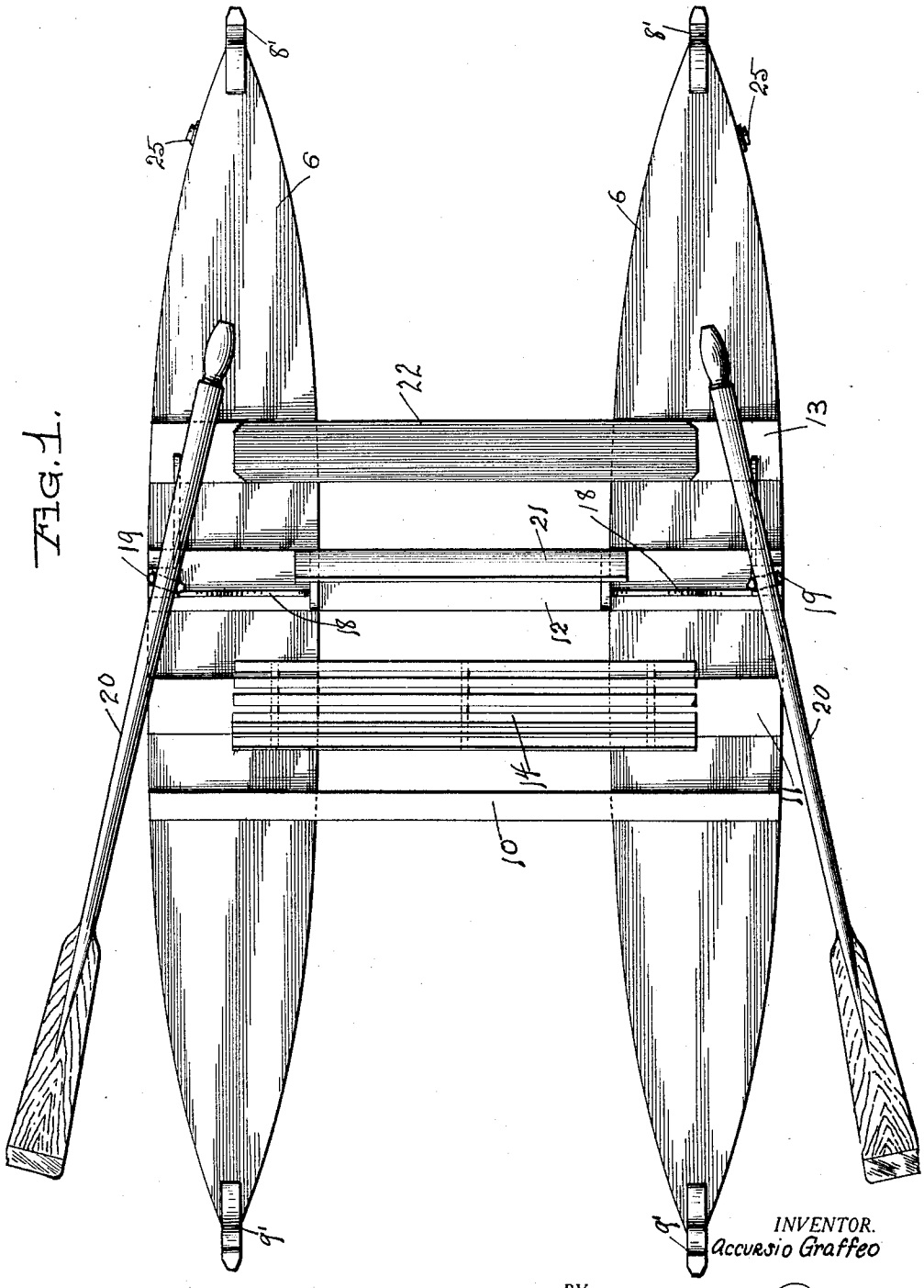
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PLEASURE BOAT

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FIG. 1.



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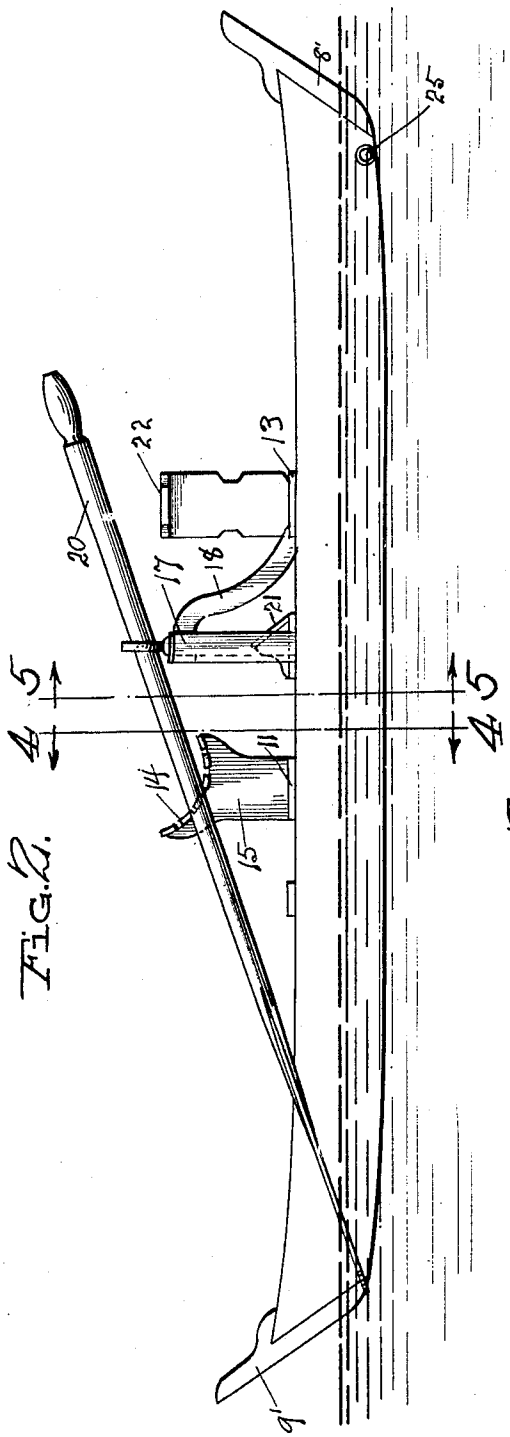


FIG. 2.

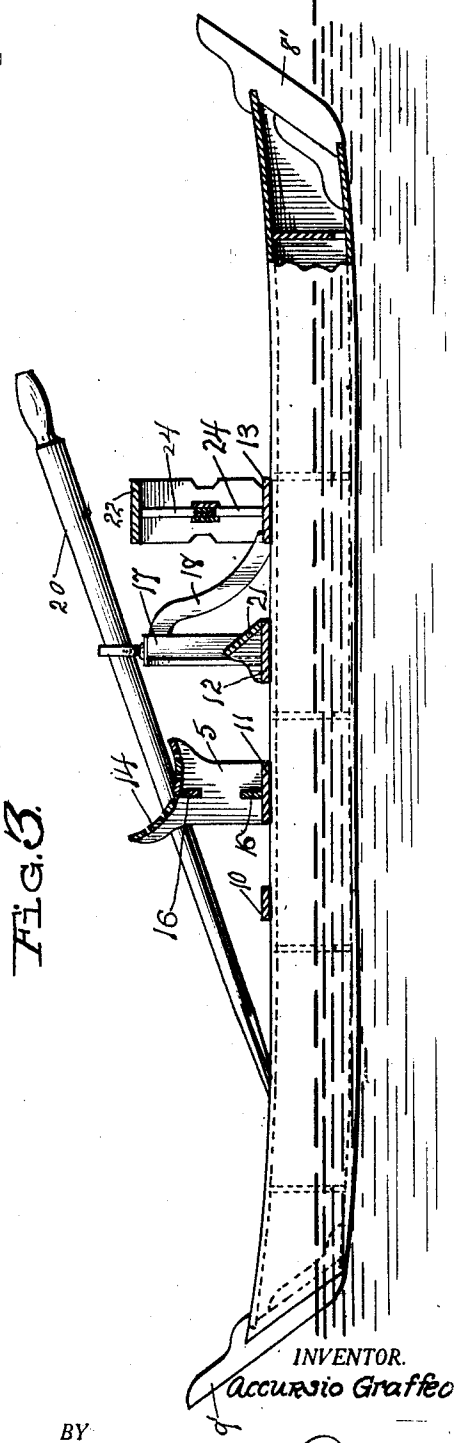


FIG. 3.

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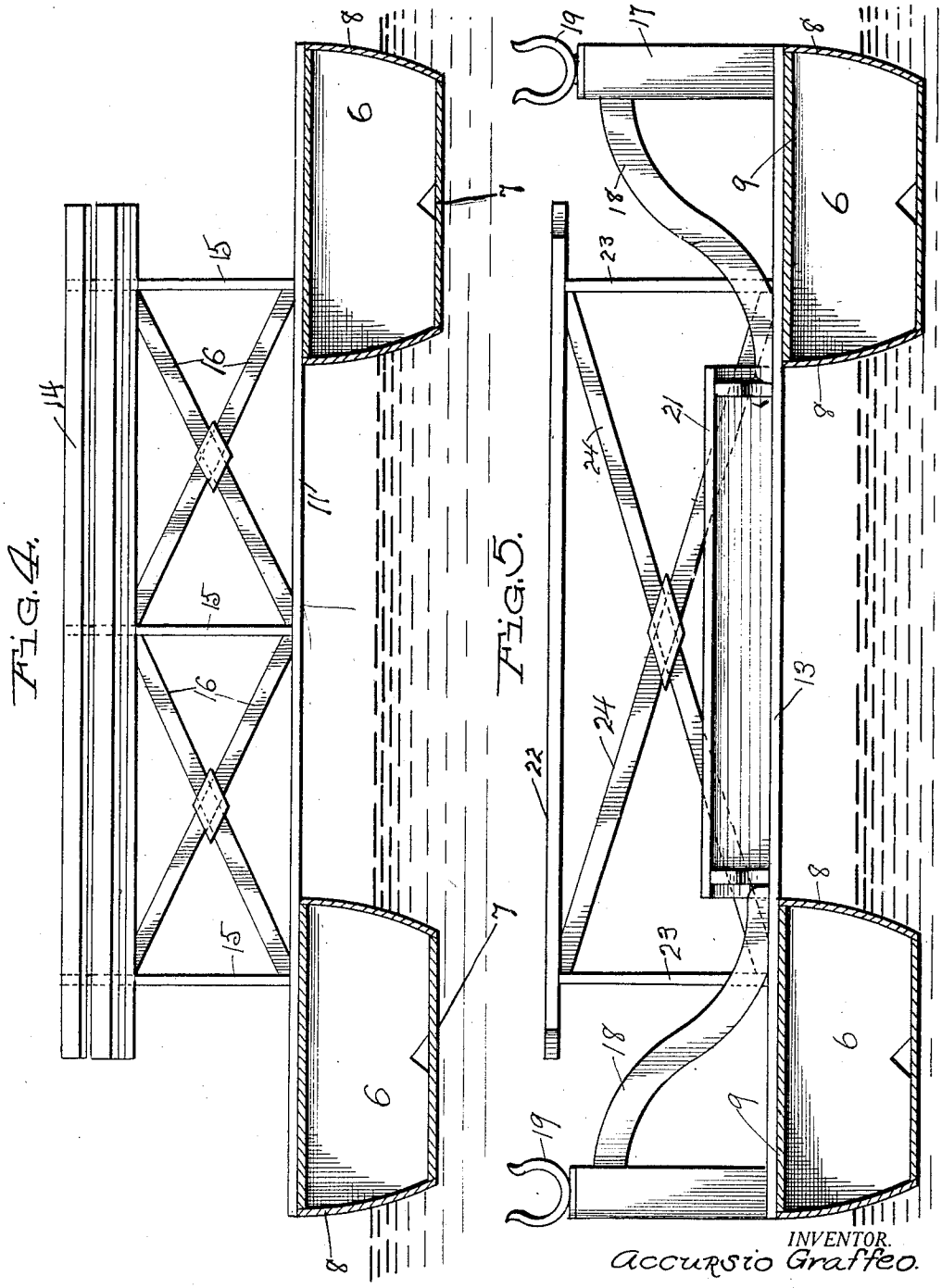
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PLEASURE BOAT

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UNITED STATES PATENT OFFICE.

ACCURSIO GRAFFEO, OF NEW YORK, N. Y.

PLEASURE BOAT.

Application filed July 26, 1928. Serial No. 295,456.

This invention relates to improvements in pleasure boats, particularly the type employing manual power for the propulsion means.

The primary object of this invention is to provide a pleasure boat having all of the advantages of a larger craft which will prevent tipping and rocking due to the large water surface covered than is covered by the usual flat bottom boat.

A still further object of this invention is to provide a pleasure boat insuring safety to its passengers and which will easily ride and break waves thereby excluding water from the area of the passengers.

A still further object of this invention is to provide a boat of the manual power type having a peculiar arrangement of seats for safety as well as convenience.

Heretofore it has been proposed to employ flat bottom row boats which are bulky and extremely difficult to maneuver. Boats of this type are not adapted for pleasure boats on the river and small lakes because they are not safe in so far as a passenger pleasure boat is concerned due to the ease with which they may be rocked or tipped. It will readily be observed that a passenger may be negligent in stepping in or out of the boat and thus be drowned, or it may cause other damage to be incurred to the passenger's body, such as a broken bone or the like.

Other objects and advantages will become apparent during the course of the following description of the invention forming a part of the specification and in which:

Figure 1 is an elevational view of the invention showing the pair of hulls secured together;

Figure 2 is a longitudinal view of the invention showing the peculiar seating arrangement;

Figure 3 is a longitudinal fragmentary view showing the seats and row locks supports in cross-section;

Figure 4 is a transverse cross-sectional view taken on line 4—4 of Figure 2, showing the construction of the oarsman's seat; and

Figure 5 is a transverse cross-sectional view taken on line 5—5 of Figure 2, looking in the direction of the arrows.

For the purpose of illustration of the invention, attention is just directed to Fig. 1 which shows a pair of hulls which will generally be represented by the numeral 6. Each hull 6 comprises a bottom 7 which is pisc-iform shaped in plan view, to which is secured sides 8, following the shape of the bottom 7, longitudinally, forming a bow 8′, and a stern 9′. The hulls 6 are closed by means of decks 9 which are connected together by transverse bars 10, 11, 12 and 13. A passenger seat 14 is supported on the transverse box 11, by vertical supports 15, braced by the brace bars 16. The passenger's seat is positioned in the rear part of the boat and in front of the passenger's seat 14 is a pair of vertical supports 17, braced by the brace members 18. The vertical supports 17 are adapted to support a pair of row locks 19 for the oar 20 which may be made according to the conventional form.

Centrally mounted upon the transverse bar 12, is a foot rest 21 for the oarsman adapted to occupy the rowing bench 22, supported on the transverse bar 13, by vertical end members 23, which may be braced by brace bars 24.

Each hull is provided with a removable plug 25, for emptying water out of the hull, should it leak through due to swelling of the joints of the hull which commonly occurs.

Having thus described my invention, I claim:—

A water craft comprising a pair of hulls of ordinary canoe formation, having closed decks connected together by horizontal transverse bars rigidly secured to the decks, one of said bars having mounted thereon a rower's seat, another of said bars having mounted thereon a passenger's seat, and an intervening bar having mounted at its ends standards carrying row locks, and supporting between said standards an included foot rest for the oarsman.

In testimony whereof I affix my signature.

ACCURSIO GRAFFEO.