

June 22, 1948.

S. G. HOUSE

2,443,768

SECTIONAL BOAT

Original Filed Aug. 16, 1943

2 Sheets-Sheet 1

FIG. 1

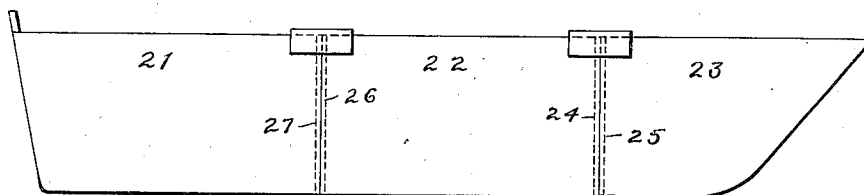


FIG. 2

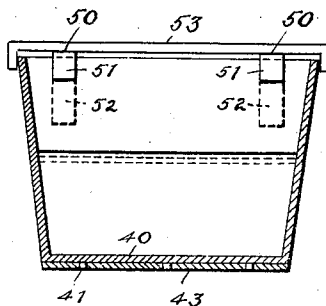
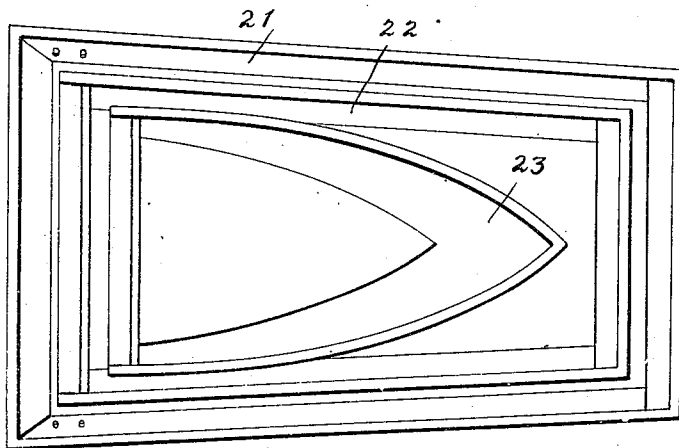


FIG. 6

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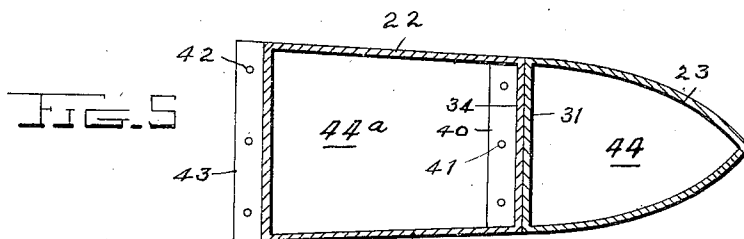
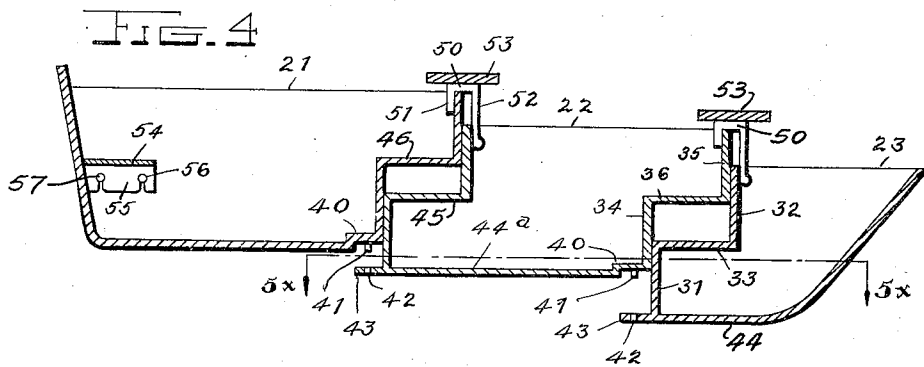
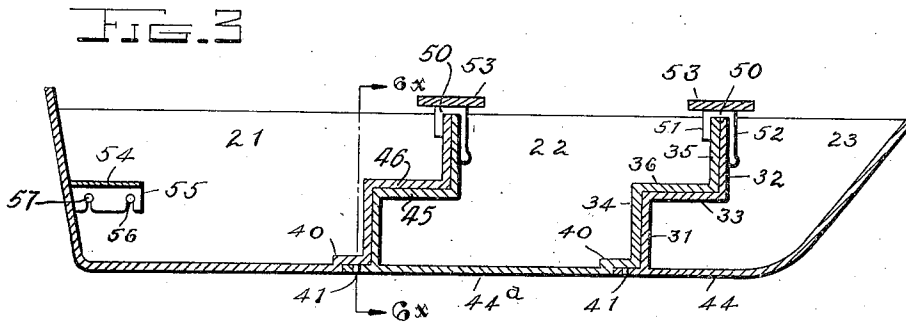
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2 Sheets-Sheet 2



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UNITED STATES PATENT OFFICE

2,443,768

SECTIONAL BOAT

Samuel G. House, Abilene, Tex.

Substituted for abandoned application Serial No. 498,817, August 16, 1943. This application April 24, 1946, Serial No. 664,550

3 Claims. (Cl. 9—2)

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This invention relates to boats.

An object of the invention is the provision of a boat which is formed in sections in such a manner that when the sections have been disconnected they may be readily fitted or nested into each other to form a compact unit for transportation over land.

Another object of the invention is the provision of a boat which is formed of sections with the ends of the sections having inter-connecting means for detachably connecting the sections together to form an operable boat, means being employed for further retaining the sections in connected relation, the sections being of such shape and size that they may be fitted within each other when disconnected to facilitate their transportation from place to place.

Still another object of the invention is the provision of a boat which is formed of sections with the sections when disconnected from each other being insertable within each other for forming a small structure for transportation, said sections at the inter-connecting ends having complementary connecting means which are readily fitted into each other with additional means for retaining the sections in operative position.

A still further object of the invention is the provision of a boat formed of sections which when disconnected may be nested in each other for transportation, the adjacent ends of the sections being provided with stepped portions adapted to be interfitted together with means for retaining the interfitted portions together.

This invention will be best understood from a consideration of the following detailed description, in view of the accompanying drawings forming a part of the specification; nevertheless, it is to be understood that the invention is not confined to the disclosure, being susceptible of such changes and modifications as define no material departure from the salient features of the invention as expressed in the appended claims.

Figure 1 is a longitudinal view of a sectional boat constructed according to the principles of my invention.

Figure 2 is a plan view of the disconnected sections of Fig. 1 nested within each other.

Figure 3 is a longitudinal vertical section of a boat wherein stepped end walls are used.

Figure 4 is a longitudinal vertical section similar to that shown in Fig. 3, disclosing the sections in the assembly operation.

Figure 5 is a fragmentary horizontal section taken along the line 5×—5× of Fig. 4.

Figure 6 is a transverse vertical section taken along the line 6×—6× of Fig. 3.

This is an application filed as a substitute for my former application S. N. 498,817, filed August 16, 1943, now abandoned.

In the drawings I have shown a boat illustrating one embodiment of my invention formed of three sections 21, 22 and 23. The bow section 23 is smaller than the intermediate section 22 and the intermediate section is smaller than the stern section 21. The end wall 24 of the section 22 may be vertically disposed and may abut a vertically disposed end wall 25 of the section 23. The rear end wall 26 of the intermediate section 22 may be vertically disposed and may abut a vertically disposed end wall 27 of the section 21. All of these walls as shown in Figs. 1 and 2 are flat in order to make contact throughout and the side walls flare outwardly and upwardly from their lower edges as shown in Fig. 6.

In Fig. 2 the stern section 21 is placed on the ground initially, and in this section is placed the intermediate section 22 and within the latter is placed the bow section 23. As has been explained all of the sections are of such size that the smaller section may be inserted within the intermediate section and these two nested sections are then placed within the large stern section.

The preferred form of connection between the coacting ends of the sections is shown in Figs. 3 to 6, inclusive, said end walls being in step formation so that the sections may be moved vertically into place with the coacting ends interfitted with each other.

Bow section 23 has a pair of vertical walls 31 and 32 connected together by a horizontal wall 33 while the midsection 22 has a pair of vertical walls 34 and 35 connected together by a horizontal portion 36. It will be noted that the vertical portions 32 and 35 as well as the portions 31 and 34 are in flat contact with each other while the horizontal portion 36 of the section 22 rests upon the horizontal portion 33 of the section 23.

A lower edge of the vertical portion 34 has a flange 40 which is provided with a plurality of downwardly projecting lugs 41 and these lugs are received in perforations 42 formed in a flange 43 projecting inwardly and in the same plane from a bottom 44 of the section 23. It will be noted that the flange 40 is offset from the plane of the bottom 44 of the section 22 to form a pocket in which the flange 43 is seated.

It will be noted that the stepped sections 45 and 46 of the respective sections 22 and 21 are identical in construction with the stepped sec-

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tions just described and therefore additional reference numerals and further description will not be required.

A U-shaped spring member generally designated by the numeral 50 has a pair of legs 51 and 52 located in parallel relation and may depend from a seat 53. These legs engage the opposite face of the vertical portions 32 and 35 of the respective sections 21, 22 and 23, and are adapted to retain the upper portions of the sections together and at the same time retain the seats in position. The members 50 cooperate with the pins 41 and the perforations 42 for maintaining the lower meeting edges of the sections in position during the operation of the boat.

The stern section 21 is provided with a seat 54, which has depending flanges 55 provided with slots 56 to receive the lugs 57 which extend only a short distance from each side wall of the section 21. In other words, the lugs or pins 57 are sufficiently short so that the intermediate section 22 may be conveniently placed within the section 21 when the sectional boat has been disassembled and the sections are nested within each other for transportation over the land.

It will be noted that the boat is tapered from end to end so that the tapered sections will more neatly fit into each other when the boat has been disassembled and packed for transportation over land.

I claim:

1. A boat composed of a plurality of longitudinally alined sections having their adjacent ends abutting, the sections being progressively smaller so that said sections may be fitted into each other to provide a compact unit for transportation on land, the adjacent ends of the sections having interfitted stepped portions, spring clips for removably connecting together the upper portions of the abutting ends, and sliding connections for the lower portions of said ends.

2. A boat composed of a plurality of longitudinally alined sections, having their adjacent ends abutting, said adjacent ends having complementarily formed stepped portions, the stepped portions of each section providing closures so

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that each section will form a water tight compartment, means for removably connecting the upper ends of the stepped portions, the bottom of certain of the sections having a transverse groove, the bottoms of certain of the sections being provided with a rearwardly extending flange adapted to be received within the groove and cooperating means in a flange and in the groove for aiding in retaining the bottoms of the sections in horizontal alinement.

3. A boat composed of a plurality of longitudinally alined sections, the walls of the sections forming with the bottom a water tight compartment, the abutting ends of the sections having their walls provided with vertically and horizontally disposed portions which are adapted to be interfitted into each other in stepped formation, means for removably connecting the upper edges of the abutting ends, at least two of the sections being provided with transverse grooves adjacent one end, extending inwardly from the bottoms of the sections, at least two of the sections being provided with flanges extending from the bottoms of the sections adapted to be received within the grooves when the sections are interfitted into each other, said flanges being provided with a plurality of perforations and pins projecting downwardly from a wall of the groove and received by perforations in a flange for aiding in retaining the sections in alinement.

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The following references are of record in the file of this patent:

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