

J. F. CONKLING.  
BOAT.

APPLICATION FILED MAY 4, 1905.

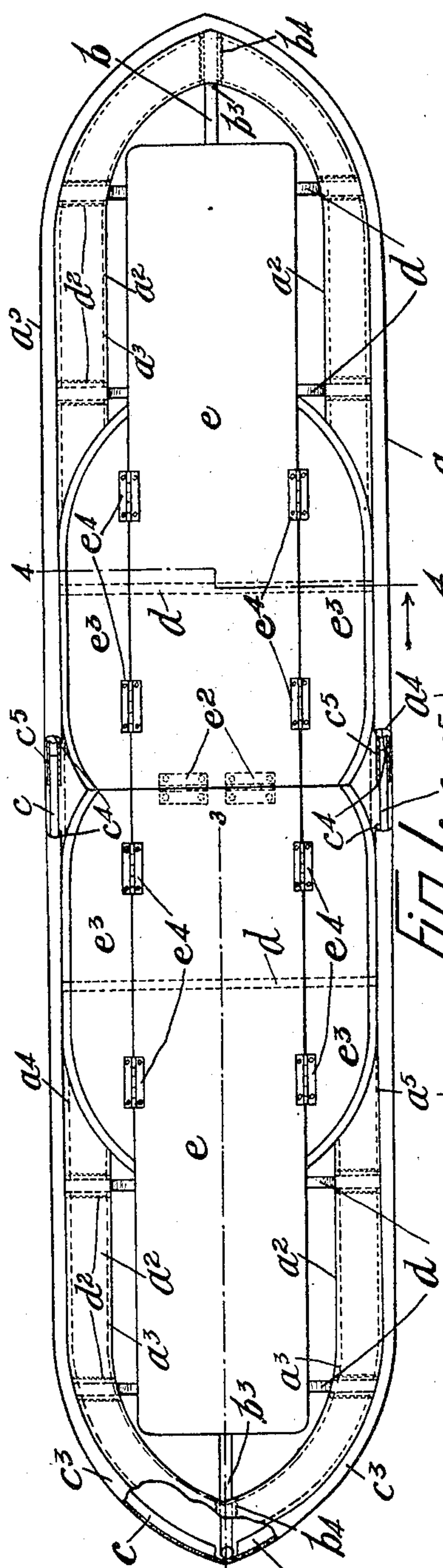


Fig 1.

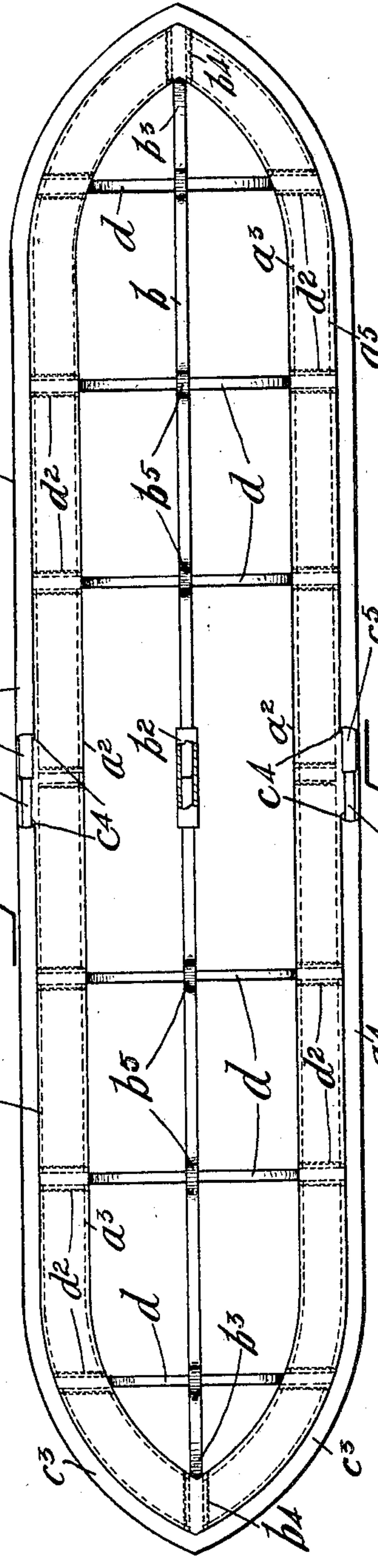


Fig 2.

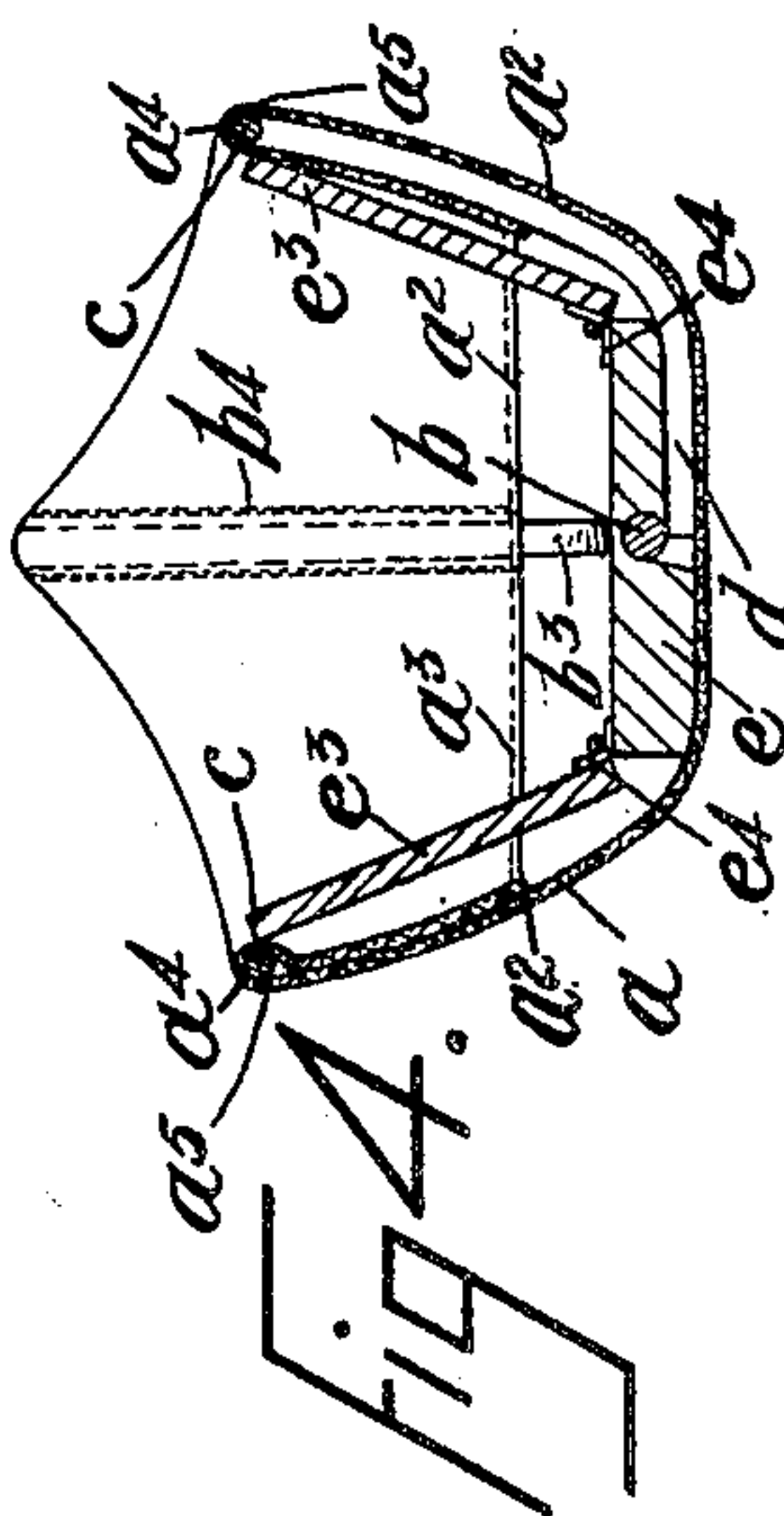


Fig 3.

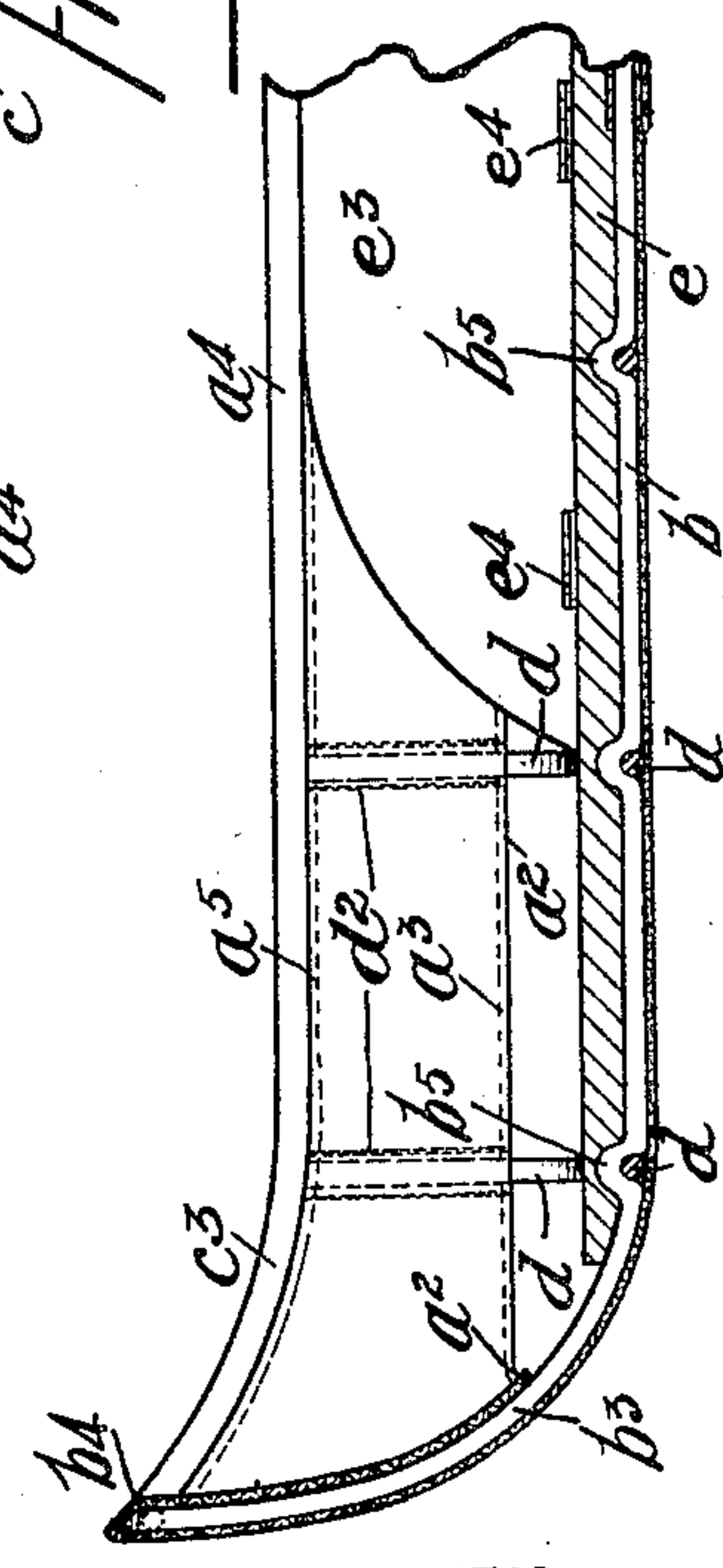


Fig 4.

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# UNITED STATES PATENT OFFICE.

JOHN F. CONKLING, OF HAWLEY, PENNSYLVANIA.

## BOAT.

No. 803,272.

Specification of Letters Patent.

Patented Oct. 31, 1905.

Application filed May 4, 1905. Serial No. 258,770.

*To all whom it may concern:*

Be it known that I, JOHN F. CONKLING, a citizen of the United States, residing at Hawley, in the county of Wayne and State of Pennsylvania, have invented certain new and useful Improvements in Boats, of which the following is a specification, such as will enable those skilled in the art to which it appertains to make and use the same.

This invention relates to boats, and particularly boats of the canoe class; and the object thereof is to provide an improved boat of this class which is particularly designed for use in playing a game of water or canoe polo, a further object being to provide a knockdown boat which may be easily and conveniently taken apart and compactly folded for shipment and other purposes and which is simple in construction and which may be employed for many of the purposes for which light and small boats are intended.

The invention is fully disclosed in the following specification, of which the accompanying drawings form a part, in which the separate parts of my improvement are designated by suitable reference characters in each of the views, and in which—

Figure 1 is a plan view of my improved boat complete with part of the construction being broken away; Fig. 2, a similar view showing the supplemental or false bottom with which the boat is provided removed; Fig. 3, a longitudinal section on the line 3 3 of Fig. 1, and Fig. 4 a transverse section on the line 4 4 of Fig. 1.

The body portion *a* of my improved boat is composed of canvas or other suitable flexible and waterproof material, and said body portion is held in shape by an inner longitudinal keel-rod *b*, top side rods *c*, and transverse knees or ribs *d*.

The top side and end portions of the canvas or other flexible material which forms the body portion of the boat is folded inwardly and downwardly, as shown at *a*<sup>2</sup>, and stitched along the bottom edge thereof, as shown at *a*<sup>3</sup>, said bottom edge extending, in the form of construction shown, downwardly about half-way of the sides and ends of the boat, and around the top portion at the sides and ends is formed a pocket *a*<sup>4</sup> to receive the top side rod *c*, this pocket being formed by stitching, as shown at *a*<sup>5</sup>.

The topside rods *c* are each composed of two parts divided centrally of the boat, and the ends thereof are curved inwardly, as shown

at *c*<sup>3</sup>, and also preferably curved upwardly, and the top side pockets of the boat are provided with openings at *c*<sup>4</sup>, through which the separate parts of the rod *c* are inserted in opposite directions into the pockets *a*<sup>4</sup>, and the separate parts of the top side rods *c* are connected by sleeves *c*<sup>5</sup>. The keel-rod *b* is also composed of two parts connected centrally by a sleeve *b*<sup>2</sup>, and the ends thereof are curved upwardly, as shown at *b*<sup>3</sup>, and inserted into pockets *b*<sup>4</sup> at the opposite ends of the boat, formed by stitching the canvas or other material, and said keel-rod *b* or the separate parts thereof are bent to form upwardly-directed loops *b*<sup>5</sup>, in which the transverse knees or ribs *d* fit.

The transverse ribs or knees *d* are curved upwardly at the ends thereof and are inserted into pockets *d*<sup>2</sup>, formed by stitching the double layers of canvas or other material at the top of the side portions of the body, and when the top side rods *c*, the bottom keel-rod *b*, and the ribs or knees *d* are placed in position as herein described the flexible body portion of the boat will be held in proper shape and form and will be given all the necessary strength.

I also provide a supplemental bottom *e*, which consists of a suitable board, preferably composed of two parts hinged together centrally, as indicated at *e*<sup>2</sup>, and which is placed on the bottom keel-rod *b*, and the transverse knees or ribs *d*, as clearly shown in the drawing, and the bottom thereof is recessed to receive the keel-rod, and the transverse ribs or knees *d* and the sides thereof are provided with side members *e*<sup>3</sup>, which are hinged thereto, as shown at *e*<sup>4</sup>, and the supplemental bottom *e* forms a safe tread and support for the occupant of the boat and prevents any strain being thrown onto the flexible main or outer bottom thereof, while the side members *e*<sup>3</sup>, which are hinged to the bottom *e*, also protect the sides of the boat centrally thereof, and said side members may be extended the full length of the supplemental bottom *e*, if desired; but in the construction herein shown and described they are made shorter than said supplemental bottom.

My improved boat when made for the purpose of playing the game of canoe-polo, as hereinbefore specified, is preferably made about six feet long and two feet wide; but it will be understood that the said boat may be made of any desired dimensions, and although I have described the folded portions of the



canvas as being stitched together and the pockets which receive the ends of the keel-rod and the cross knees or ribs and in which the side rods *c* are inserted as being formed by stitching it will be apparent that the folded parts of the canvas may be secured together and said pockets may be formed in any desired manner.

A boat made in this manner may, as will be understood, be made of any desired strength and may be taken to pieces and compactly folded whenever necessary for transportation or similar purposes and may also be used for fishing purposes, exploration purposes, and wherever light and strong boats are necessary or desirable.

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

1. A boat, the body portion of which is composed of flexible material and provided at the top of the side and end portions thereof with pockets, the opposite sides of the boat being also provided with transversely - arranged pockets, top side rods composed of separate parts inserted into the top side pockets centrally of the boat and the opposite ends of which are curved inwardly, and the adjacent ends thereof rigidly connected, a bottom keel-rod placed longitudinally of the bottom of the boat and the opposite ends of which are curved upwardly and inserted into the pockets at the opposite ends of the boat, said bottom keel-rods being also composed of separate parts rigidly connected, and transverse ribs or knees the ends of which are curved upwardly and inserted into top transverse pockets in the opposite sides of the boat, substantially as shown and described.

2. A boat, the body portion of which is composed of flexible material and provided at the top of the side and end portions thereof with pockets, the opposite sides of the boat being also provided with transversely - arranged pockets, top side rods composed of separate parts inserted into the top side pockets centrally of the boat and the opposite ends of which are curved inwardly, and the adjacent ends thereof rigidly connected, a bottom keel-rod placed longitudinally of the bottom of the boat and the opposite ends of which are curved upwardly and inserted into the pockets at the opposite ends of the boat, said bottom keel-rods being also composed of separate parts rigidly connected, and transverse ribs or knees the ends of which are curved upwardly and inserted into top transverse pockets in the opposite sides of the boat, said boat being also provided with a supplemental bottom which

rests on the bottom keel-rod and transverse ribs or knees, substantially as shown and described.

3. A boat, the body portion of which is composed of flexible material and provided at the top of the side and end portions thereof with pockets, the opposite sides of the boat being also provided with transversely - arranged pockets, top side rods composed of separate parts inserted into the top side pockets centrally of the boat and the opposite ends of which are curved inwardly, and the adjacent ends thereof rigidly connected, a bottom keel-rod placed longitudinally of the bottom of the boat and the opposite ends of which are curved upwardly and inserted into the pockets at the opposite ends of the boat, said bottom keel-rod being also composed of separate parts rigidly connected and transverse ribs or knees the ends of which are curved upwardly and inserted into transverse pockets in the opposite sides of the boat, said boat being also provided with a supplemental bottom which rests on the bottom keel-rod and transverse ribs or knees, and which is composed of two parts hinged together, substantially as shown and described.

4. A boat, the body portion of which is composed of flexible material and provided at the top of the side and end portions thereof with pockets, the opposite sides of the boat being also provided with transversely - arranged pockets, top side rods composed of separate parts inserted into the top side pockets centrally of the boat and the opposite ends of which are curved inwardly, and the adjacent ends thereof rigidly connected, a bottom keel-rod placed longitudinally of the bottom of the boat and the opposite ends of which are curved upwardly and inserted into the pockets at the opposite ends of the boat, said bottom keel-rod being also composed of separate parts rigidly connected and transverse ribs or knees the ends of which are curved upwardly and inserted into transverse pockets in the opposite sides of the boat, said boat being also provided with a supplemental bottom which rests on the bottom keel-rod and transverse ribs or knees and the opposite sides of which are also provided with hinged side members, substantially as shown and described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of the subscribing witnesses, this 2d day of May, 1905.

JOHN F. CONKLING.

Witnesses:

DANIEL BINGHAM,  
ALFRED K. KILLAM.