(No Model.)

A. SEYMOUR.

COMBINED AWNING AND BOAT COVER.

No. 600,272. Patented Mar. 8, 1898.

Fig. 1.

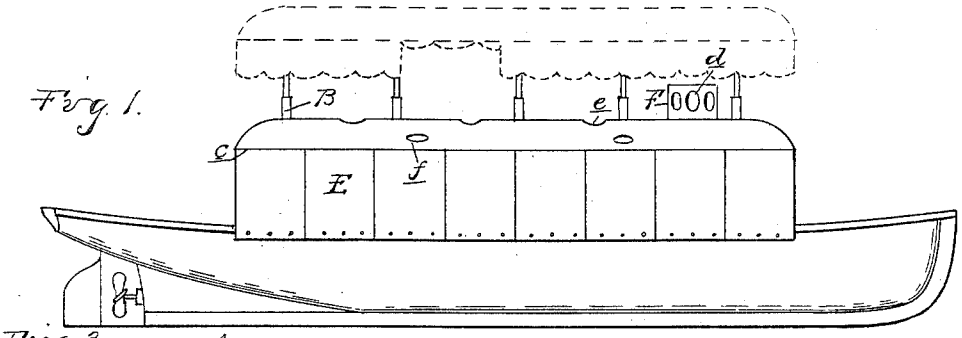


Fig. 3.

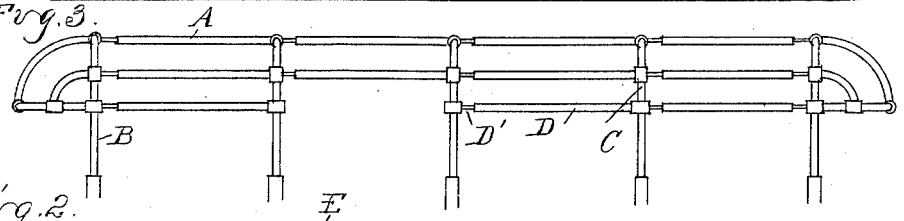


Fig. 2.

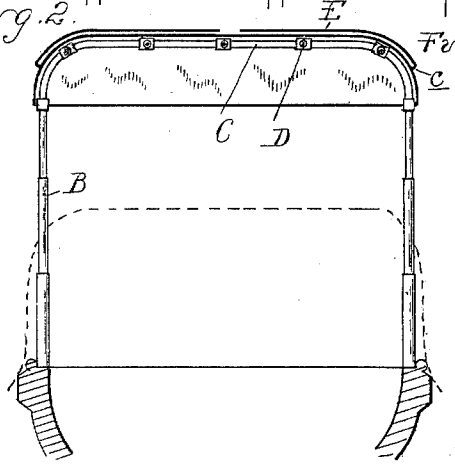


Fig. 4.

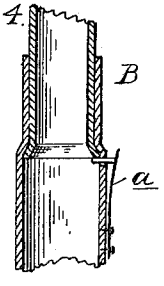
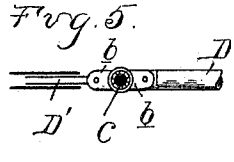


Fig. 5.



Witnesses
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UNITED STATES PATENT OFFICE.

ALFRED SEYMOUR, OF DETROIT, MICHIGAN.

COMBINED AWNING AND BOAT-COVER.

SPECIFICATION forming part of Letters Patent No. 600,272, dated March 8, 1898.

Application filed June 10, 1897. Serial No. 640,180. (No model.)

To all whom it may concern:

Be it known that I, ALFRED SEYMOUR, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in a Combined Awning and Boat-Cover, of which the following is a specification, reference being had therein to the accompanying drawings.

The object of this invention is to construct a boat-awning in such a manner that it can be converted into a boat-cover which renders it safe in stormy weather, all as more fully hereinafter described, and shown in the drawings, in which—

Figure 1 is an elevation showing a boat provided with my improved awning, the full lines showing the same converted into the cover and the dotted lines showing it in use as an awning. Fig. 2 is a cross-section. Fig. 3 is a longitudinal vertical section of the awning frame and stanchions. Fig. 4 is an axial section through one of the telescopic joints of the stanchions, and Fig. 5 is a section through the joint connection of the frame-bars of the awning.

My improved awning may be of canvas or other similar material and is stretched over a metallic skeleton frame of suitable size and shape adapted to the space to be covered. This skeleton frame A is supported on stanchions B, secured upon the sides of the boat in the usual manner of supporting the awnings of vessels. These stanchions I make of tubular telescopic sections, so that by allowing the sections to collapse the awning is lowered down from its elevated position. Any suitable means may be employed to have the sections held in their extended position—as, for instance, shown in Fig. 4, where a spring-catch *a* is used for the purpose. By withdrawing the spring-catch the section supported thereon can be pushed down within the lower section.

In order to enable one stanchion after the other to be raised and lowered independently, I make the skeleton frame preferably with transverse ribs C, which are intermediately united by tubular slip-jointed connecting-bars D D, which are hinged to the ribs, all as shown in Fig. 5, wherein C represents a transverse rib in section; *b b*, ears formed thereon; D D, the adjacent ends of two frame-bars, and D′ a thorn or pin engaging into one end of the connecting frame-bar to form a slip-joint. The awning being permanently supported on this frame in any suitable manner is provided with a series of flaps E, which when the device is adjusted as an awning are preferably folded back over the top and secured in that position, as shown in Fig. 2. These flaps being sewed or fastened onto the awning at the points *c* can be folded down over the sides and end of the boat, and when thus folded down, with the awning lowered by collapsing the stanchion, they may be fastened in position at their lower ends, and thus form a storm-tight cabin which does not interfere with the navigation of the boat. To this end, if necessary, I also provide at the forward end, where the wheelsman has his position, a hood F, which may be a permanent fixture or detachable and which permits the wheelsman to stand upright and have a proper view by means of small windows *d* in the hood. Suitable windows *e* may also be placed in different portions of the awning and holes *f* provided for ventilation.

My construction of awning has the great advantage that it does away with the great source of danger in storms. My awning not only does away with the inherent source of danger in case of storms which renders the boat liable to capsize, but by lowering and used as a cover it forms an element of safety and protection to the boat and the occupants.

While I have referred to the stanchions as telescopic, I desire it understood that the term "telescopic" comprehends all such sliding connections which are designed to permit the vertical or longitudinal adjustment of one of the members on another, and do not confine myself to the specific telescopic type.

What I claim as my invention is—

1. In a combined awning and storm-cover for boats, the combination with vertical stanchions made of telescopic sections, a top or awning supported by said stanchions, flaps flexibly connected to said top or awning and adapted to be folded over on the same and adapted to depend therefrom, and means for securing the lower ends of said flaps to the boat, substantially as described.

2. In a combined awning and boat-cover,

the combination of the skeleton frame having transverse ribs and longitudinal connecting-rods hinged thereto and formed with slip-joints, the stanchions supporting the frame upon the sides of the boat and formed of telescopic sections, the awning supported by the skeleton frame, the flaps secured to the awning and adapted to be extended from the awning to the gunwales, means for fastening the flaps thereto and the hood F extending above the awning.

3. In a combined awning and boat-cover, the combination of the stanchions, the awning supported thereby, the flaps secured to the awning, means for securing the flaps to the boat for making a storm-cover, and a windowed hood extending above the awning.

In testimony whereof I affix my signature in presence of two witnesses.

ALFRED SEYMOUR.

Witnesses:
M. B. O'DOGHERTY,
OTTO F. BARTHEL.