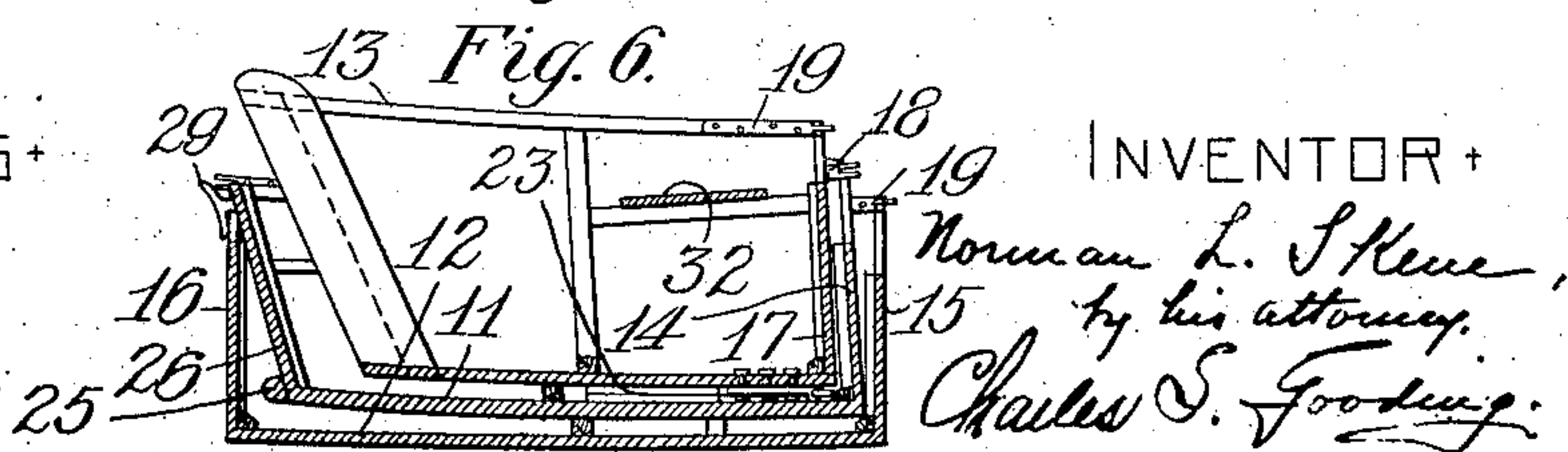
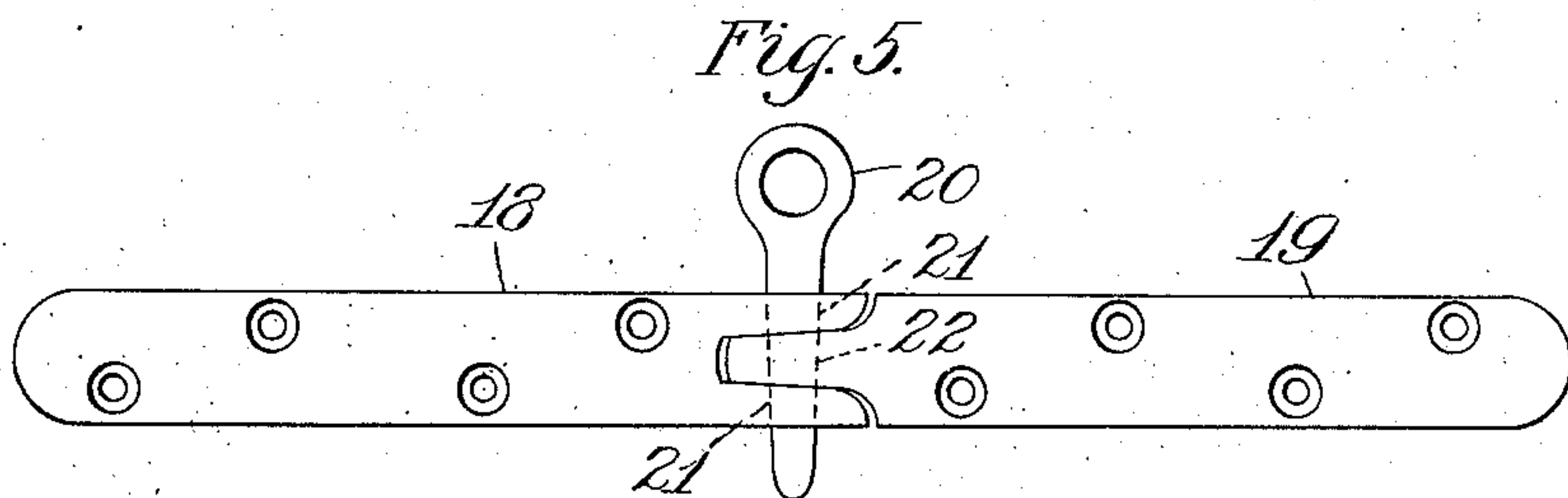
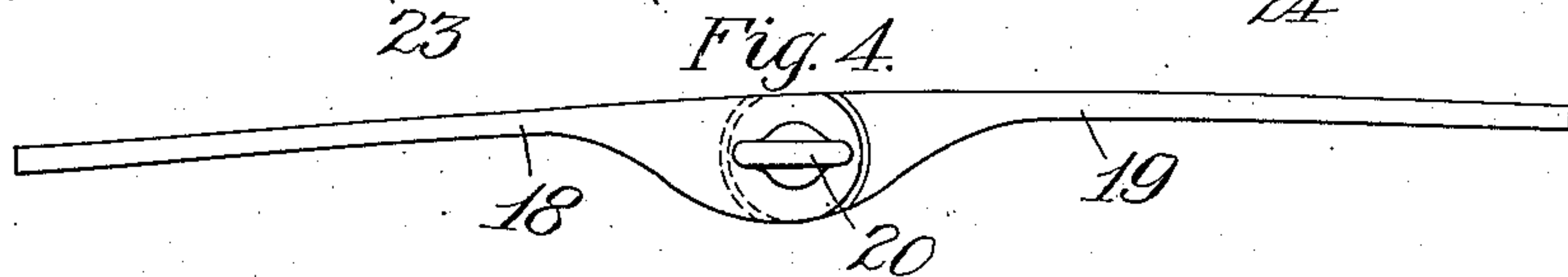
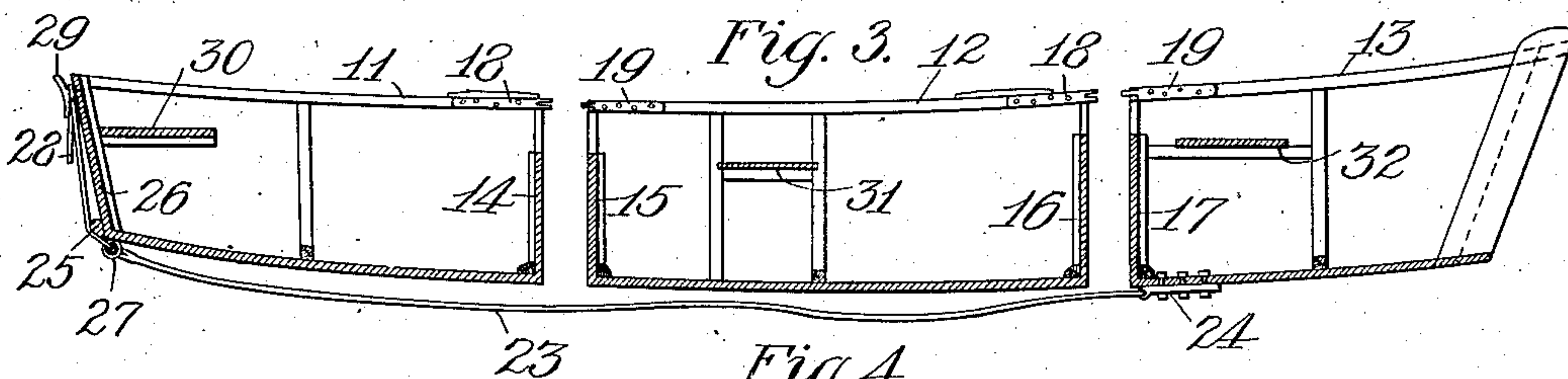
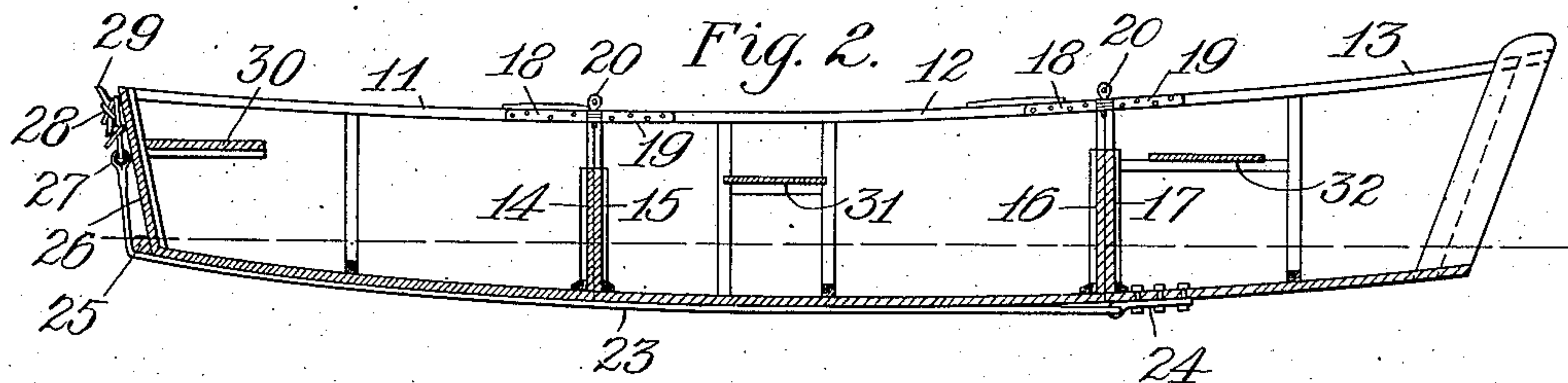
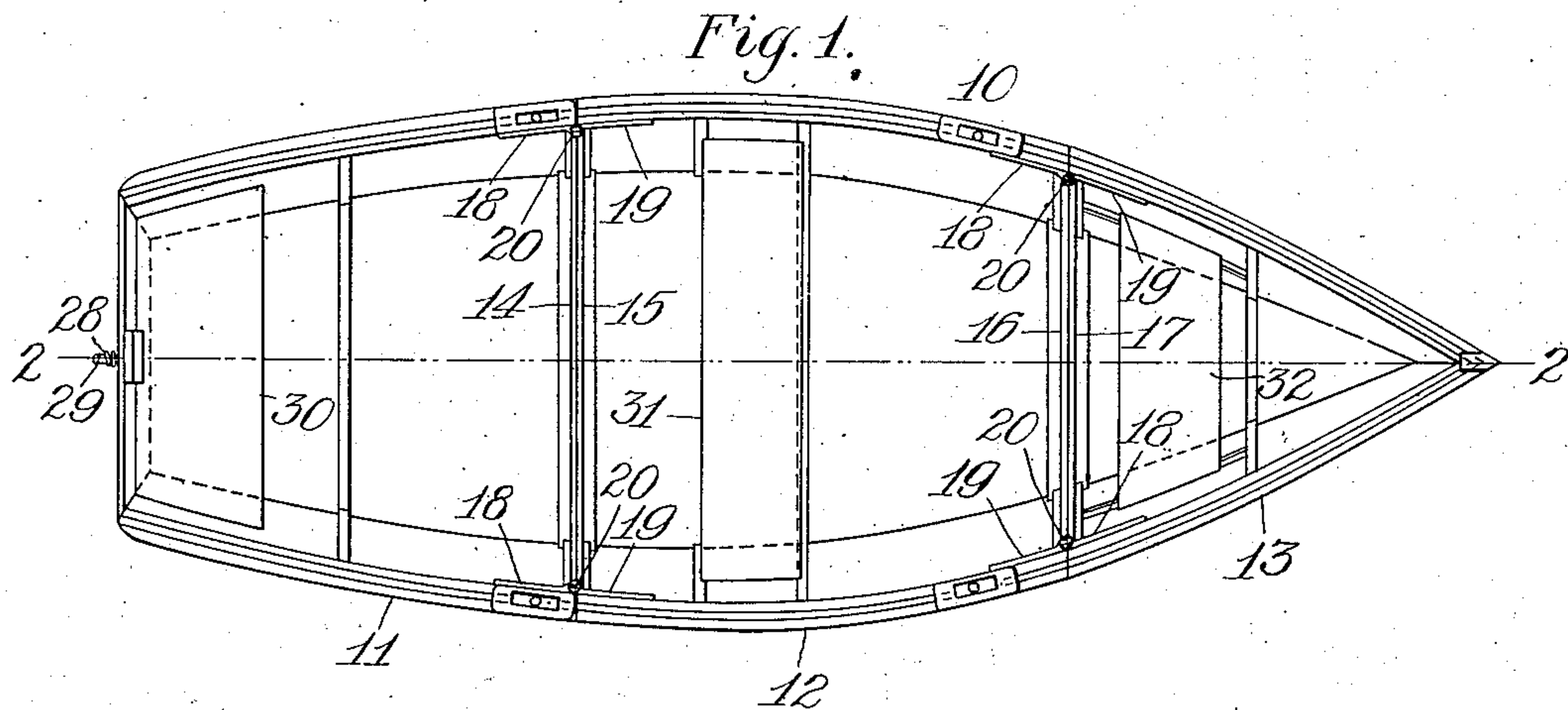


No. 842,349.

PATENTED JAN. 29, 1907.

N. L. SKENE.
SECTIONAL BOAT.
APPLICATION FILED MAR. 20, 1906.



WITNESSES:
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INVENTOR:

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Charles S. Gooding.

UNITED STATES PATENT OFFICE.

NORMAN L. SKENE, OF SOMERVILLE, MASSACHUSETTS.

SECTIONAL BOAT.

No. 842,349.

Specification of Letters Patent.

Patented Jan. 29, 1907.

Application filed March 20, 1906. Serial No. 306,990.

To all whom it may concern:

Be it known that I, NORMAN L. SKENE, a citizen of the United States, residing at Somerville, in the county of Middlesex and State of Massachusetts, have invented new and useful Improvements in Sectional Boats, of which the following is a specification.

This invention relates to a sectional boat; and the object is to produce a boat formed in independent water-tight sections which may be easily and quickly put together and taken apart without impairing the strength and serviceability of said boat, said sections so formed that they may be placed one within another when detached one from another.

The invention consists in the combination and arrangement of parts set forth in the following specification and particularly pointed out in the claims thereof.

Referring to the drawings, Figure 1 is a plan view of my improved sectional boat. Fig. 2 is a section on line 2-2 of Fig. 1. Fig. 3 is a section similar to Fig. 2, but with the sections of the boat detached one from another. Fig. 4 is an enlarged detail plan of one pair of plates by means of which the adjacent ends of the sections are held together with a locking-pin in place therein. Fig. 5 is a detail elevation of the parts shown in Fig. 4. Fig. 6 is a longitudinal section showing the stern-section of the boat placed within the intermediate section and the bow-section placed within said stern-section.

Like numerals refer to like parts throughout the several views of the drawings.

In the drawings, 10 is a boat formed in sections 11, 12, and 13, 11 being the stern-section, 13 the bow-section, and 12 the intermediate section. The stern-section 11 is provided with a water-tight bulkhead 14, and the section 12 is provided with a water-tight bulkhead 15, said bulkheads adapted to fit closely together. The section 12 is also provided with a bulkhead 16, and the section 13 is provided with a bulkhead 17, adapted to fit closely against the bulkhead 16. The adjacent ends of the sections 11, 12, and 13 are provided with plates 18 and 19, fast to the gunwales of said sections, said plates arranged in pairs having tongue-and-groove engagement one with the other.

Tapered pins 20 are adapted to engage perforations 21 and 22 in the plates 18 and 19, respectively, and lock said plates together. A flexible connection 23, preferably

formed of wire rope, is connected at one end to a bracket 24, said bracket fast to the bow-section 13. The flexible connection 23 extends longitudinally of and beneath the sections 11, 12, and 13 and passing part way around a block 25 on the lower edge of the transom 26 extends upwardly from said block and is provided with an eye 27 at its upper end. A cord or rope 28, fast to the eye 27, is detachably attached to a cleat 29, said cleat fast to the transom 26.

The stern-section 11 is provided with a removable thwart 30. The intermediate section 12 is provided with a removable thwart 31, and the bow-section 13 is provided with a preferably fixed thwart 32. When it is desired to separate the sections 11, 12, and 13 one from another, the tapered pins 20 are removed and the cord 28 is unlashd from the cleat 29. The sections 11, 12, and 13 may then be drawn apart, as shown in Fig. 3. If it is desired to "stack" said sections together, as shown in Fig. 6, the thwart 31 is removed from the intermediate section 12 and the stern-section 11 is then placed within said intermediate section. The thwart 30 may then be removed from the stern-section 11, and the bow-section 13 may be placed in said stern-section, in which case the flexible connection 23 should be coiled up beneath said bow-section.

The bulkheads 14, 15, and 16 are so constructed and arranged that they do not interfere with the legs of persons sitting on the thwarts 30, 31, and 32.

It will be evident that I may connect the sections 11, 12, and 13 by any suitable connections located above and below the water-line of the boat 10 without departing from the spirit of my invention.

The boat 10, which is here shown as a flat-bottom skiff, may be any desired form of boat without departing from the spirit of my invention.

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

1. A sectional boat comprising in its construction a plurality of sections provided with water-tight bulkheads at adjacent ends thereof, means located above the water-line for connecting said adjacent ends together, and means exteriorly located for connecting said adjacent ends together, said last-named means fastened at one end to the bow-section

of said boat beneath the water-line and at the other end detachably attached to the transom of the stern-section above the water-line.

2. A sectional boat comprising in its construction a bow-section, a stern-section and an intermediate section, said sections provided with water-tight bulkheads at their adjacent ends, means located above the water-line for connecting the adjacent ends of said sections together, and a connection exteriorly located fast at one end to the bottom of said bow-section, the other end of said connection detachably attached to said stern-section.

3. A sectional boat comprising in its construction a plurality of sections provided with water-tight bulkheads at adjacent ends thereof, means located above the water-line for connecting said adjacent ends together, and a flexible connection extending longitudinally of and beneath said sections, said connection connecting the two end sections of said boat together.

4. A sectional boat comprising in its construction a bow-section, a stern-section and an intermediate section, said sections provided with water-tight bulkheads at their adjacent ends, means located above the water-line for connecting the adjacent ends of said sections together, and a flexible connection fast at one end to the bottom of said bow-section, the other end of said connection detachably attached to said stern-section.

5. A sectional boat comprising in its construction a bow-section, a stern-section, and an intermediate section, said sections provided with water-tight bulkheads at their adjacent ends, means located above the water-line for connecting the adjacent ends of said sections together, and a flexible connection fast at one end to the bottom of said bow-section, the other end of said connection detachably attached to said stern-section, said intermediate section adapted to receive said stern-section, and said stern-section adapted to receive said bow-section when said sections are detached one from another.

6. A sectional boat comprising in its construction a plurality of sections provided with water-tight bulkheads at adjacent ends thereof, a plurality of plates fast to the gunwales of said sections at the adjacent ends

thereof, means for connecting the adjacent pairs of said plates together, and a flexible connection extending longitudinally of and beneath said sections, said connection connecting the two end sections of said boat together.

7. A sectional boat comprising in its construction a plurality of sections provided with water-tight bulkheads at adjacent ends thereof, a plurality of plates fast to the gunwales of said sections at adjacent ends thereof, said plates arranged in pairs having tongue-and-groove engagement one with the other, a plurality of pins adapted to lock together the members of said pairs, and a flexible connection extending longitudinally of and beneath said sections, said connection connecting the two end sections of said boat together.

8. A sectional boat comprising in its construction a bow-section, a stern-section, and an intermediate section, said sections provided with water-tight bulkheads at their adjacent ends, means located above the water-line for connecting the adjacent ends of said sections together, and a flexible connection fast at one end to said bow-section, the other end of said flexible connection detachably attached to the transom of said stern-section above the water-line.

9. A sectional boat comprising in its construction a plurality of sections provided with water-tight bulkheads at adjacent ends thereof, means located above the water-line for connecting said adjacent ends together, and means extending longitudinally of and beneath said sections for holding said sections together, said last-named means fastened at one end thereof to the bow-section of said boat and movable relatively to said bow-section, the other end of said means detachably attached to the stern-section of said boat, said sections adapted to fit one within another when detached one from another.

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

NORMAN L. SKENE.

Witnesses:

CHARLES S. GOODING,
LOUIS A. JONES.