

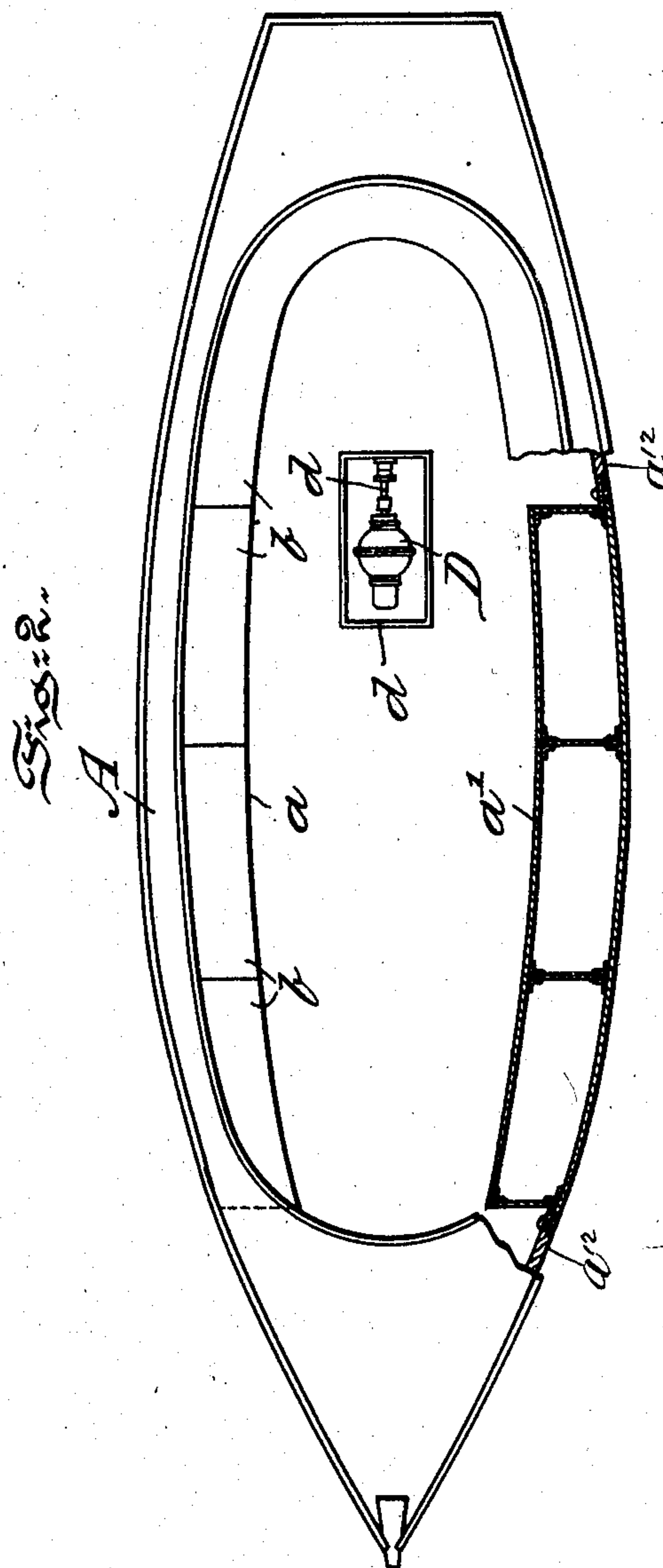
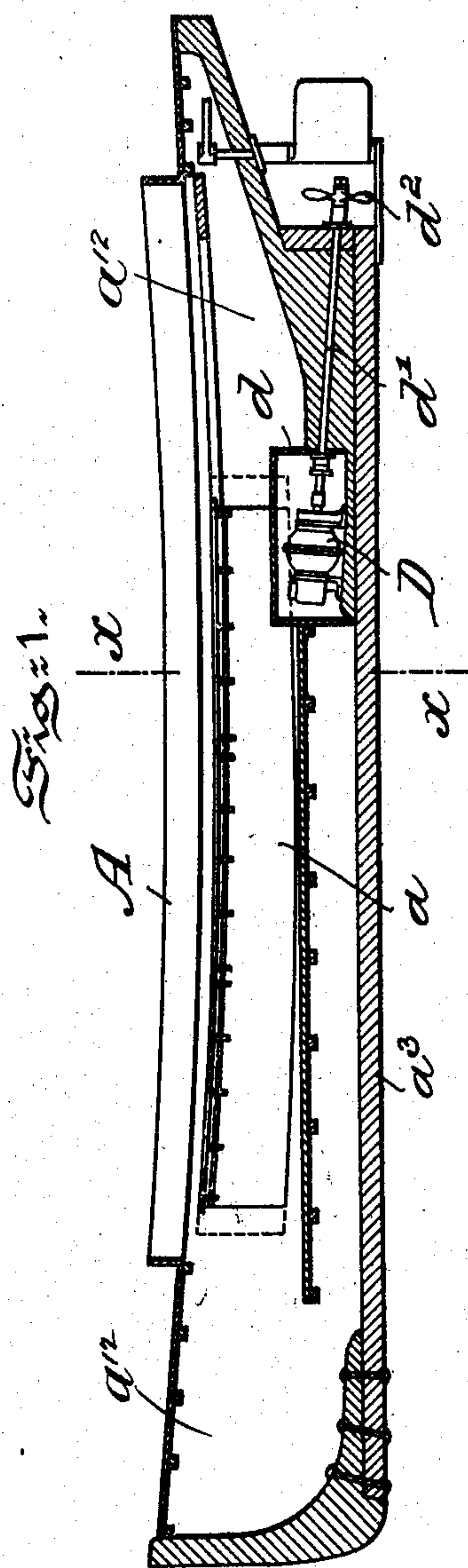
No. 791,242.

PATENTED MAY 30, 1905.

J. C. BURCHER.
BOAT OR LAUNCH.

APPLICATION FILED MAR. 4, 1904.

2 SHEETS—SHEET 1.



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2 SHEETS—SHEET 2.

Fig. 3.

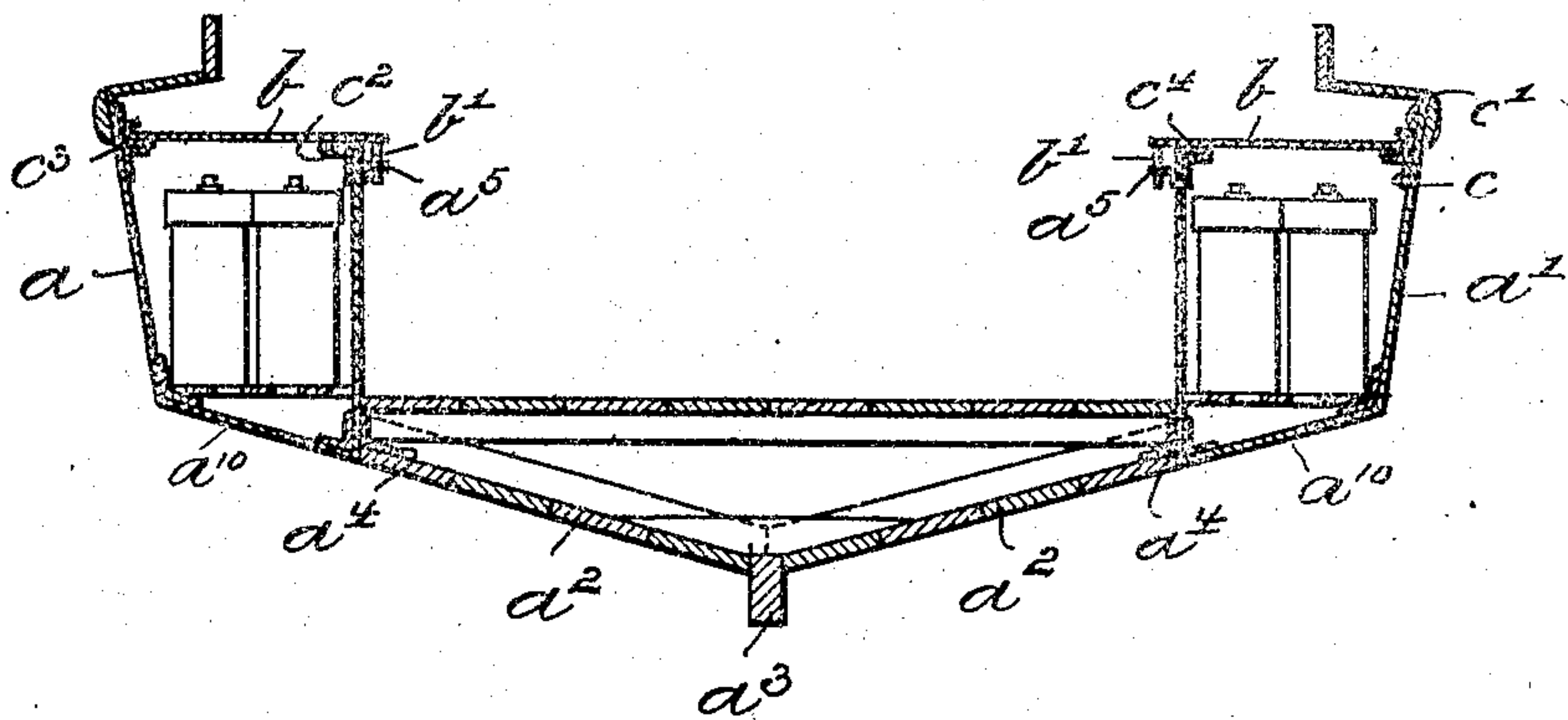


Fig. 4.

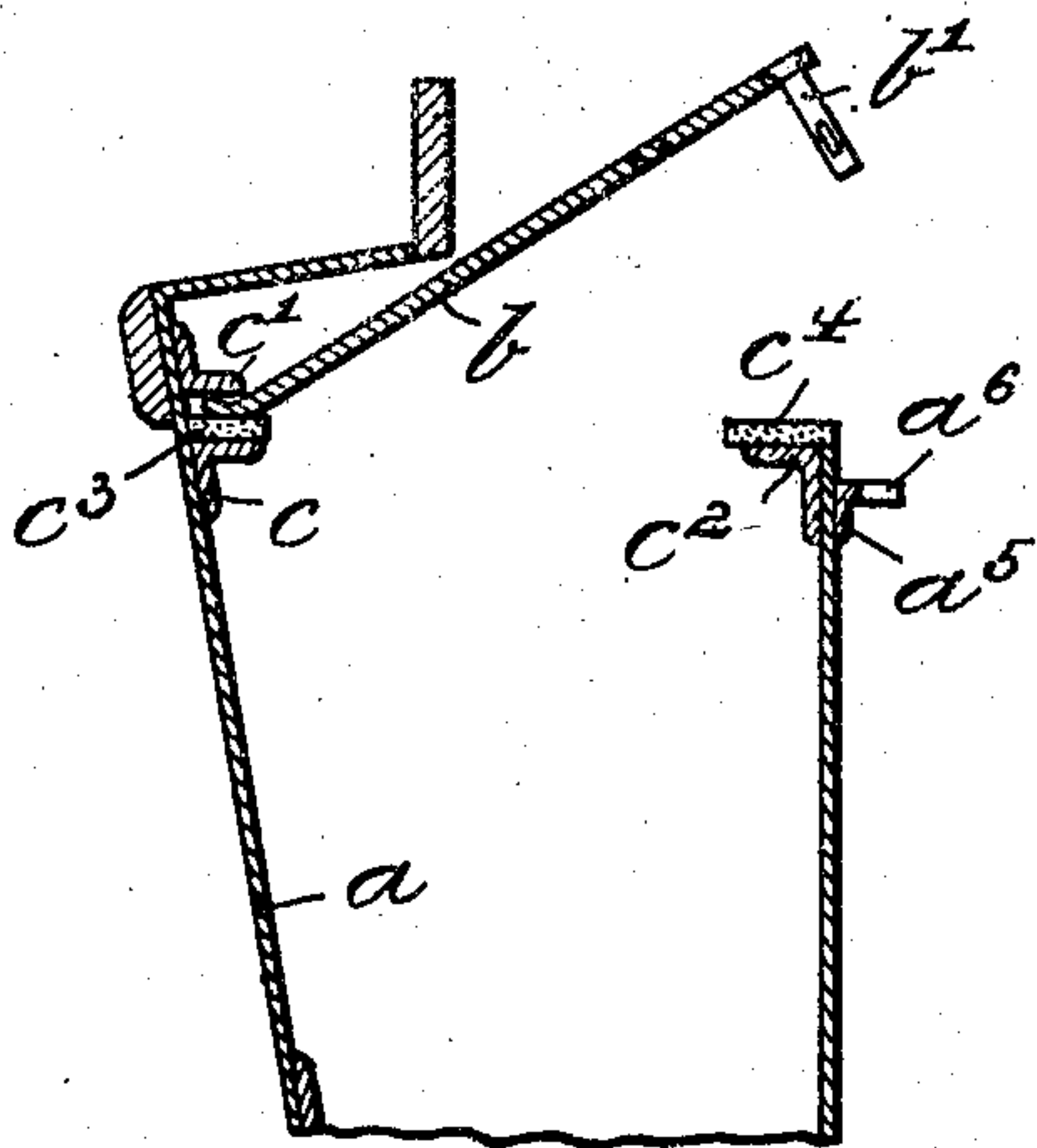


Fig. 5.

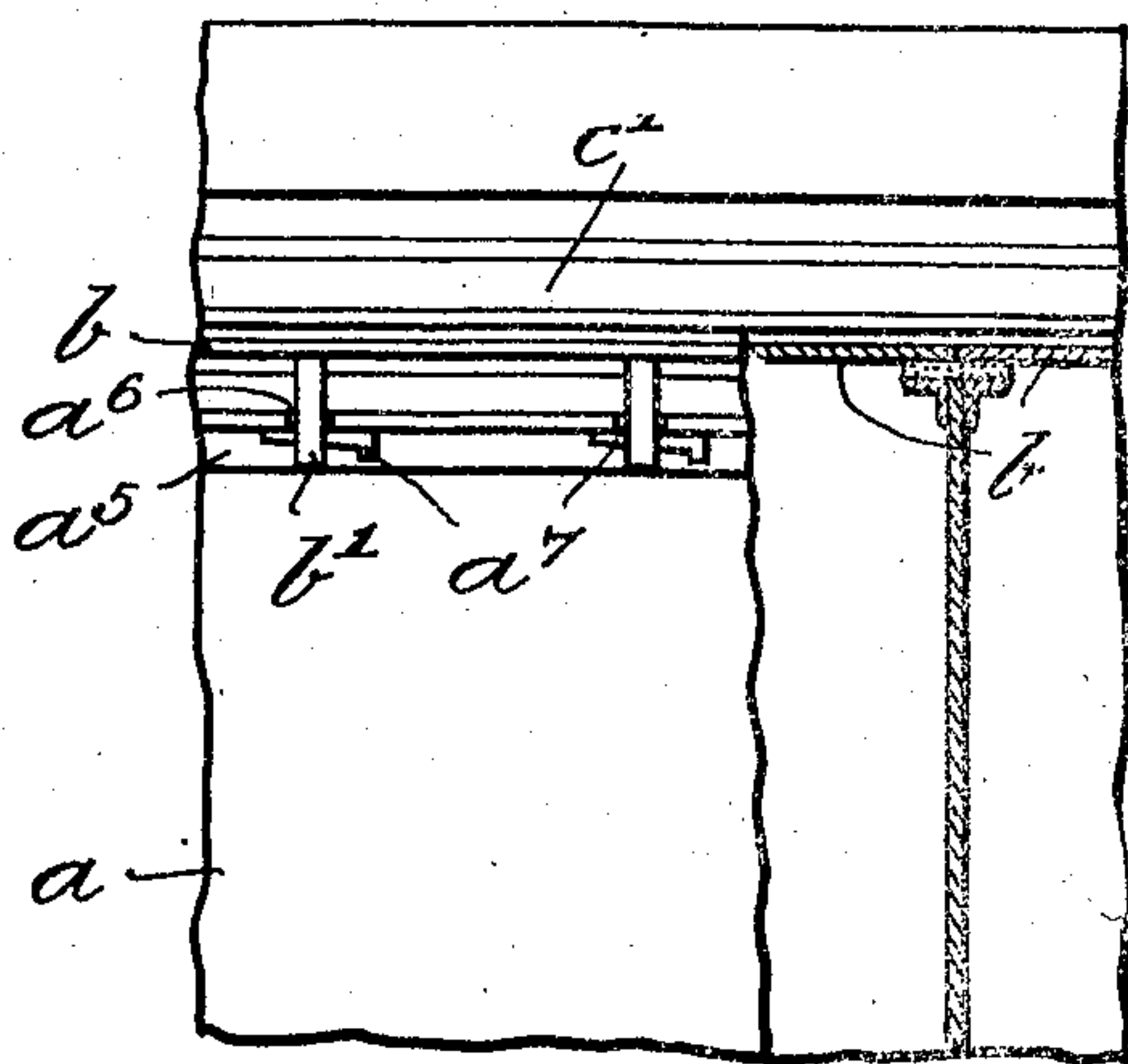
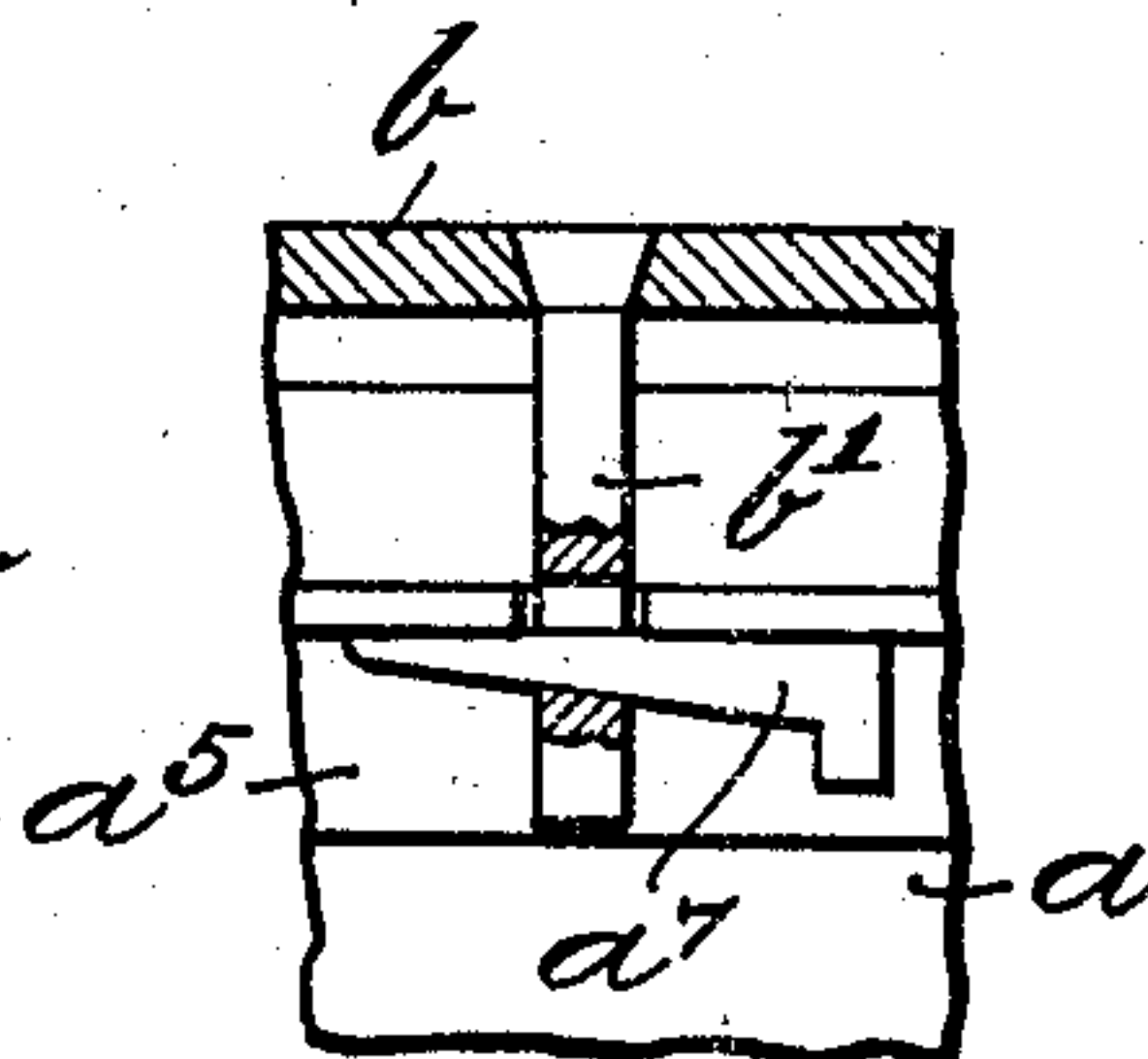


Fig. 6.



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UNITED STATES PATENT OFFICE.

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BOAT OR LAUNCH.

SPECIFICATION forming part of Letters Patent No. 791,242, dated May 30, 1905.

Application filed March 4, 1904. Serial No. 196,608.

To all whom it may concern:

Be it known that I, JOHN C. BURCHER, a citizen of the United States, residing in the city of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Boats or Launches, of which the following is a specification.

My invention has relation to the provision of a pleasure or other boat or launch of the "dead-rise" type with water-tight trunk-like or chambered sides above the internal flooring of the boat for the reception of motor-actuating means for controlling the propeller-wheel or screw of the boat or launch and for increasing the buoyancy and balancing of the same, whereby a steadier boat in action in the water, subjected to the elements, is obtained and possibilities of overturning are minimized, and also a greater carrying capacity in a given size boat is had; and in such connection my invention relates to the particular construction and arrangement of such a boat or launch having the characteristic features enumerated among others therein.

The nature and characteristic features of my invention will be more fully understood from the following description, taken in connection with the accompanying drawings, forming part hereof, in which—

Figure 1 is a longitudinal central sectional view, partly in elevation, of a boat or launch containing or embodying main features of my invention. Fig. 2 is a top or plan view thereof. Fig. 3 is a vertical transverse sectional view, enlarged, through the boat or launch on the line $x-x$ of Fig. 1. Fig. 4 is a vertical sectional view, enlarged, of the trunk-like or chambered side of the boat, with a removable sealing or water-tight sectional lid or cover for the sides embodying the characteristic features of my said invention. Fig. 5 is a view, partly in elevation and in broken vertical section, of the trunk-like or chambered side of the boat, showing the lid or cover in its clamped and sealed water-tight condition in connection with the chambered side of the boat; and Fig. 6 is a view, partly in section and partly in elevation, enlarged,

of the closed water and air tight lid or cover of the trunk-like or chambered side of the boat, showing the manner of keying the projecting latch-eye of the lid or cover in the recessed projection of the front surface of the trunk-like or chambered side of the boat.

Referring to the drawings, A represents the boat or launch, the sides whereof are constructed partially of metal and partially of wood, the metal portion thereof forming substantially rectangular-shape trunks or chambers a and a' . These metal sides are joined to the wooden dead-rise bottom a^2 of the boat (which bottom terminates in a keel a^3) and to the wooden solid sides a^{12} , as shown in Fig. 2. The metallic hollow or chambered sides are secured to the wooden bottom by means of angle-irons a^4 , as clearly illustrated in Fig. 3 of the drawings. The face of each chambered or hollow trunk-like side a or a' is longitudinally ribbed at a^5 , and this rib is recessed at a^6 at suitable distances apart to be engaged by the projecting eye-bars b' of a preferably sectional lid or cover b . The upper portion of the chambered sides are preferably removable, and for the purpose of making the same such are provided with angle-bars c , c' , and c^2 . The bars c and c^2 of the series are provided with gaskets c^3 and c^4 .

Between the bar c' and gasketed bar c is introduced the removable lid or cover b , as fully illustrated in Fig. 4, which is closed tightly down upon the surface of the sides to render water-tight the chambered metallic sides a and a' , with the projecting eye-bars b' of the lid or cover entering the recesses a^6 of the longitudinal rib a^5 , and through the eye of which is inserted a key a^7 , so as to bear on each side of the eye against the ribbed surface a^5 , and thereby to seal the lid or cover to the chambered sides a and a' to render the same both water and air tight, and thus especially adapting said hollow trunk-like or chambered sides a and a' of the boat for the reception of batteries for controlling an electric motor D, mounted in a housing d and connected, by means of a shaft d' , with a screw-propeller d^2 for actuating the boat.

The chambered sides a and a' of the boat

have inclined floors a^{10} , forming a continuation of the wooden bottom a^2 of the boat, and the bow and stern of the boat are united to the respective wooden extensions or side walls a^{12} of the chambered sides and bottom a^2 and are supported by said bottom and side walls a^{12} .

From the construction described it will be understood that the boat or launch has little draft and that it is steadied in the water by the air-tight chambered sides a and a' , which form a part of the dead-rise bottom a^2 and of the wooden side walls a^{12} of the boat as a continuation thereof. A boat of considerable speed, buoyancy, and balancing qualities is had by the provision of the chambered sides, which also may be conveniently used for batteries and appurtenances controlling the motor D.

Having thus described the nature and object of my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a boat or launch, a dead-rise bottom, inclined and curved solid side walls connected with said bottom, a bow and stern connected

with and supported by the bottom and solid side walls, and hollow metallic sides having inclined floors forming a continuation for the bottom and solid side walls of the boat and united thereto.

2. In a boat or launch, a solid bottom and discontinuous side walls and hollow chambers introduced into the respective side walls and forming continuations thereof, substantially as and for the purposes described.

3. In a boat or launch, a solid bottom and side walls, and hollow trunk-like chambers introduced into the respective side walls and forming continuations thereof, said hollow chambers being arranged in connection with said side walls so as to increase the buoyancy and balancing of the boat.

In testimony whereof I have hereunto set my signature in the presence of two subscribing witnesses.

JOHN C. BURCHER.

Witnesses:

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JAS. C. WOBENSMITH.