Nov. 6, 1928. 1,690,285

I. R. FLEMING

WEATHER HOOD OF BOATS

Original Filed April 10. 1922 2 Sheets-Sheet 1

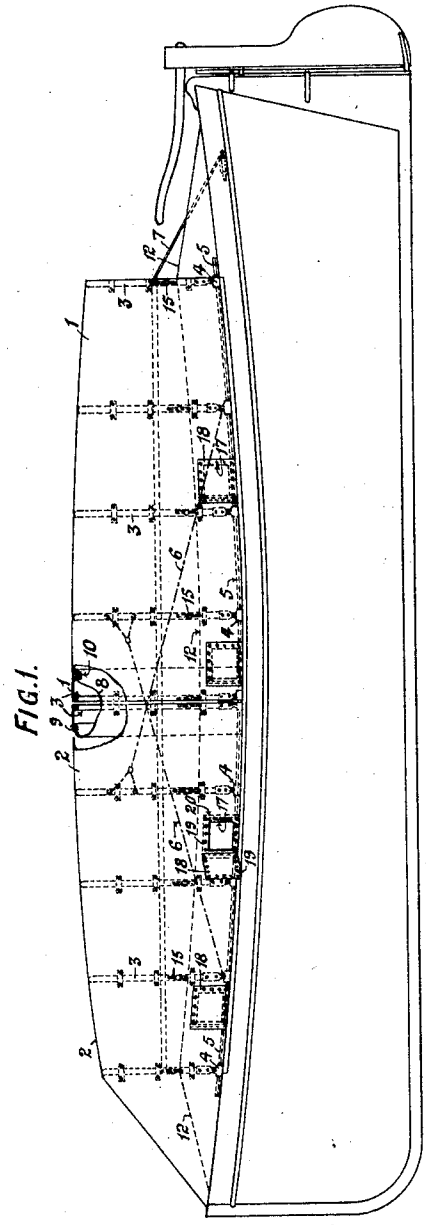


FIG. 1.

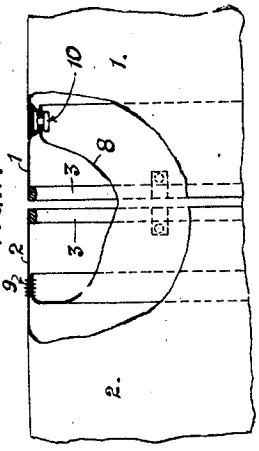


FIG. 1A.

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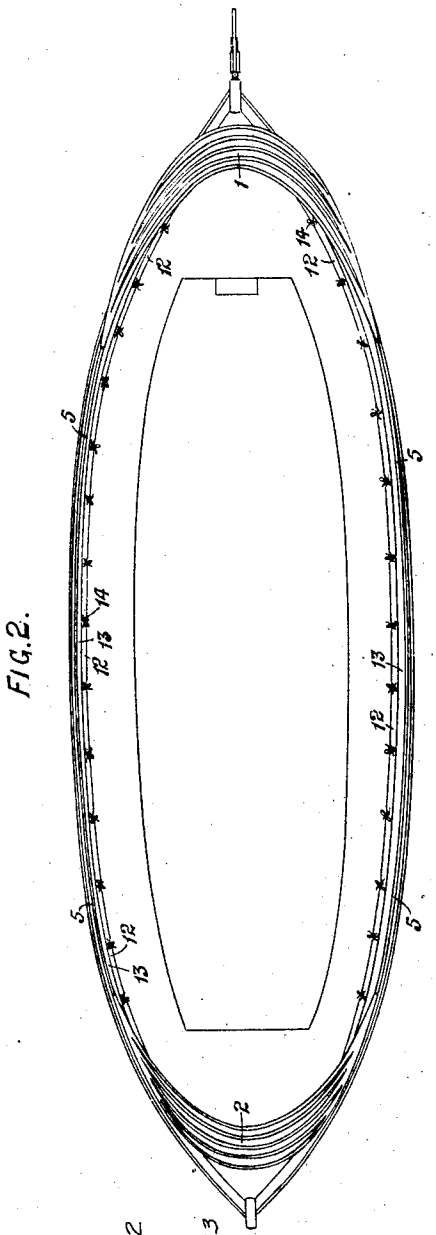


FIG. 2.

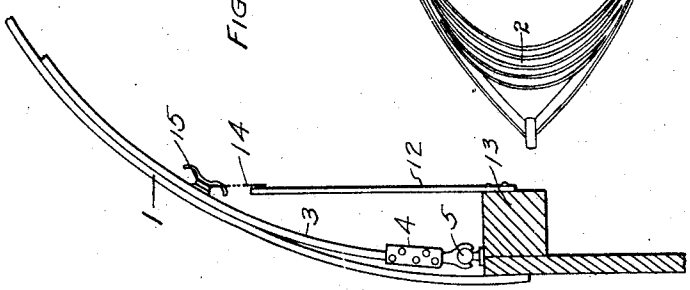


FIG 3

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UNITED STATES PATENT OFFICE.

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WEATHER HOOD OF BOATS.

Application filed April 10, 1922, Serial No. 551,393, and in Great Britain September 9, 1921. Renewed February 27, 1926

This invention has reference more particularly to ships' life boats, but it is also applicable to other boats; and it has special advantages in connection with its use on boats which have a movable hood or cover employed over the well of the boat to protect the occupants from the weather and surf, which in some cases, are capable of being moved longitudinally so as to cover the well, and conversely moved in the opposite direction and stowed, and uncover the well; and for convenience the invention will be described as applied to a boat having a hood of this kind, and consisting of canvas supported by arched bows.

In the boat hereinafter described, the improvements under this invention are comprised.

Along the gunwale and preferably on the inside of same, the boat is fitted with a canvas or other suitable flap of considerable depth, which is adapted to be rolled or folded up so that when not required to be stowed neatly and takes up little or no valuable room; and it may extend all round the gunwale of the boat, it being secured to the gunwale surface in a watertight manner. The strip is provided at its edges with hooks or other fastening devices, and the arched bows or canvas of the hood are provided with corresponding fastening means at the required height above the ship's gunwale; and when the canvas band is required to be set, it is unrolled and is raised vertically, and its fasteners secured to the fastening devices on the hood. When so secured the canvas appliance will form a continuous canvas or flexible wall or coaming and guard inside the hood, and this serves to prevent the entry of water or surf through the space between it and the lower edge of the hood, which in some cases comes outside the gunwale of the boat; it also, at the same time, increases the freeboard of the boat.

The hood may be of the kind in which sliding clips or the like are mounted and run on a rail or bar—round or rectangular—on the top of the gunwale, and secured to the lower ends of the arched supports which support the hood canvas, by hinge joints.

The canvas hood may consist of two parts, one extending from the bow to say a point near midships of the boat, and also from a point near the stern to this midship position where the meeting edges of the hood canvas overlap inside; and the two parts together form a continuous hood secured in position by guy ropes or the like; and when erected the canvas or like material coaming is secured to the fastenings on the arches or on the inside of the canvas.

When the hood is not required, it is run back fore and aft by sliding the clips on the rods or bars, the fore part being pushed and stowed on the bow of the boat, and the rear part near the stern.

In cases where a hood is not used, suitable upstanding supports, say hinged or movable supports, for supporting the edge of the textile coaming strip, which is of considerable depth, would be provided at different points along the gunwale, to which the fasteners on the strip can be fastened or secured. In this case the flexible strip serves primarily as a means of increasing the freeboard of the boat, and preventing the overlapping of surf into it.

In the drawing hereto annexed, which illustrates the invention, Figure 1 is a longitudinal outside elevation, showing the hood erected; Fig. 1[A] is an enlarged detail view, parts being broken away to better show the flap connecting the two sections of the hood; Figure 2 is a plan showing the hood folded and housed; and Figure 3 is an enlarged broken sectional view showing the operative relation of the hood and upwardly projecting flexible strips.

In the drawing, the hood is in two sections, namely, an after section 1, and a forward section 2. The hood, at its lower edge, comes on the outside of and overlaps the boat gunwale, and is supported or carried by the wood or other arched bows 3, over which the canvas is stretched or laid, and to which it is secured in any suitable known way, as by cleats or otherwise.

The lower ends of the arched bows—which may be metal fittings—are hinged to carrier sockets or clips 4, which are mounted on and adapted to slide longitudinally on bars 5, fixed on the upper surface of the gunwale 13; the bars standing a little distance above the gunwale and connected to same at points by metal pieces, narrower than the bars themselves, which are suitably fastened to the gunwale. The sockets or clips 4 are in the form of jaws turned inwardly at their lower parts, so that while they can slide on the bars they will pass the parts which con-

nect the bar to the gunwale, and to the upper parts of the sockets 4, the end pivot or hinge fittings of the bows 3 are hinged.

By this arrangement of the bars 5 on the top of the gunwale, and then the outer surface of same, the edge of the hood material will lie snugly against the side of the gunwale of the boat, and the rails and hood will not be so liable to become deranged, should the boat bump against the side of another boat, or body.

The folded or housed position of the after hood 1, is shown cleared out of the way, in plan in Figure 2; and this figure also shows the forward hood portion 2 slid along the bars 5 to the bow, and folded down on same. The forward hood 2 extends to the bow, as shown in Figure 1; whilst the after end of the rear hood portion 1 comes at a point some distance forward of the tiller of the rudder.

These portions 1 and 2 are hauled forward and aft, respectively, when it is desired to erect them, by the ropes 6 which are attached to one of the bows 3 near the meeting edges of the forward and aft portions 1; whilst the rear arch 3 of the aft portion 1 is held in the vertical position by the guy ropes 7.

The hood is rendered in effect continuous by the canvas overlapping flap portion 8, which in the case shown is made of a separate strip of material secured by stitches 9 to the forward portion 2, the edge being provided with eyelet holes or the like, through which fasteners 10 of any known suitable kind, secured to the inside of the hood portion 1, are passed. When the flap 8 is fastened up in position, being bulged as shown, any water that enters between the adjacent bows 3, and falls into it, will run down the gutter formed by it, and will be discharged overboard at the lower part, which will overlap the gunwale and lie between the lower edge of the hood and the gunwale; and as the canvas of the hood at its lower edge hangs down below the level of and outside the gunwale, all water which comes in it will be shed into the sea.

The upwardly projecting flaps of canvas or coaming extending along the sides of the boat, are shown in dotted lines in Figure 1 within the hood, and marked 12; and they are secured in a watertight manner to the inside of the gunwale 13—see Figure 2—and are provided at the upper edges with short fastening cords 14 at points along their length; and when erected and in use, the cords 14 are made fast round cleats or devices 15 of any known suitable kind, on the inside of the arched bows. When the flap is not required, it is rolled up so as to lie snugly on the inside of the gunwale 13; and so stowed neatly, takes up little or no valuable room.

To enable oars to be used, the hood portions 1 and 2 at the required points where the oarlocks of the boat are placed, are provided with openings 17; and the hood at these points is provided with flaps 18 on the outside, and similar flaps 20—shown in dotted lines in Figure 1—on the inside. The outer flaps 18 are secured at their forward edge only to the hood by stitching or the like; whilst the inside flaps 20 which are similar to 18, are secured to their after edges only, and come on the inside of the hole 17; and the flaps, and the edge of the hood around the holes 17 are provided with eyelet holes 19, through which cords may pass for holding the flaps to the hood when oars are not being used, as for instance, when the boat is being propelled by internal manual operated mechanism, or "power".

In some cases, the rear end of the boat may be enclosed between the aftermost bow 3 to the stern post, and similarly as in the bow of the boat, a gap being provided in it for the steersman to stand in, the flap being laced in the suitable known way, to the aft end of the hood.

What is claimed is:—

1. A protective hood for boats, including a series of arched bows mounted for sliding movement relative to the gunwale of the boat, a hood connected to and movable with the bows and adapted to have its free edge, when the hood is in operative position, overlie the edge of the gunwale of the boat, a flap permanently secured to the gunwale of the boat and adapted, when the hood is extended, to project materially above the juncture of the gunwale of the boat and the free edge of the hood, and means for securing the flap to the bows.

2. A hood for boats comprising a series of arched bows, means for supporting the bows for sliding movement longitudinally of the gunwale of the boat, a flexible covering secured to and carried by the bows and adapted, when the bows are in operative position, to overlie the boat with its free edge depending below the edge of the gunwale of the boat, a flexible flap having one edge secured to the gunwale of the boat in a watertight manner, said flap being adapted to be turned upwardly to overlie and project above the juncture of the gunwale of the boat and the free edge of the hood, and means carried by the free edge of the flap for securing said flap to the bows to thereby utilize the flap as an extension of the gunwale of the boat to prevent the ingress of water passing between the free edge of the hood and the boat gunwale from entering the boat.

In testimony whereof I have signed my name to this specification.

IVAN RUPERT FLEMING.