

# J. A. Olmstead. Life Boat.

N<sup>o</sup> 67,342.

Patented Jul. 30, 1867.

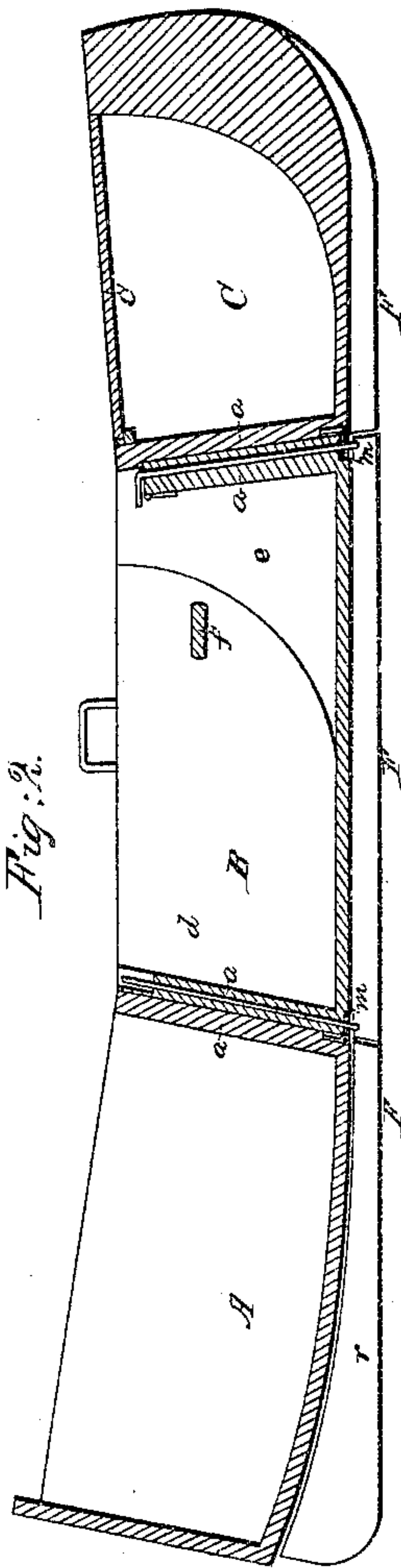


Fig. 2.

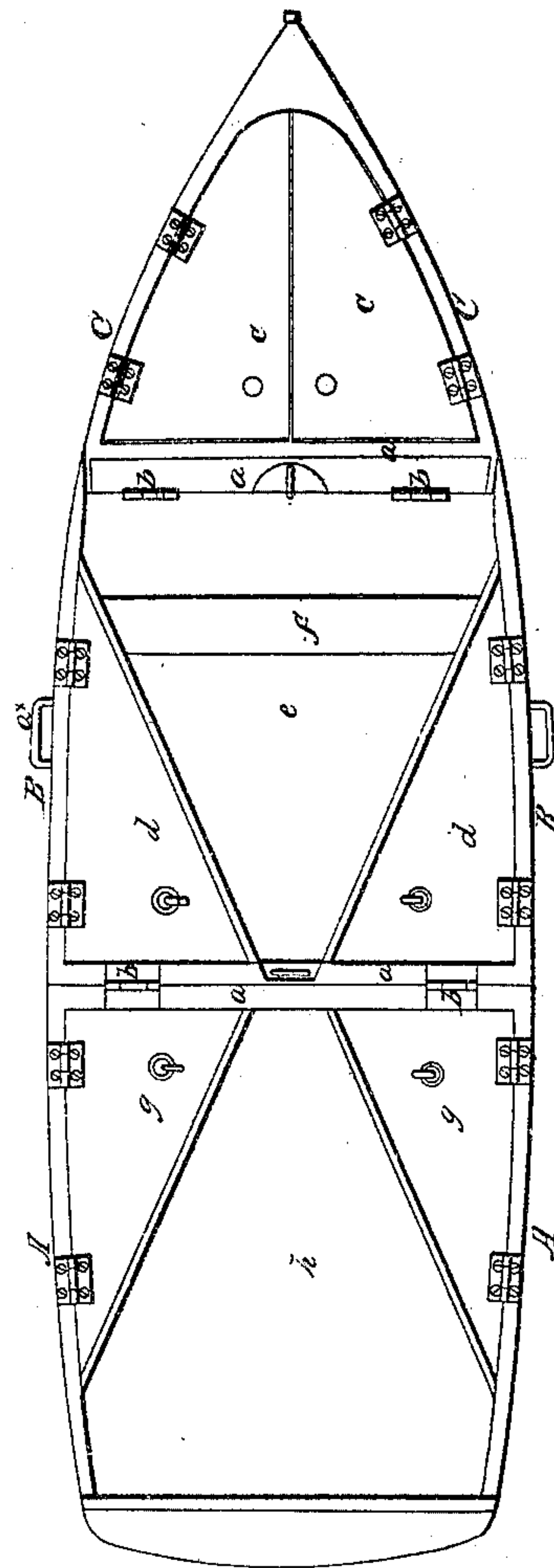


Fig. 1.

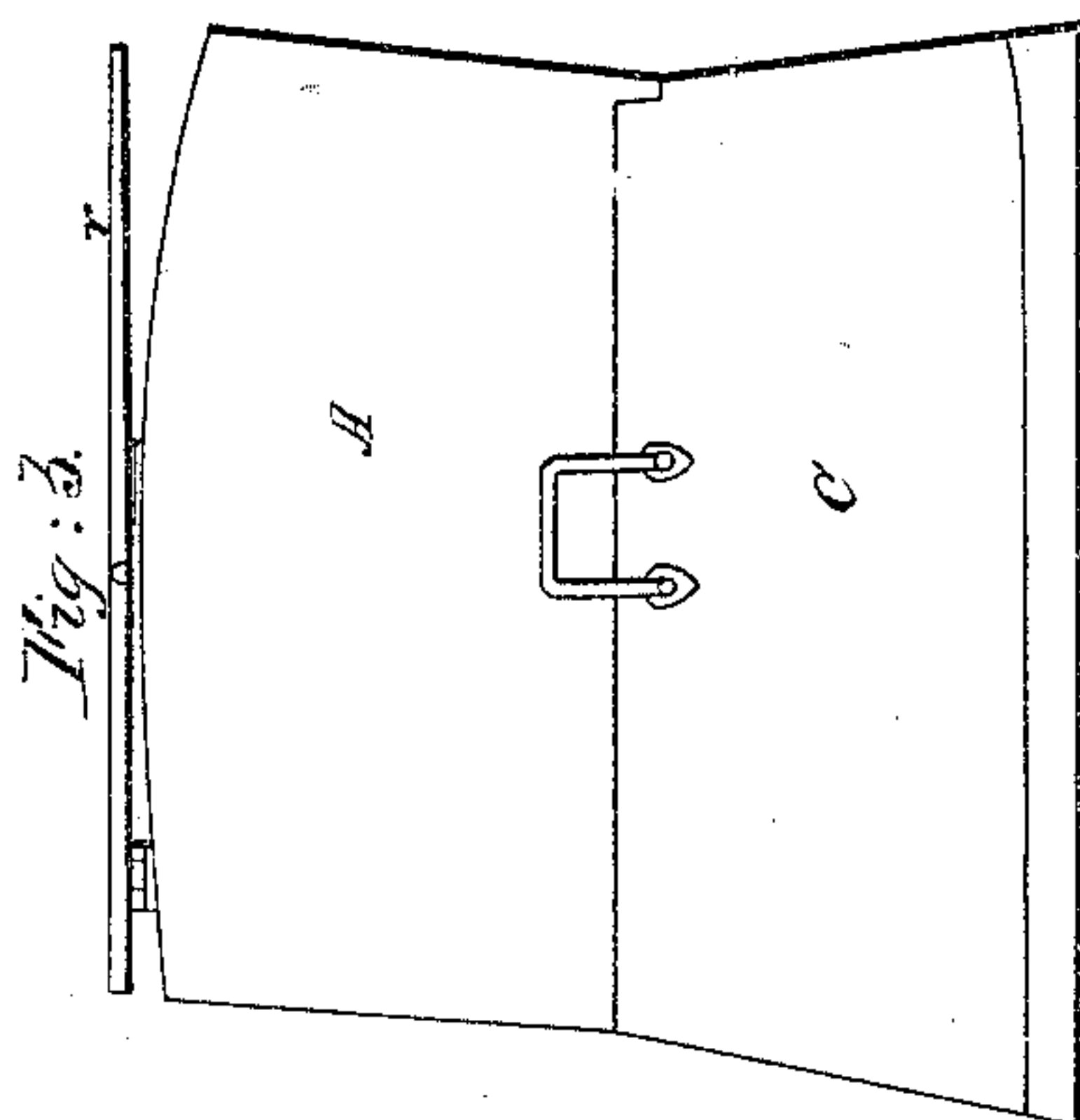


Fig. 3.

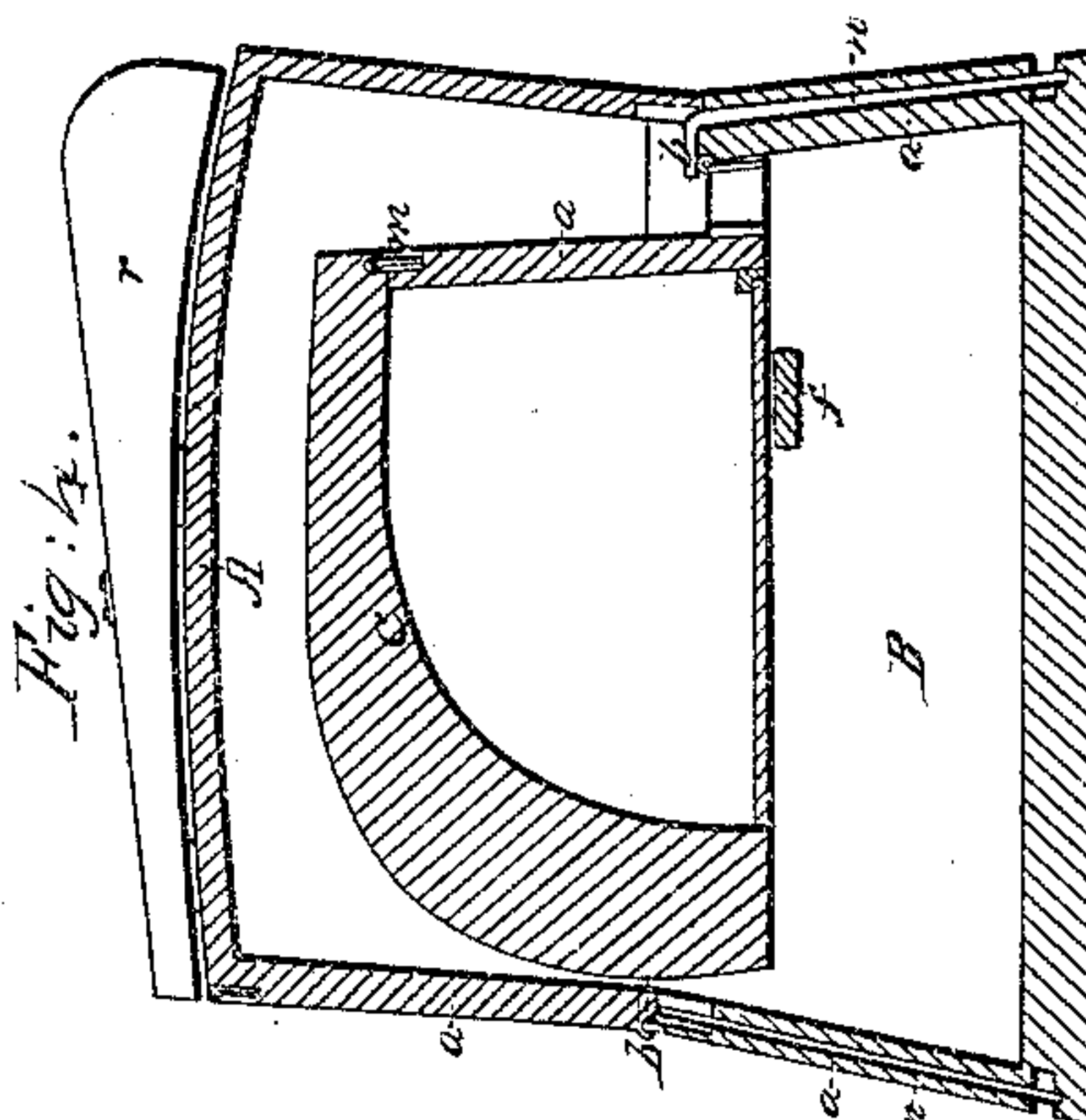


Fig. 4.

Witnesses:

*W. C. Reed*  
*W. C. Reed*

Inventor:

*John A. Olmstead*

# United States Patent Office.

JOHN A. OLMSTEAD, OF NEW YORK, N. Y.

*Letters Patent No. 67,342, dated July 30, 1867.*

## IMPROVED BOAT AND TRUNK.

*The Schedule referred to in these Letters Patent and making part of the same.*

### TO ALL WHOM IT MAY CONCERN:

Be it known that I, JOHN A. OLMSTEAD, of the city, county, and State of New York, have invented a new and improved Convertible Boat and Trunk; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a portion of this specification, in which—

Figure 1 is a plan view showing my invention when employed as a boat.

Figure 2 is a horizontal sectional view of the same in a corresponding position.

Figure 3 is a side view showing the invention as employed as a trunk.

Figure 4 is a longitudinal section of the same in the same position.

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

This invention is designed to provide a portable boat, which may be employed, with very great convenience, as occasion requires, either as a boat, or as a trunk for containing clothing or other articles. The invention consists in a boat composed of three sections hinged together, in such manner that one section may be folded inward upon the adjacent one, with the remaining section folded over both; the boat being by this means brought into a form very closely resembling that of an ordinary trunk, in place of which it may be employed when desired. The invention further consists in certain novel arrangements of parts, whereby the greatest amount of space, for the reception of the articles to be placed in the boat, when thus used as a trunk, consistent with the proper construction of the boat, is secured.

To enable others to understand the nature and construction of my invention, I will proceed to describe it with reference to the drawings.

The boat is divided transversely into three separate sections, marked respectively A, B, and C, the said sections being closed at their adjacent ends, as shown at *a*, and the ends of the central section B being hinged, at their upper edges, to the corresponding edges of the inner ends of the two other sections A and C, by hinges *b* of any suitable kind. The forward section A is furnished with covers *c*, and constitutes a locker for the reception of any articles which it may be desired to pack therein. The central section B is provided, at each side of its back part, with a triangular locker, *d*, and extending across the space *e*, between the said lockers *d*, is a seat or thwart, *f*, which, when the invention is employed as a boat, is occupied by the rower. The forward portion of the stern or rearmost section C is provided with two similar lockers *g*; the space *h* between such lockers *g* being designed to receive the forward section A, when the boat is folded up for use as a trunk, as presently explained. The inner lower edge of each of the two end sections is furnished with a pivoted plate, *m*, which fits into a suitable recess formed in the contiguous edge of the central section B. Rods *n*, passed down through suitable vertical slots in the ends *a* of the central section aforesaid, have their lower ends fitted into holes in the plates *m*, as shown in fig. 2, the said plates and rods serving, in connection with the hinges *b*, to hold the sections firmly in place in line with each other; the several parts being thus secured in the position required, when the boat is employed for its ordinary or legitimate purpose, as represented in figs. 1 and 2. The several lockers not only serve as receptacles for articles placed therein, but, being nearly or quite water-tight, materially assist the buoyancy of the boat in case of injury thereto. Fixed upon each side of the central section B is a row-lock, *a\**, which is so shaped that, when the boat is folded up for use as a trunk, as hereinafter presently set forth, the said row-locks will serve as handles for the same.

When it is desired to use the boat as a trunk, the rods *n* are withdrawn from the plates *m*, and the forward section is turned upward and over in an inverted position upon the thwart, whereupon the stern section A is turned upward and forward over the sections C and B, with the section C situated in the space *h* of the aforesaid stern section A, as shown in fig. 4. The boat, being thus folded into very compact shape, may be readily transported from place to place, and, inasmuch as its interior, including the several lockers hereinbefore described, may be filled with clothing or other articles, the boat in this form serves every purpose of a common trunk; the handles of such trunk being formed by the row-locks *a\**, as hereinbefore mentioned, and a suitable lock being employed to hold the section A down in its place, in the position just described. The keel-board F is formed in parts attached to the bottoms of the several sections of the boat, with that part attached to the rear section A divided longitudinally into two portions *r* hinged to such section in such manner that when the boat is used as a trunk, as just set forth, such portion *r* may be turned down flat, as indicated in fig. 3.



What I claim as my invention, and desire to secure by Letters Patent, is—

1. The convertible boat and trunk, composed of three sections hinged to each other, and arranged to fold together, substantially as herein set forth.
2. The lockers *d*, arranged in relation with the space *e* of the central section B, substantially as and for the purpose herein set forth.
3. The lockers *g*, arranged in relation with the space *h* of the stern section A, substantially as and for the purpose herein set forth.
4. The row-locks *a*\*, constructed and arranged to serve as handles when the boat is used as a trunk, substantially as herein set forth.

JOHN A. OLMSTEAD:

Witnesses:

J. W. COOMBS,

G. W. REED.