

No. 702,823.

Patented June 17, 1902.

C. SCHAER.
BOAT.

(Application filed Oct. 15, 1901.)

(No Model.)

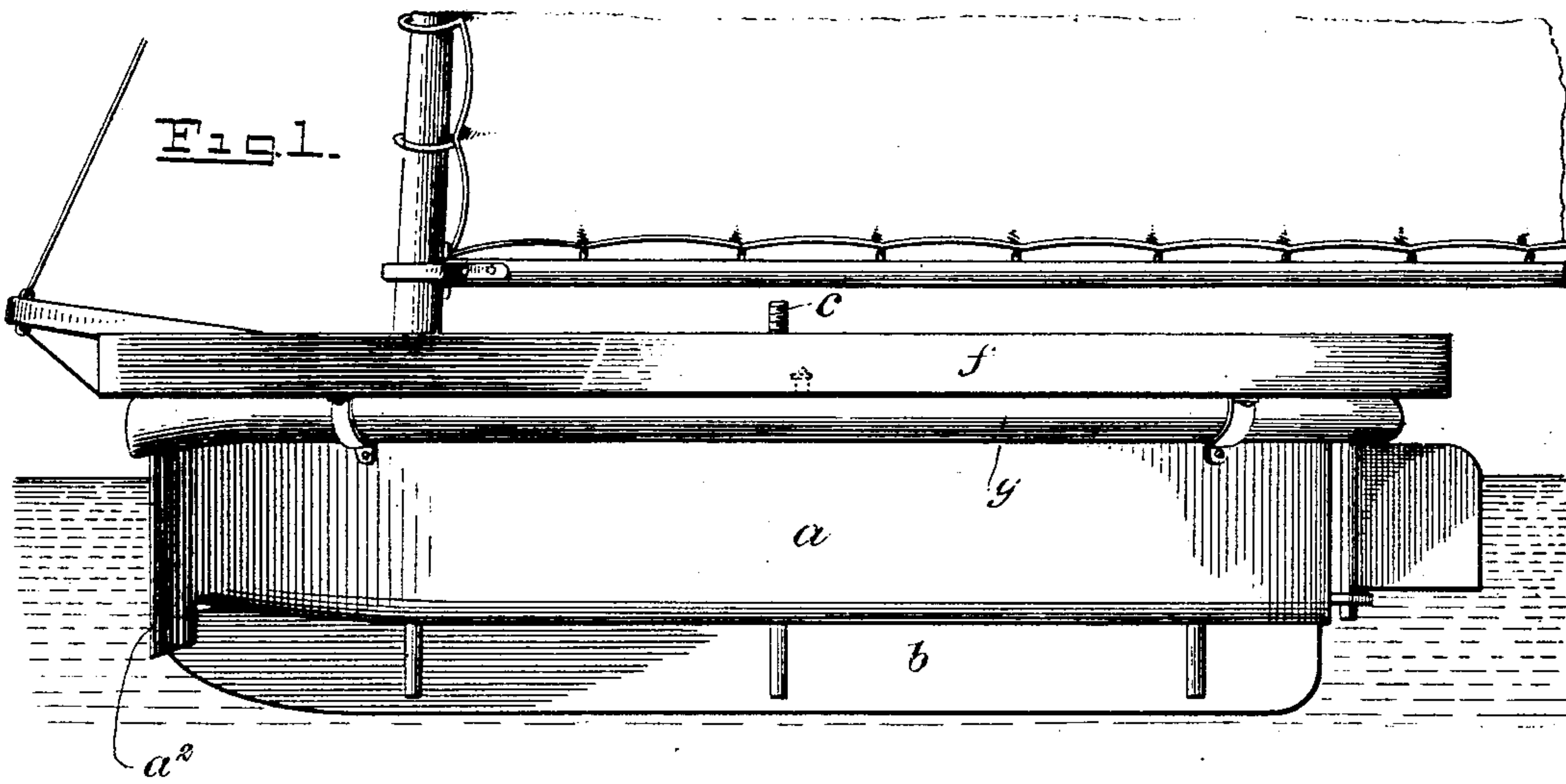


Fig. 2.

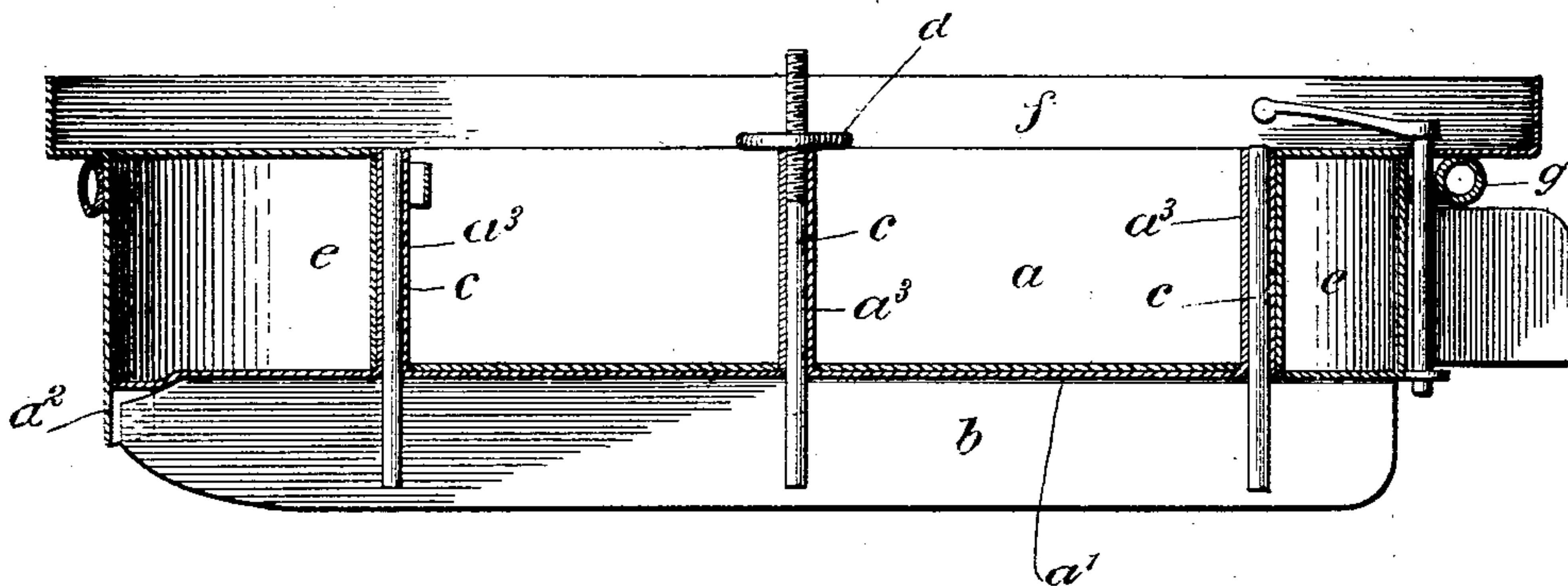
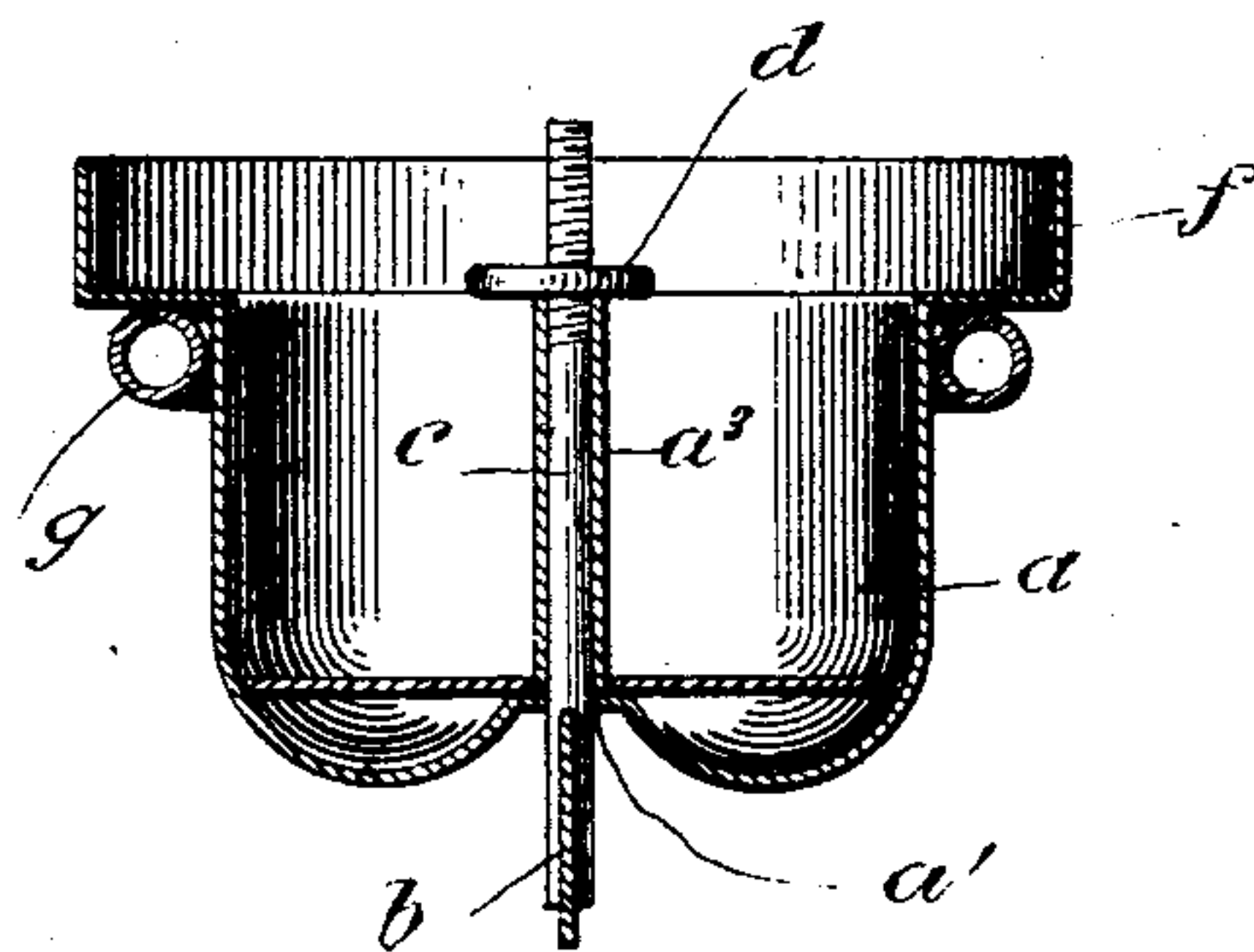


Fig. 3.



WITNESSES:

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CAESAR SCHAER, OF SUPERIOR, NEBRASKA.

BOAT.

SPECIFICATION forming part of Letters Patent No. 702,823, dated June 17, 1902.

Application filed October 15, 1901. Serial No. 78,713. (No model.)

To all whom it may concern:

Be it known that I, CAESAR SCHAER, a citizen of the United States, and a resident of Superior, in the county of Nuckolls and State of Nebraska, have invented a new and Improved Boat, of which the following is a full, clear, and exact description.

This invention relates particularly to boats as distinguished from large vessels.

10 It comprises a novel form of centerboard, which may be adjusted to contribute to the stability of the boat.

It further comprises a novel form of hull and emergency-float.

15 This specification is a specific description of one form of the invention, while the claim is a definition of the actual scope thereof.

Reference is to be had to the accompanying drawings, forming a part of this specification, 20 in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a side view of a boat embodying my invention. Fig. 2 is a longitudinal section thereof, and Fig. 3 is a cross-section 25 of the improvement.

a indicates the hull of the boat, which is formed in its bottom with a longitudinally-extending groove *a'*, wherein is set the centerboard *b*, running, preferably, along the entire length of the boat. At its forefoot the boat is provided with a shield *a''*, which sets in front of the centerboard to protect it. The centerboard is provided with posts *c*, fastened thereto and projecting upward through tubular trunks *a'''* in the hull. 30 35

d indicates a wheel-nut which is threaded on the center post *c* and by which the centerboard may be raised or lowered. When it is desired to increase the stability of the boat, 40 the centerboard, which is preferably of metal, is lowered as much as possible; but under ordinary conditions it may be raised, as shown in the drawings.

e indicates water-tight compartments 45 formed in the bow and stern, respectively, and *f* indicates hips, which are formed on the top

sides of the boat to give her additional buoyancy when rolling and also to provide protection for the emergency-float *g*, which is in the form of an inflatable tube running around the boat under the hips. This float may be either permanently inflated or, if desired, provided with an air-pump for inflating it at will. In cases of emergency, such as a serious leak, the boat will sink to the level of the float and 50 55 be sustained thereby.

The boat is intended to be sailed; but obviously it may be rowed or otherwise propelled at will.

Various changes in the form, proportions, 60 and minor details of my invention may be resorted to without departing from the spirit and scope of my invention. Hence I consider myself entitled to all such variations as may lie within the scope of my claim. 65

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

A marine vessel, having in the bottom of its hull a downwardly-opening longitudinally-extending groove, a downwardly-extending shield located at and forming a continuation of the forefoot of the hull and in line with the groove in the hull, tubular trunks projecting up from the bottom of the hull and lying immediately over the groove, a centerboard capable of lying longitudinally in the groove in the bottom of the hull with its front end just aft of the shield, center posts attached to the centerboard and projecting up through the trunks, and means working with one post whereby to raise or lower the board, the board being capable of dropping below the bottom of the hull, for the purpose specified. 70 75 80

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses. 85

CAESAR SCHAER.

Witnesses:

JOHN A. JOHNSTON,
CHAS. A. JOHNSTON.