

W. OFFENBURGER.
 CONVERTIBLE BOAT.
 APPLICATION FILED JULY 11, 1912.

1,048,337.

Patented Dec. 24, 1912.

Fig. 1.

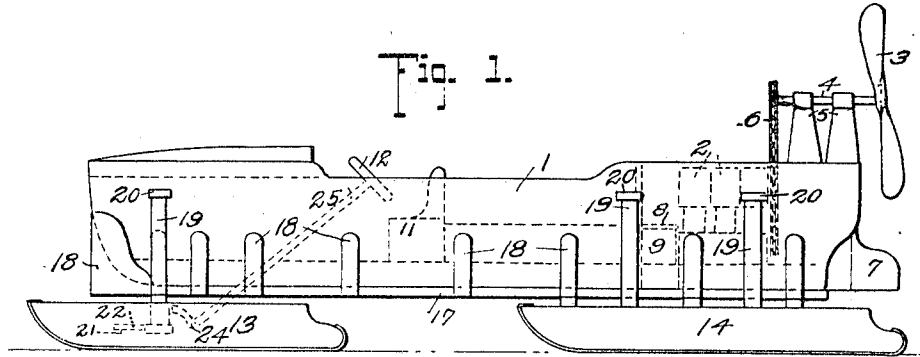


Fig. 2.

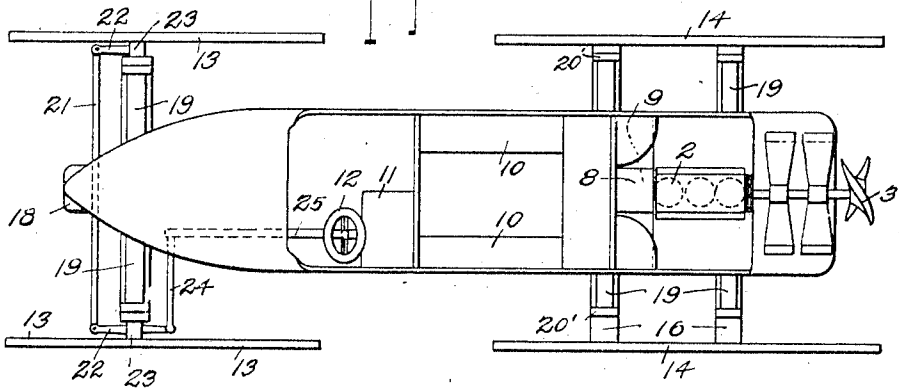


Fig. 3.

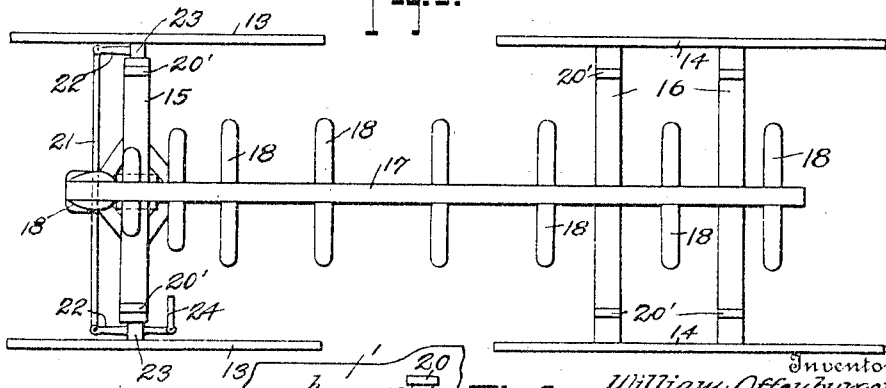
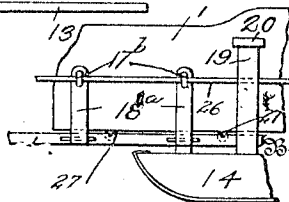


Fig. 4.



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CONVERTIBLE BOAT.

1,048,337.

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To all whom it may concern:

Be it known that I, WILLIAM OFFENBURGER, a citizen of the United States, residing at Evergreen, Long Island, in the county of Queens and State of New York, have invented certain new and useful Improvements in Convertible Boats, of which the following is a specification.

This invention relates to improvements in convertible boats, susceptible of operation both upon ice or snow, as well as upon water, the object in view being to provide in combination, a wind propelled boat so mounted upon a sleigh attachment as to be capable of performing the function above mentioned. Such devices as contemplated, are particularly adapted for racing, or other sports in those regions abounding in lakes which are completely frozen over at times during the cold season, affording opportunity for use either as the ordinary boat, or over frozen surfaces.

For a full understanding of the present invention, reference is to be had to the following description and to the accompanying drawings, in which—

Figure 1 is a side elevation of a device constructed in accordance with my invention; Fig. 2 is a top plan view; Fig. 3 is a plan view of the sleigh attachment alone; and Fig. 4 is a fragmentary view in elevation of a modified form of cradle.

Throughout the following detail description and on the several figures of the drawings, similar parts are referred to by like reference characters.

Specifically describing my invention 1 designates a boat which may be of any preferred form and construction, provided with a motor 2 which is adapted to drive a wind propeller 3. The propeller 3 is mounted upon one end of a horizontal shaft 4, revolvably mounted in the upper portions of standards 5 secured to the stern of the boat 1, said shaft being operatively connected with the motor 2 by the drive chain 6. The boat is furthermore provided with the conventional rudder 7 for steering the same when it is operated in water. The boat is also provided adjacent the motor 2 with a mechanician seat 8 beneath which is located the gasoline or fuel tank 9, and suitable seats 10 for passengers, are located amidship. The driver's seat 11 is provided near

the bow of the boat and at a convenient point for operation of the steering wheel 12.

The boat thus briefly described, is adapted to be detachably mounted upon a sleigh attachment consisting essentially of the forward runners 13 and the rear stationary runners 14. The forward runners are pivotally mounted at the ends of the cross beam 15, which latter is connected with the cross beams 16 connecting the rear runners 14, by means of the longitudinal frame member 17. A cradle, or crib structure supporting the boat, comprises a plurality of transverse knees 18, each of which is of a suitable shape to conform with the sides of the boat, and they extend throughout its length. At the forward end of the longitudinal member 17, is also provided a bow extension 18 forming a seat to receive the bow of the boat 1, and the latter is positively held in position in the cradle, by means of braces 19 which impinge against cleats 20 secured to the sides of the boat, and other cleats 20', secured to the transverse beams 15 and 16, connecting the forward and rear runners.

Steering mechanism is provided for the forward runners, somewhat similar to that employed for automobiles, and consisting of the transverse rod 21 connected by means of the arms 22 with the stub shafts 23, on which the forward runners 13 are mounted. A steering gear connecting link 24, operatively connects the bar 21 with the lower end of the steering post 25.

The operation of the invention will be obvious from the foregoing description, and it will be understood also, that various changes in the details of construction may readily be made, without departing from the spirit of my invention, and within the scope of the claims appended hereto.

The advantages of a device comprehended by my invention, are numerous, particularly when employed in exploring expeditions, such as in the arctic regions, where it is desired to use propelling means over the ice or snow, as well as to provide for traveling in open waters.

In Fig. 4 I have illustrated a modified form of crib, wherein the knees 18^a are pivotally mounted on each side of the longitudinal frame member 17, and provided with an apertured projection or eye 17^b through which is passed a bar 26. The bars

26 extend throughout the length of the boat on each side and engage beneath the braces 19 forming the cradle as hereinbefore described. The boat may thus be removed 5 without lifting, by withdrawing a bar 26, permitting the knees to drop, and rollers 27 carried by the member 17 facilitate the handling, as will be obvious.

Having thus described the invention, 10 what is claimed as new is:

1. In a device of the class described, a boat, a detachable sleigh attachment upon which said boat is carried, and comprising 15 runners, a cradle, and means for positively holding the boat in position upon the runners, steering mechanism operable from the boat and connected with said runners, and propelling means for driving the device in or out of water.

2. In a device of the class described, a boat, a sleigh attachment upon which said boat is mounted and comprising a cradle 20 consisting of a plurality of knees, a frame upon which said knees are carried, runners mounted on said frame, braces connecting the runners and the boat to positively hold the same in position upon the frame, steering 25 mechanism connected with the runners

and operable from the boat, and wind propelling means for driving the device either 30 in or out of water.

3. In combination with a boat and wind propelling apparatus of a sleigh attachment upon which said boat is mounted and comprising front and rear runners, a connecting 35 frame for said runners to which the front runners are pivotally connected, a bow extension forming a seat for the bow of the boat and carried by the frame aforesaid, a cradle comprising a plurality of 40 knees secured to the frame aforesaid, braces coöperating with the frame and sides of the boat to positively hold the latter in position upon the frame, and steering mechanism consisting of a transverse bar operatively 45 connected with the front runners, and a steering wheel mounted in the boat and operatively connected with the bar aforesaid, through the bottom of said boat.

In testimony whereof I affix my signature 50 in presence of two witnesses.

WILLIAM OFFENBURGER.

Witnesses:

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