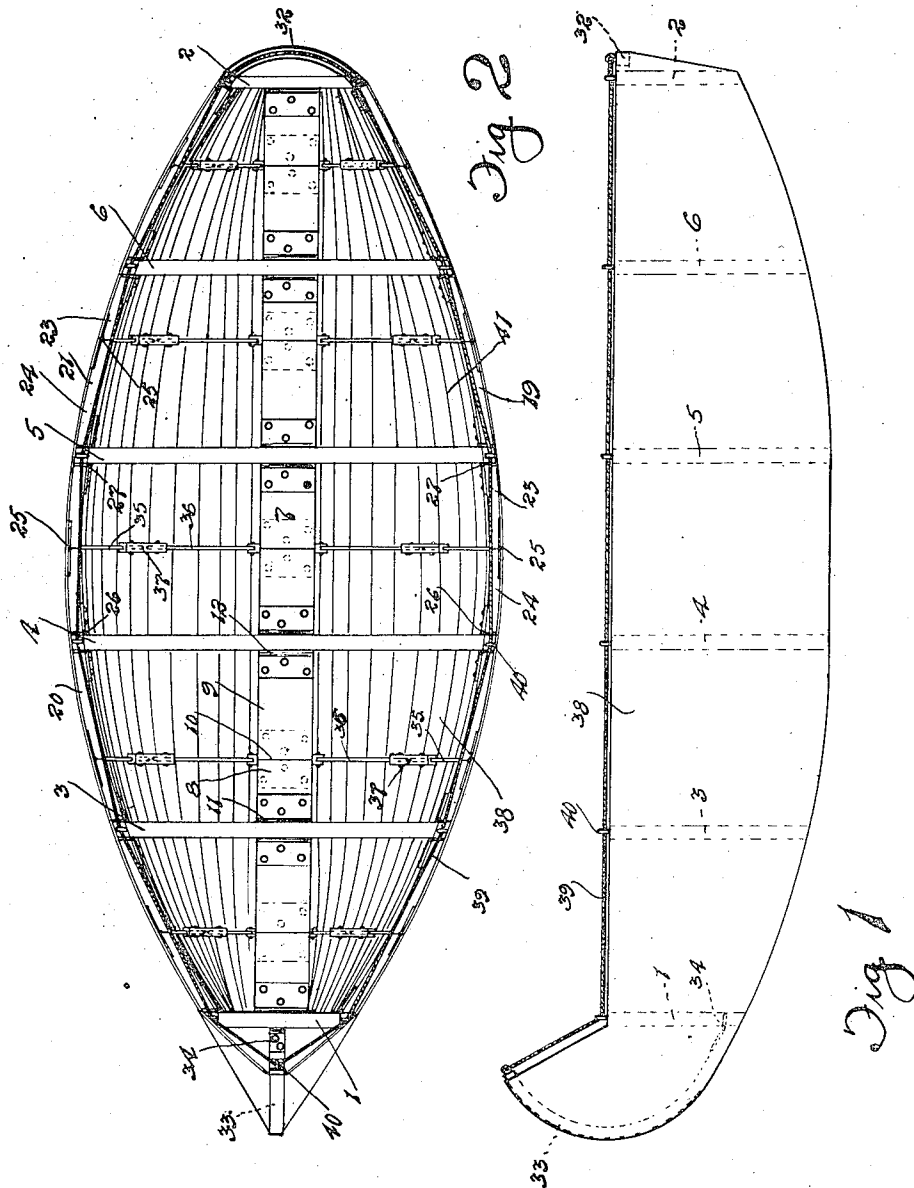


J. PRESAMENT & A. PROVISO.
 COLLAPSIBLE BOAT.
 APPLICATION FILED MAR. 28, 1918.

1,289,906.

Patented Dec. 31, 1918
 3 SHEETS—SHEET 1.



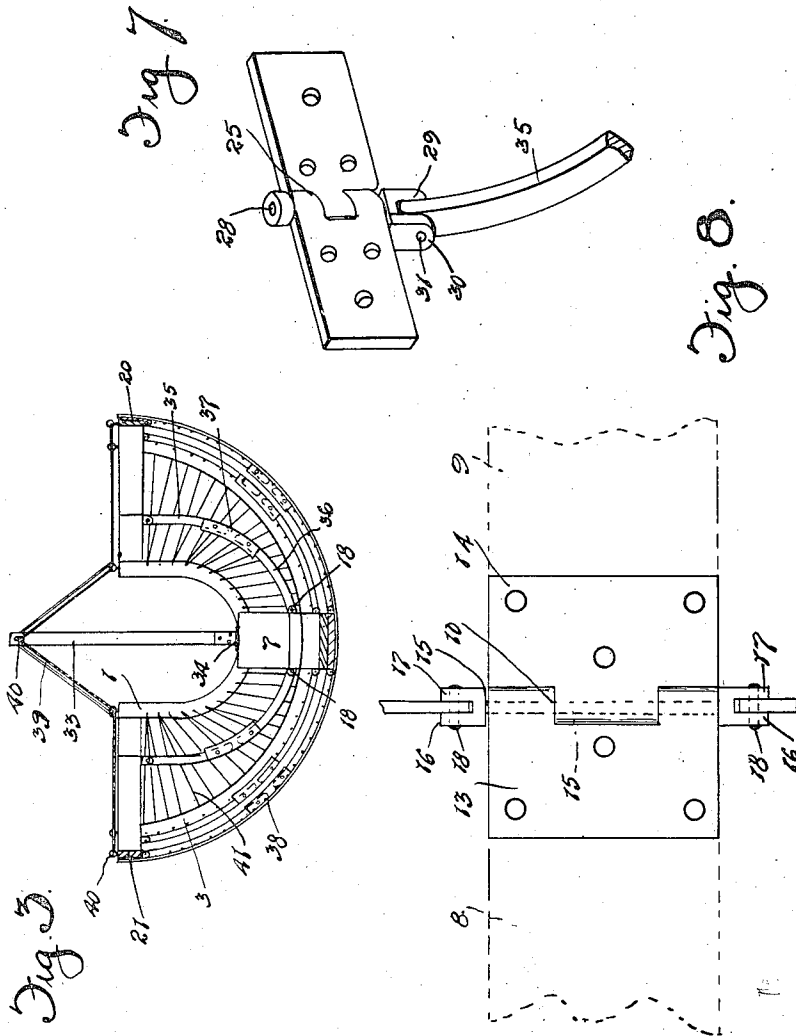
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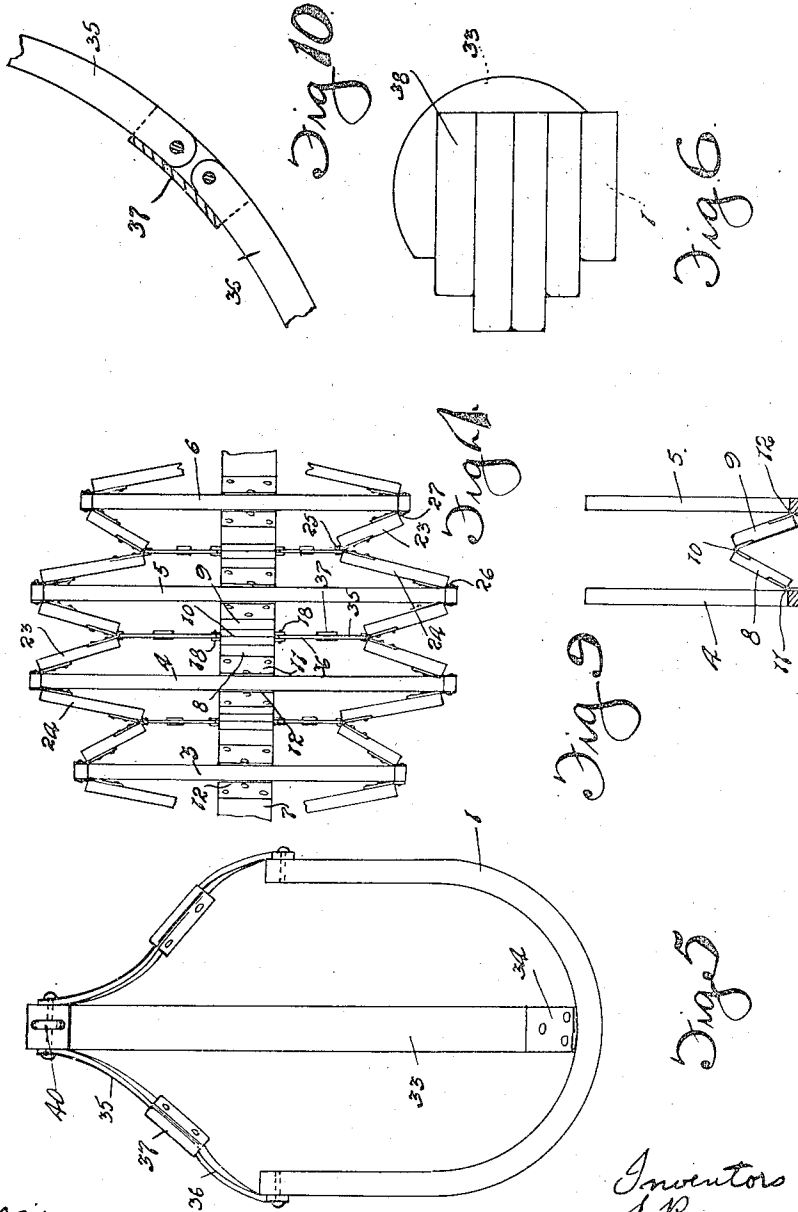
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UNITED STATES PATENT OFFICE.

JACK PRESAMENT AND ABRAHAM PROVVISOR, OF WINNIPEG, MANITOBA, CANADA.

COLLAPSIBLE BOAT.

1,289,906.

Specification of Letters Patent.

Patented Dec. 31, 1918.

Application filed March 28, 1918. Serial No. 225,241.

To all whom it may concern:

Be it known that we, JACK PRESAMENT and ABRAHAM PROVVISOR, subjects of the King of Great Britain, and residents of the city of Winnipeg, in the Province of Manitoba, Canada, have jointly invented certain new and useful Improvements in Collapsible Boats, of which the following is the specification.

10 The invention relates to improvements in boats and the principal object of the invention is to provide a light collapsible boat particularly adapted for hunting and similar purposes and one which when collapsed
15 can be readily transported and in a compact form from place to place.

A further object of the invention is to arrange the construction of the boat so that it can be easily and quickly extended or collapsed and which when extended presents
20 a more or less rigid structure consistent with the purpose for which it is designed.

With the above objects in view the invention consists essentially in the arrangement
25 and construction of parts hereinafter more particularly described and later pointed out in the appended claims, reference being had to the accompanying drawings in which:—

Figure 1 represents a side view of the
30 complete boat in the extended form.

Fig. 2 represents a plan view of the same.

Fig. 3 represents a central view through the boat and looking forwardly partly in section.

35 Fig. 4 represents more or less diagrammatically a portion of the boat as it appears when being folded or collapsed.

Fig. 5 represents an enlarged detailed
40 view of the bow of the boat with the covering removed.

Fig. 6 represents the boat as it appears folded and resting on the stern.

Fig. 7 represents a perspective view of one of the gunwale hinges.

45 Fig. 8 represents a plan view of one of the beam hinges.

Fig. 9 represents a side view of the framework showing the partially collapsed position of one of the beam sections.

50 Fig. 10 represents an enlarged detailed side view, part in section, of the joint formed between the inner ends of the locking bars.

In the drawings like characters of reference indicate corresponding parts in the
55 several figures.

1 and 2 represent the bow and stern ribs

of the boat which are U-shaped in form and are preferably made from well seasoned wood.

3, 4, 5 and 6 represent intermediate U- 60 shaped ribs of varying size spaced a suitable distance apart and appearing between the bow and stern ribs. The lower portions of the ribs are connected together by a sectional jointed beam 7 which runs from the 65 front to the back of the boat. The several sections of the beam between the several ribs are identical in construction, each comprising two pieces indicated at 8 and 9 which are hinged together at 10 in a manner to 70 break joint upwardly and have their extending ends hinged to the ribs as shown at 11 and 12. The hinge indicated at 10 is shown best in Fig. 8 where it will be observed it is formed from two wings 13 and 14 connected 75 by a pivot bolt 15, the bolt being supplied at the ends with pairs of opposing lugs 16 and 17 which carry horizontally disposed pivot pins 18 which pass in the direction of the beam and are for a purpose later ex- 80 plained.

The hinges connecting the beam section to the ribs are two winged ones permanently fastened to both the ribs and the section and arranged so that when the sections are 85 buckled upwardly their outer ends can turn in respect to the ribs (see Fig. 9).

The ends of the ribs are all connected together by what we might term sectional gunwales 19 and 20, one at each side and the 90 gunwale sections 21, as they appear between adjacent ribs, are all similarly constructed and as now described.

Each section comprises two pieces 23 and 24 hinged together at 25 in a manner to 95 break joint inwardly and having their outer ends pivotally secured as indicated at 26 and 27 to the sides of the ribs such as by a strap hinge. The joint formed at 25 is made by employing a special hinge shown best in 100 Fig. 7 where it will be seen that the pivot bolt 28 connecting the wings is provided at the lower end with a pair of opposing lugs 29 and 30 which carry a pivot pin 31 passing in the direction of the gunwale 105 which is utilized for a purpose later described.

The upper ends of the stern ribs are connected by a permanent bowed strip 32 which with the rib and covering, later described, 110 forms the stern of the boat.

The front rib 1 of the boat framework

carries a bowed bow strip 33 which has the upper end thereof directed backwardly and elevated considerably above the ends of the rib and the lower end thereof fastened such as by a strap hinge 34 to the front rib so that it actually forms a front extension to the beam.

From the above arrangement it will be obvious that the boat framework can be collapsed by breaking inwardly the joints formed at 10 and 25 in the beam and gunwale sections, this allowing of the ribs being closed in, that is to say, brought toward each other. In the extended position of the boat frame it is necessary to lock the several joints above referred to and this is accomplished by providing the locking bars shortly described, which bars actually form collapsible ribs between the rigid ribs.

The locking bars referred to are arranged in pairs, there being a pair of locking bars extending between each beam section and each gunwale section. Each pair of locking bars is constructed and arranged as now described.

35 and 36 represent a pair of bowed locking bars having their inner ends received within and pivotally connected to a keeper 37 and their outer ends mounted, one pivotally on one of the pins 31 and the other pivotally on one of the pins 18. The keeper is arranged in each case so that when the bars are pressed down at the joint formed with the keepers, and this in the extended position of the boat frame, the joint will be locked with the result that neither the gunwale nor beam sections can collapse. Accordingly then, when the boat frame is opened out or extended and the locking bars are pressed down to locking position, the frame will be locked against collapse in the extended position.

Pairs of locking bars similar to those just disclosed are interposed between the upper end of the bow strip and the upper ends of the bow rib, which bars when locked serve to hold the bow strip in a fixed position. These latter locking bars are best shown in Fig. 5 of the drawings.

The complete boat frame when extended is inclosed by a flexible covering such as canvas indicated at 38, the canvas being fastened by tacking to the gunwales, to the ribs, to the stern strip and to the bow strip. A reinforcing cable or rope 39 is passed from the front to the back of the boat and in a location above the gunwales and is guided by screw eyes 40 positioned on the ribs and on the upper end of the bow strip. This rope or cable is taut when the boat is fully extended. Any suitable reinforcement can be applied on the inner side of the boat to prevent the exterior covering from being punctured by the foot. In the present instance we have shown strings 41 passing be-

tween the ribs from the front to the back of the boat and on the inner side of the canvas.

From the above disclosure it will be obvious that this boat when constructed will be comparatively light and can be readily packed or collapsed for convenient carrying.

In Fig. 6 we have shown more or less diagrammatically the way the boat looks when folded and sitting on its stern. Here the sections have been brought together and the collapsed bow has been thrown over the collapsed sections. When collapsed it is a very easy matter for one to tie the boat with a rope for transportation purposes.

What we claim as our invention is:—

1. In a collapsible boat in combination, a plurality of spaced ribs, a sectional pivotally jointed beam connecting the ribs, sectional pivotally jointed gunwales interposed between the ribs and a flexible covering inclosing the ribs, beam and gunwales.

2. In a collapsible boat in combination, a plurality of spaced ribs, a beam connecting the ribs and formed from sections interposed between the ribs, pivotally jointed together and pivotally jointed to the ribs, gunwales connecting the ribs and formed each from sections interposed between the ribs and having their meeting ends pivotally jointed together and their extending ends pivotally connected to the ribs and a flexible covering attached to and inclosing the gunwales, ribs and beam.

3. In a collapsible boat in combination, a plurality of spaced rigid ribs, a beam connecting the ribs and formed from jointed sections interposed between the ribs, said sections being adapted to break joint inwardly, gunwales connecting the extremities of the ribs and formed from jointed sections interposed between the respective ribs and adapted to break joint inwardly and a flexible covering secured to and inclosing the ribs, gunwales and beam.

4. In a collapsible boat in combination, a plurality of spaced rigid ribs, a beam connecting the ribs and formed from jointed sections interposed between the respective ribs and adapted to break joint inwardly, gunwales connecting the extremities of the ribs and formed from jointed sections interposed between the adjacent ribs and adapted to break joint inwardly, releasable means for locking the joints against collapse in the extended position of the boat and a flexible covering secured to and inclosing the ribs, gunwales and beam.

5. In a collapsible boat in combination, a plurality of spaced rigid ribs, a beam connecting the ribs and formed from jointed sections interposed between the respective ribs and adapted to break joint inwardly, gunwales connecting the extremities of the

ribs and formed from jointed sections interposed between the adjacent ribs and adapted to break joint inwardly, locking bars extending between the beam sections and the gunwale sections and adapted to lock the gunwale and beam sections against collapse in the extended position of the boat and a flexible covering secured to and inclosing the ribs, gunwales and beam.

6. In a collapsible boat in combination, a plurality of spaced rigid ribs, a beam connecting the ribs and formed from jointed sections interposed between the respective ribs and adapted to break joint inwardly, gunwales connecting the extremities of the ribs and formed from jointed sections interposed between the adjacent ribs and adapted to break joint inwardly, a flexible covering

secured to and inclosing the ribs, beam and gunwales and means for locking the jointed gunwale and beam sections against collapse in the extended position of the boat embodying a pair of bowed bars interposed between the inwardly breakable joints of the beam and gunwale sections, the bars having their meeting ends pivotally mounted in a keeper and their outer ends pivotally attached to the gunwale and beam sections at the inwardly breakable joints.

Signed at Winnipeg, this 9th day of January, 1918.

JACK PRESAMENT.
ABRAHAM PROVVISOR.

In the presence of—
ROLAND FOSTER,
K. B. WAKEFIELD.

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