

W. R. BARRINGER.

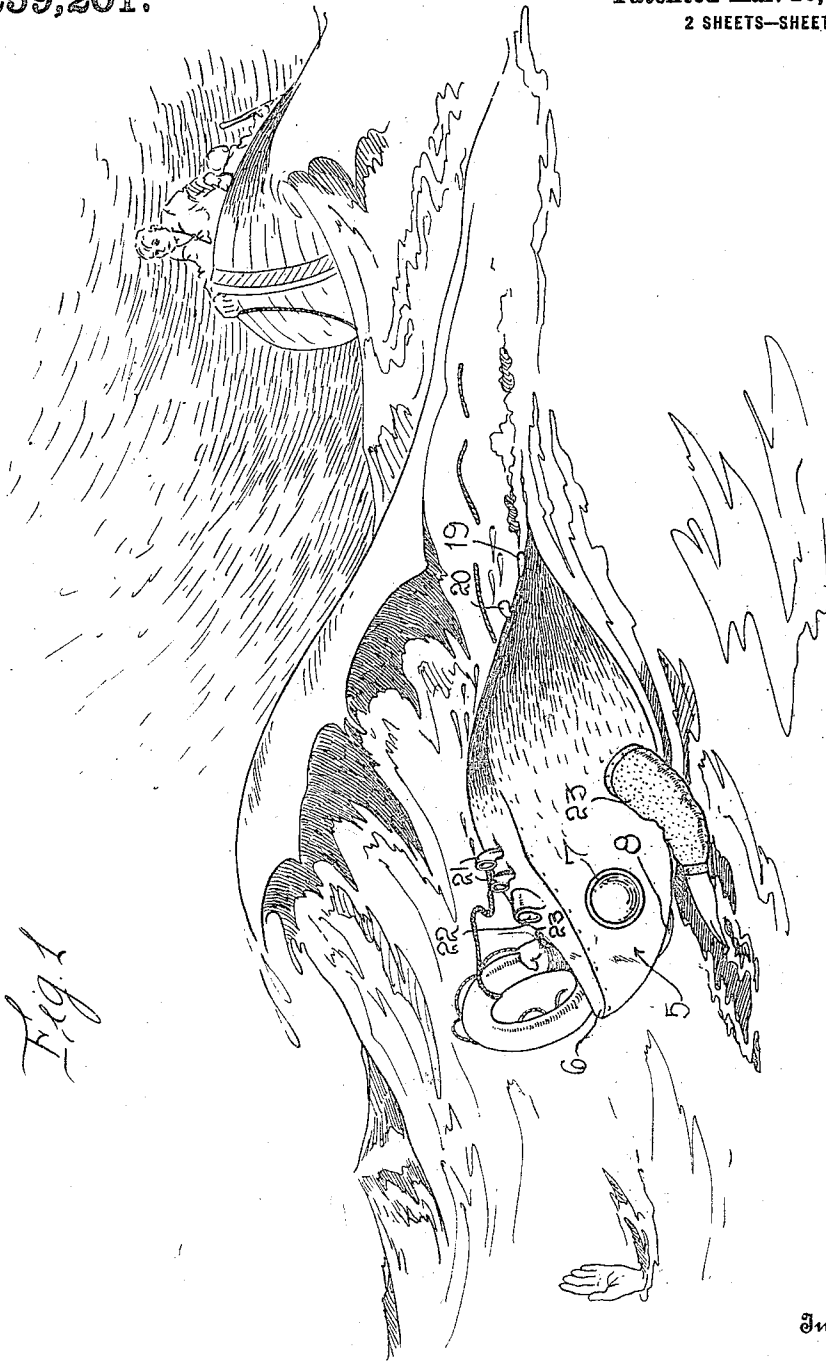
BOAT.

APPLICATION FILED JULY 14, 1917.

1,259,201.

Patented Mar. 12, 1918.

2 SHEETS—SHEET 1.



Inventor

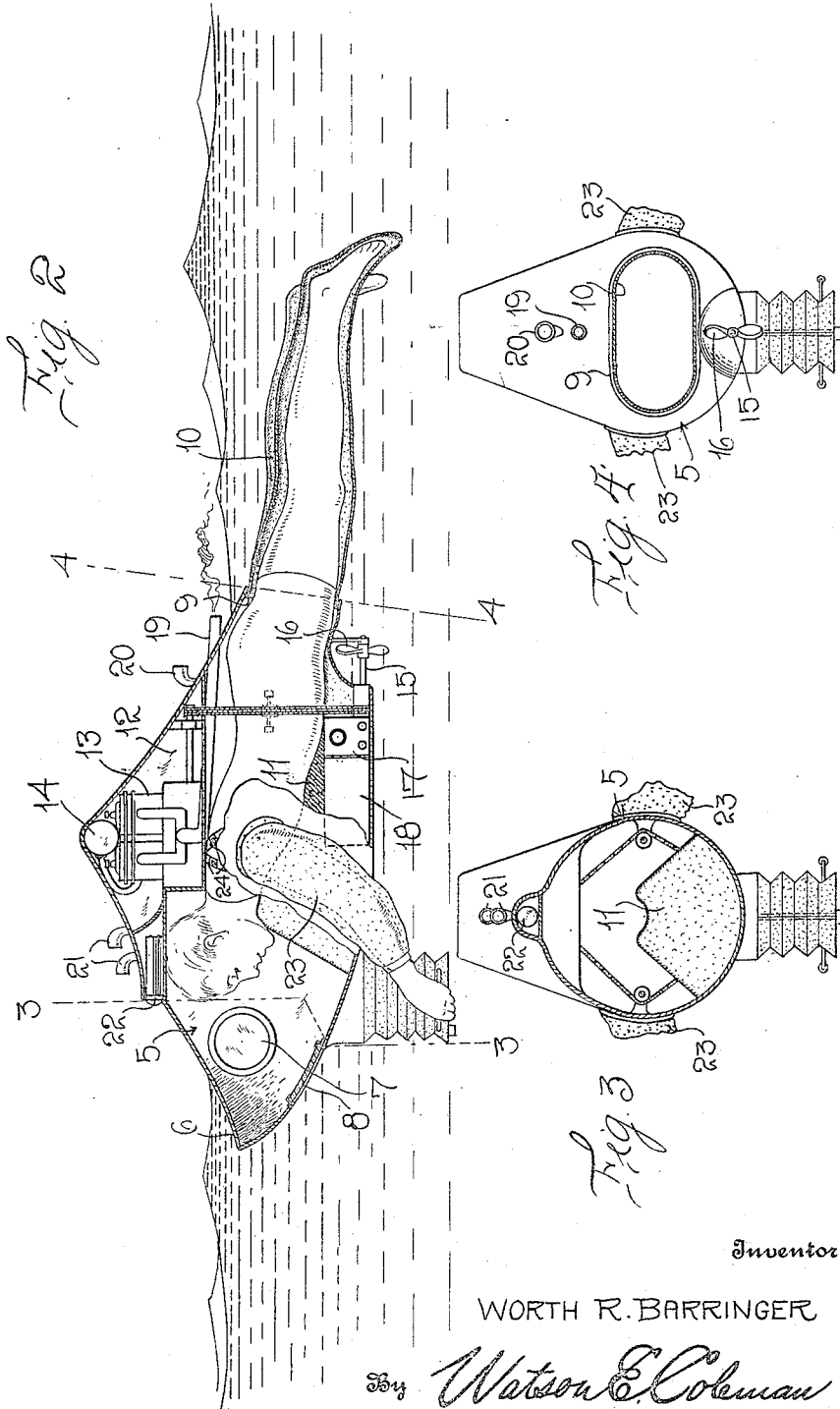
WORTH R. BARRINGER

By *Watson E. Coleman*

Attorney

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UNITED STATES PATENT OFFICE.

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BOAT.

1,259,201.

Specification of Letters Patent. Patented Mar. 12, 1918.

Application filed July 14, 1917. Serial No. 180,653.

To all whom it may concern:

Be it known that I, WORTH R. BARRINGER, a citizen of the United States, residing at Grand Junction, in the county of Mesa and State of Colorado, have invented certain new and useful Improvements in Boats, of which the following is a specification, reference being had to the accompanying drawings.

10 This invention relates to boats and has for its primary object to provide a vessel of this character which is constructed to accommodate a single operator and is equipped with propelling means which may be controlled by the operator.

It is a more particular object of my invention to provide a device of the above character including a body of aluminum or other like metal and having an engine compartment and a compartment for a propelling motor, the body being provided at one end with glass covered sight openings and at its other end with leg receiving envelopes of rubber or other flexible material.

25 It is another important object of the invention to provide a boat of the above type which is very light in weight and may be easily carried upon the back of the user, and which is, therefore, well adapted for individual use as a life saving apparatus.

30 With the above and other objects in view, my invention consists in the novel features of construction, combination and arrangement of parts to be hereinafter more fully described, claimed, and illustrated in the accompanying drawing, in which,

Figure 1 is a perspective view illustrating one embodiment of my improved boat;

Fig. 2 is a longitudinal section thereof;

40 Fig. 3 is a section taken on the line 3—3 of Fig. 2;

Fig. 4 is a section taken on the line 4—4 of Fig. 2.

Referring in detail to the drawings, 5 designates the body of the boat or vessel which is preferably constructed of aluminum and is of a configuration simulating the form of an aquatic animal, said body having a nose indicated at 6 and provided in opposite sides of said nose portion with the transparent panes or windows indicated at 7, and in its bottom portion with a similar transparent pane 8 whereby the operator may obtain a clear view so that he can avoid ob-

structions and properly guide the vessel to the desired anchorage or destination.

To the opposite end of the metal body 5, a plate 9 is secured by a suitable water-tight joint, and this plate carries the tubes or envelopes 10 of rubber or other suitable flexible material to receive the legs of the operator. Upon the bottom wall of the body 5, a longitudinally extending support 11 is suitably secured or constructed, upon which the operator lies in a horizontal position during the operation of the vessel, as clearly seen in Fig. 2 of the drawings. Either at the top or bottom of the body 5, a compartment indicated at 12 is provided to receive an engine 13, said compartment being equipped with a gasoline tank 14. The engine shaft is operatively connected to a propeller shaft 15 projecting rearwardly through the bottom wall of the body 5, said shaft being equipped with a propeller 16 of any suitable type. A compressed air motor 17 is also arranged in the body 5 and operatively connected to the propeller shaft 15, said motor being supplied with compressed air from a storage tank 18 suitably located within the hollow body. 19 designates the exhaust from the engine 13, 20 an air vent communicating with the interior of the hollow body, and 21 air inlets or ventilators arranged in the top of said body adjacent its forward end. An electric light bulb 22 is also arranged in the top wall of the body 5 immediately above the nose 6 and may be supplied with current from suitable storage batteries.

To the opposite sides of the body 5 at the proper point, sleeves 23 of rubber or other flexible material are suitably attached. Preferably, shoulder straps indicated at 24 are secured within the body 5 so that the weight of the body portion of the apparatus will be carried on the shoulders when the user is walking or in a standing position. The sleeves 23 are provided at their free ends with gloves to receive the hands. These gloves may be an integral part of the sleeves or may be connected thereto by suitable means whereby the entrance of water to the sleeve will be effectively prevented.

The vessel is steered upon its course by the proper movements of the legs of the occupant, and suitable means is arranged within the interior of the vessel whereby the occupant may control the operation of the

engine 13 and the motor 17. If desired the engine 13 may be dispensed with and an electric motor substituted for the compressed air motor 17.

5 From the foregoing description, taken in connection with the accompanying drawings, the construction, manner of use and several advantages of the invention will be clearly and fully understood. The user first
10 draws on the leg tubes or envelopes 10 and the body 5 of the vessel is then lifted and moved downwardly to receive the body of the operator. The plate 9 is then tightly secured to the end of the body 5. The device is
15 very light in weight and can, therefore, be easily carried when applied to the body of the user. My invention affords a means whereby steamer passengers may safely reach the shore when the steamer is sunk
20 through collision or any other cause. It will also be apparent that as the device is exceedingly simple in its construction, it may be produced at small manufacturing cost.

While I have herein shown and described
25 the preferred construction and arrangement of the several parts employed, it is to be understood that the same are susceptible of considerable modification therein and I, therefore, reserve the privilege of adopting
30 all such legitimate changes as may be fairly embodied within the spirit and scope of the invention as claimed.

Having thus fully described my inven-

tion, what I desire to claim and secure by Letters Patent is:

1. A vessel of the character described including a body portion open at one of its ends and having means to support the body of a person therein, a closure plate for the open end of said body, flexible leg receiving
40 envelops secured to said plate, and means for propelling the vessel through the water.

2. A vessel of the character described including a body portion open at one of its ends and having means to support the body
45 of a person therein, a closure plate for the open end of said body, flexible leg receiving envelops secured to said plate, a propeller carried by said body, an engine mounted in the upper portion of the body, and a flexi-
50 ble operating connection between the engine shaft and the propeller shaft.

3. A vessel of the character described including a body portion open at one end and having means to support a body of a person
55 therein, a closure plate for the open end of said body, flexible leg receiving envelops secured to said plate, a propeller for the vessel, a compressed air operated motor operatively connected to the propeller, said
60 body being provided with an engine compartment, and a gas engine therein also operatively connected to the propeller.

In testimony whereof I hereunto affix my signature.

WORTH R. BARRINGER.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."