Referring to the figures by characters of reference 1 designates the bow section of the boat, 2 the middle section and 3 the stern. Each of these sections is preferably formed with a flat bottom shown at 4 and the section 1 has a prow 5 of any desired construction while the rear end of the section 1 is closed by a transverse partition 6. The middle section 2 has its two ends closed by transverse walls 7 and 8 extending straight across from side to side and perpendicular to the bottom of the boat. The rear section 3 also has transverse end walls 9 and 10, the wall 9 being perpendicular to the bottom of the boat. Thus it will be seen that when the sections are placed end to end the walls 6 and 7 will fit close together and the same is likewise true of the walls 8 and 9. The sections 2 and 3 are provided, along the sides of the bottom thereof with shields 11 formed preferably by folding the metal as shown. These shields are parallel and serve to stabilize the boat when in the water. The front section 1 is not provided with these side shields as they would interfere with the turning of the boat.

The several sections of the boat can be held together in any suitable manner. For example the side walls can be provided with interfitting eyes 12 secured at the ends of the boat section so as to be brought into alinement when the sections are assembled, thus permitting coupling pins 13 to be inserted through the eyes. By removing the pins the sections can be disconnected.

For the purpose of holding together the partitions 6 and 7, and 8 and 9 special fastening means such as illustrated in Figs. 4 and 5 may be used. The section 6 may be attached to plate 14 each having a central opening 15 from opposed walls of which project ears 16 having recesses 17. An elongated yoke 18 projects from the center of another plate 19 attached to the partition 7 and bracing an opening 20 in said plate. This yoke is intersected by a slot 21. A clamping screw 22 is extended through the slot 21 and has a T-shaped head 23 so proportioned as to be insertable readily through the registering slots 15 and 20. A wing nut 24 or the like is mounted on the clamping screw or bolt. When the screw or bolt is not use the head 23 can be mounted transversely within the yoke 18 while the bolt is hanging downwardly through the slot 21. This has been indicated by broken lines in Fig. 5. After the boat sections have been assembled, however, with the openings 15 and 20 meshing, the bolts 22 can be turned so that their heads 23 can be slid through the opening and then by giving a one-quarter turn to each bolt the head 23 thereof can be brought into position where its ends can be inserted into the recesses 17 as shown

in Figs. 4 and 5 and in Fig. 2. By then tightening the nut 24 the same will bind against the yoke 18 and cause the partitions to be drawn together tightly as shown in the drawings.

One of these fastening means can be provided adjacent each side of each pair of partitions, one of the partitions of each pair being provided with plate 14 while the other partition of each pair is provided with plate 19 and the attached bolt of screw 22.

When the fasteners are not in use the bolt will remain attached to the yokes 18 as shown by broken lines in Fig. 5.

Section 3 of the boat is slightly longer than section 2 and can thus receive it and section 2 is slightly longer than section 1 so that all of the sections can thus be nested as shown in Fig. 3. These nested sections can be placed on end and mounted on the running board of an automobile. Thus they can be easily transported from place to place. The sections can be used separately to provide three separate boats or they can be assembled to produce a single boat having compartments.

Although the boat illustrated is made of three sections, it is to be understood that it can, if desired, be made of two or more sections within the scope of the present invention as claimed.

What is claimed is:—

A boat comprising separate sections each capable of use as a boat, and means for fastening the sections together end to end to provide a single sectional boat, said means including apertured plates upon the meeting ends of the section, recessed ears upon one of the plates, a slotted yoke upon the other plate, a bolt adjustably connected to the yoke, an angular head upon the bolt insertable through both plates into engagement with the recessed ears, and means engaging the bolts for drawing the plates toward each other to clamp the sections together.

OTTO E. VOLLENWEIDER,
Administrator of the Estate of George L. Ferris, deceased.