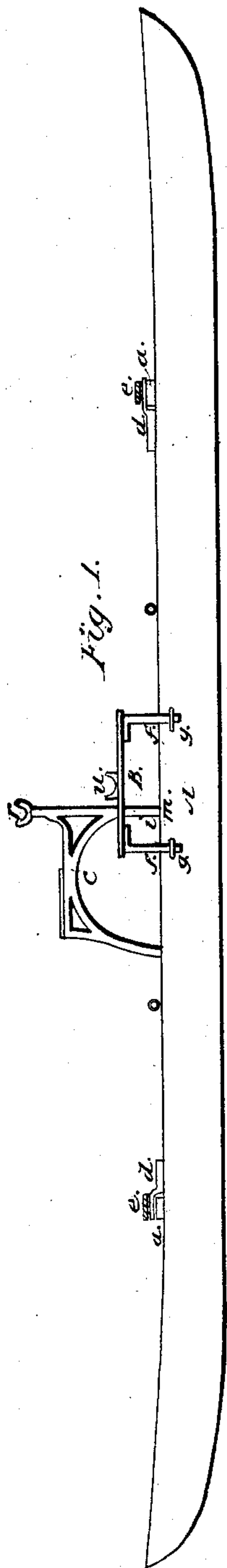


*Knudsen & Lasseo.*

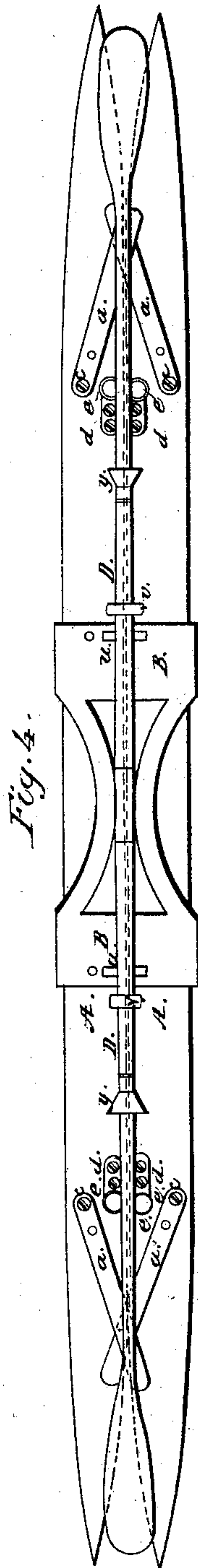
*Portable Life Boat.*

*No 55,675.*

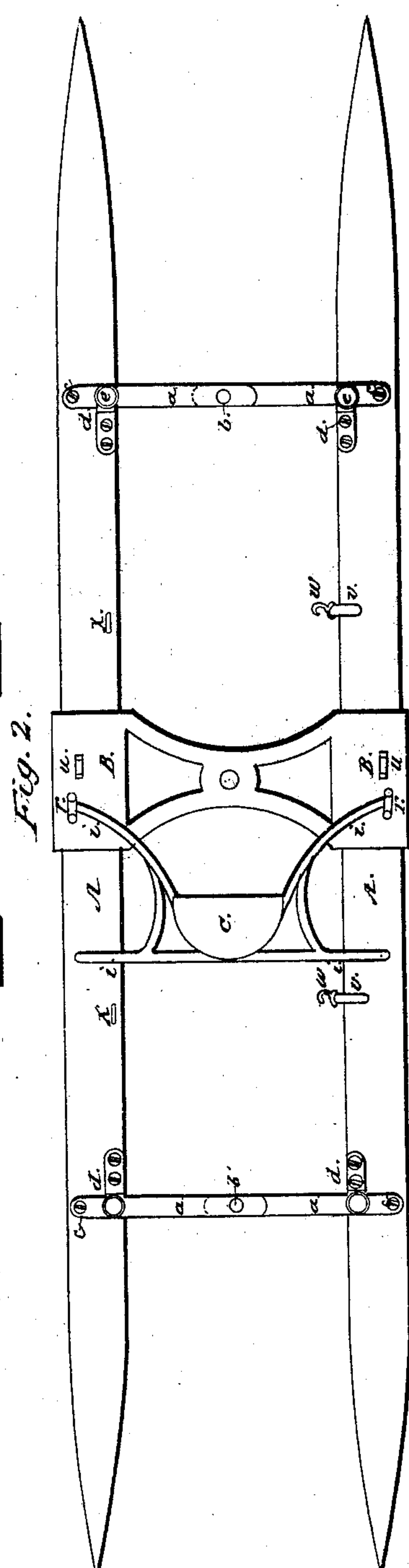
*Patented Jun. 19, 1866.*



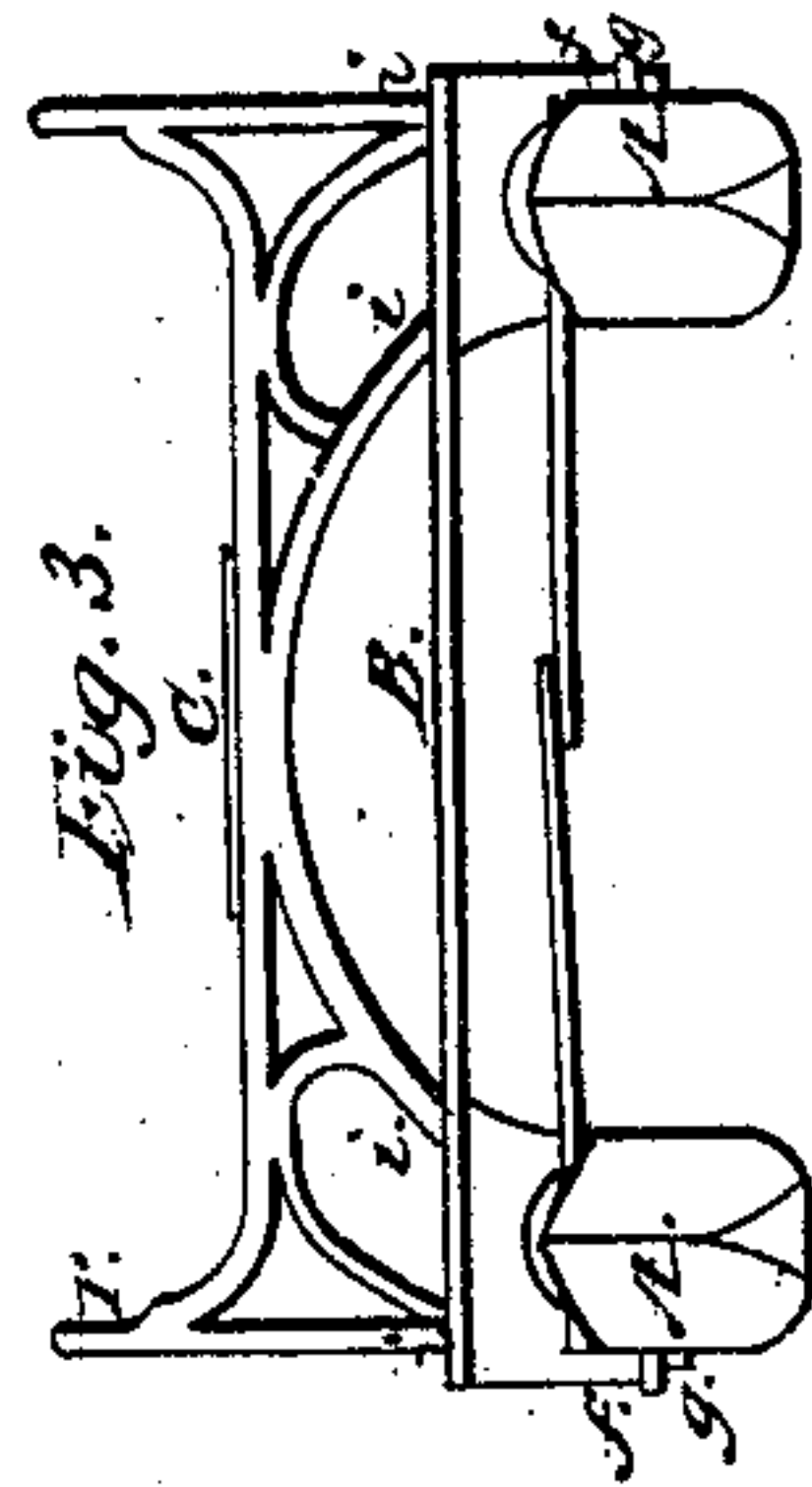
*Fig. 1.*



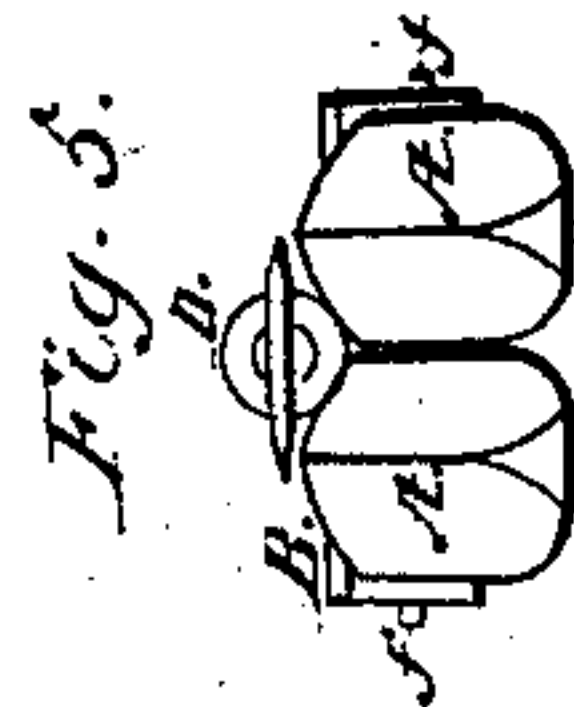
*Fig. 4.*



*Fig. 2.*



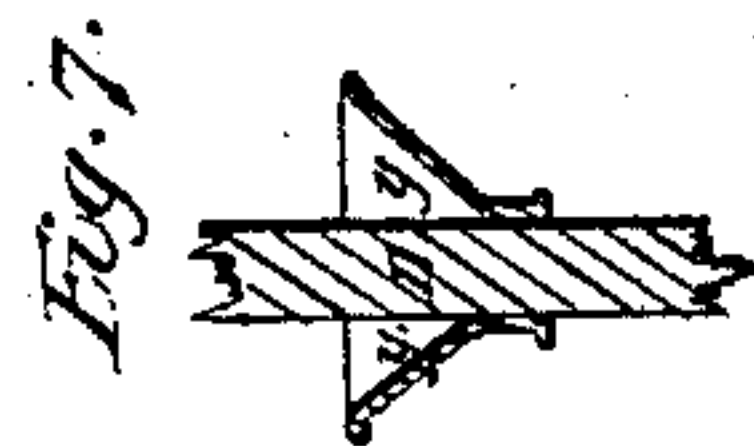
*Fig. 3.*



*Fig. 5.*



*Fig. 6.*



*Fig. 7.*

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# UNITED STATES PATENT OFFICE.

R. KNUDSEN AND W. T. LASSOE, OF BROOKLYN, NEW YORK.

## IMPROVED PORTABLE BOAT.

Specification forming part of Letters Patent No. 55,675, dated June 19, 1866.

*To all whom it may concern:*

Be it known that we, RICHARD KNUDSEN and WALDEMAR T. LASSOE, both of the city of Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Portable Boats for sporting or other purposes; and we do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, making part of this specification, in which—

Figure 1 is a side view of a boat constructed according to our invention, showing the same extended or opened out for use. Fig. 2 is a transverse section thereof in the same position. Fig. 3 is a plan view of the same, also in an extended position. Fig. 4 is a plan view, showing the boat in a folded or closed position. Fig. 5 is a transverse section, also showing the boat in a folded or closed position. Fig. 6 is a detached longitudinal section of a portion of the invention. Fig. 7 is a detached section of a portion of the oar used in propelling the boat.

Similar letters of reference indicate corresponding parts in all the figures.

This invention consists in a novel construction of a double boat, whereby the two hulls or boats thereof may be placed and secured at a suitable distance apart to give them stability when afloat, or be closely folded or brought together to occupy very little space, as required for transportation.

The invention also consists in certain novel means of bracing the boats in position when extended or spread apart, and of confining them securely when brought together as aforesaid.

The invention also consists in a novel arrangement of a seat with reference to the two adjustable hulls or boats.

To enable others to understand the construction and operation of our invention, we will proceed to describe it with reference to the drawings.

A A represent two hulls, boats, or pontoons, of any suitable shape, and made of wood, sheet-metal, or other proper material. The said boats should be made hollow and entirely closed to prevent the entrance of water into them, and the consequent destruction of their

buoyancy. Near each end of these boats A A are two flat horizontal bars, *a*, the inner ends of which are hinged or jointed together upon a vertical pivot, as shown at *b* in Fig. 2, and which have their outer ends pivoted to the upper sides or surfaces of the said boats, as shown at *b*, the said two bars at each end of the boats being of such length that when they are placed in line with each other, as shown in the said figure, the boats will be extended to a proper and sufficient distance apart.

*d* represents metallic straps, of which there is one near each end of each boat A, firmly secured to the upper side thereof, the outer end of each of the said straps *d* being situated a sufficient distance above the upper surface of the boat to which it is attached to allow the adjacent bar *a* to pass underneath the same. Each of the said outer ends of the strap *d* is provided with a vertical broad-headed set-screw, *e*, passing through the same in such manner that when the boats are spread apart with the bars *b* extended transversely, as shown in Figs. 1 and 2, and hereinbefore explained, the said screws can be turned or screwed downward, so that their lower ends enter vertical holes formed in the bars *d* aforesaid, as shown more clearly in Fig. 6, and thus firmly hold the said bars *a* in position to keep the boats at a proper distance apart; but inasmuch as the said bars would be scarcely sufficient to brace the boats against sudden strain or concussion, a horizontal frame, B, is placed over and across the boats, the said frame extending transversely from one to the other.

Formed at each side of each end or extremity of the frame B is a downwardly-projecting spur or leg, *f*. Each of these legs fits into a staple, *g*, fixed in the outermost sides of the adjacent boat, as shown in Figs. 1 and 3. *h* indicates similar legs, also projecting downward from the sides of the frame B, near each end thereof, but inside of the legs *f*, and having their lower extremities resting upon the upper surfaces of the boats. By this means not only are the boats braced in proper position with reference to each other when thus spread apart for use, but a support or platform is afforded upon which the oarsman may stand when desired.



The width of the frame B between the legs just mentioned is equal to that of the two boats when brought closely together in order to enable the said frame to be employed in holding or confining them in such close or compact condition, as will be hereinafter fully set forth.

*u* are upwardly-projecting spurs, one at each end of the frame B, and notched longitudinally at their upper sides. The said spurs are intended to receive the paddle when the same is packed with the boat in their closed position.

C is the seat, which is removable and made of any suitable material, and is provided with four legs, *i*, which may be of iron rods curved into proper shape, the said seat C being situated over the space between the two hulls or boats when they are thus spread apart. The two forward legs of this seat pass down through holes formed in the horizontal frame B, with their lower ends resting upon the upper surfaces of the boats A, as shown at *m*, while the two rearmost legs, extending back behind the said frame B, also rest upon the boat, so that the said seat is sustained directly by the boats at the same time that it is held in its proper place and position by the frame B, which holds fast its two front or forward legs, as aforesaid. Projecting upward from the said forward legs—or, in other words, formed upon their upper ends—are the two rowlocks *r*.

The several parts being thus secured in position, the oarsman takes his place in the seat C and propels the boat, either by oars working in the rowlocks *r* or by paddling alternately upon opposite sides of the craft with the blades formed upon the two ends of the oar. (Represented by D in Fig. 4.)

*v* indicates two loops, of india-rubber or other suitable material, which are attached to the upper surface of one of the boats, each loop having a metallic hook, *w*, upon its extremity. Fixed at corresponding points upon the upper surface of the other boat are two staples, *x*. These loops *v* and staples *x* are employed in holding the oar in place when packed with the boat, as will be presently explained.

When it is desired to bring the boat into its most compact condition for transportation the seat C and the frame B are first removed therefrom, the screws *e* are turned or screwed upward until they are brought clear of the bars *a*, whereupon the inner ends of the said bars, at which they are pivoted to each other, are either pushed outward toward the ends of the

boats or inward toward the center thereof in such manner that the said bars are placed at a slight angle with the sides of the boats, and thus bring the boats side by side in contact with each other. The frame B is then placed longitudinally upon the two boats, with its legs *f* projecting downward upon the outer sides thereof and firmly holding them together. The oar D is placed longitudinally upon the frame B, resting in the notched upper ends of the spurs *u*, and the loops *v* are drawn transversely over it, and, having their hooks *w* inserted in the staples *x*, closely confine the oar in its place. The said several parts, being thus packed or brought together, as just set forth, and as more clearly shown in Fig. 4, are made to occupy but little space, and the boat may be easily and conveniently carried or transported from place to place when desired.

It now remains to explain the means employed to prevent the water from dripping or flowing along the length of the oar and wetting the hands of the oarsman when the said oar is used as a paddle and alternately reversed to operate on the opposite sides of the boat. This is done by means of two funnel-shaped collars, *y*, one of which is placed midway between the center of the oar and each end thereof, with its flaring or open end outward, in such manner that as the blades of the oar are alternately elevated the water adhering thereto runs into the said funnels and is prevented from flowing farther along the surface of the oar.

What we claim as new, and desire to secure by Letters Patent, is—

1. A portable boat composed of two watertight floats, connected substantially as herein described, whereby they may be drawn apart to give the necessary stability for use and closed together to afford facility for transportation.

2. The combination, with a double boat, of the movable frame B, constructed and applied substantially as herein set forth, for the purpose specified.

3. The seat C, having rowlocks *r* arranged over the space between the two hulls of the boat when the said hulls are extended and held apart, substantially as herein set forth.

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