

Dec. 25, 1956

F. KAPUSNYK

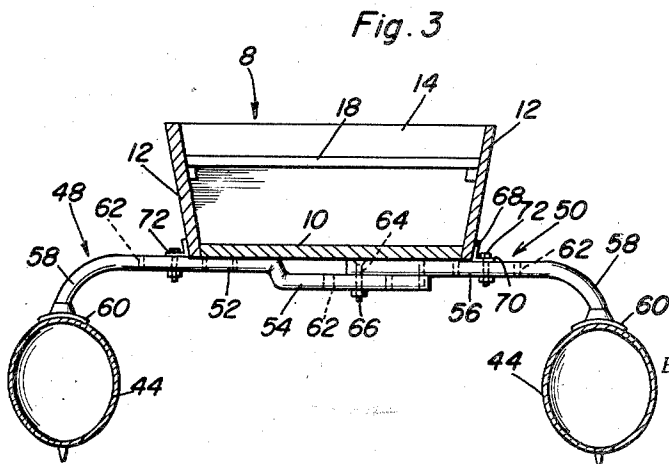
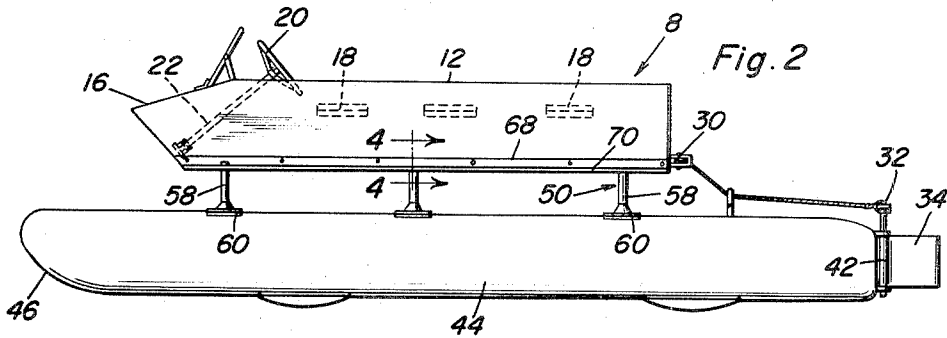
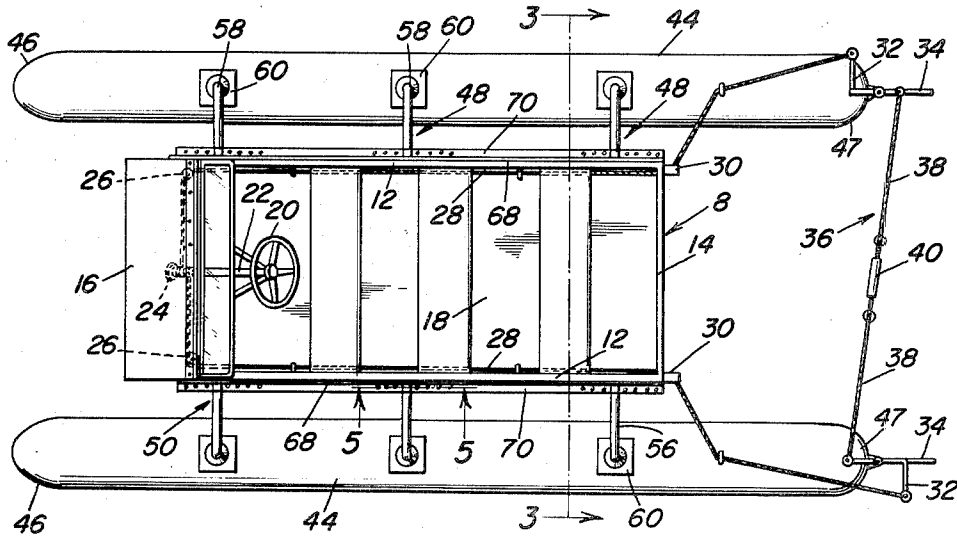
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BOAT HAVING MULTIPLE FLOATS

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2 Sheets-Sheet 1

Fig. 1



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2 Sheets-Sheet 2

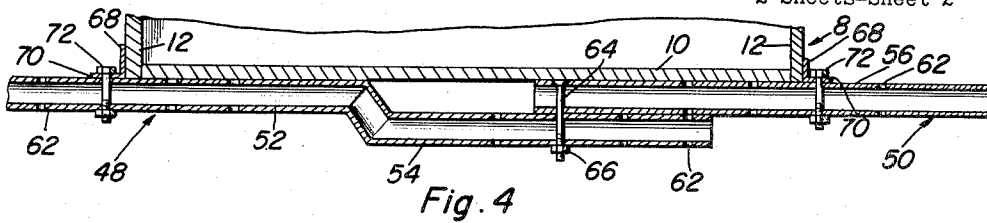


Fig. 4

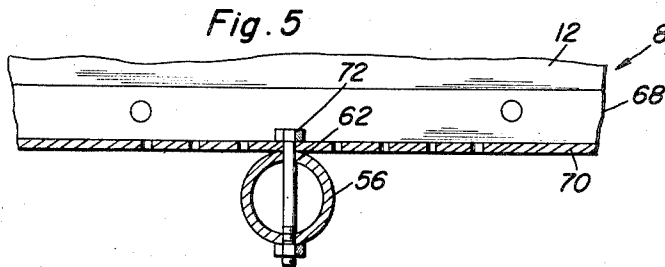
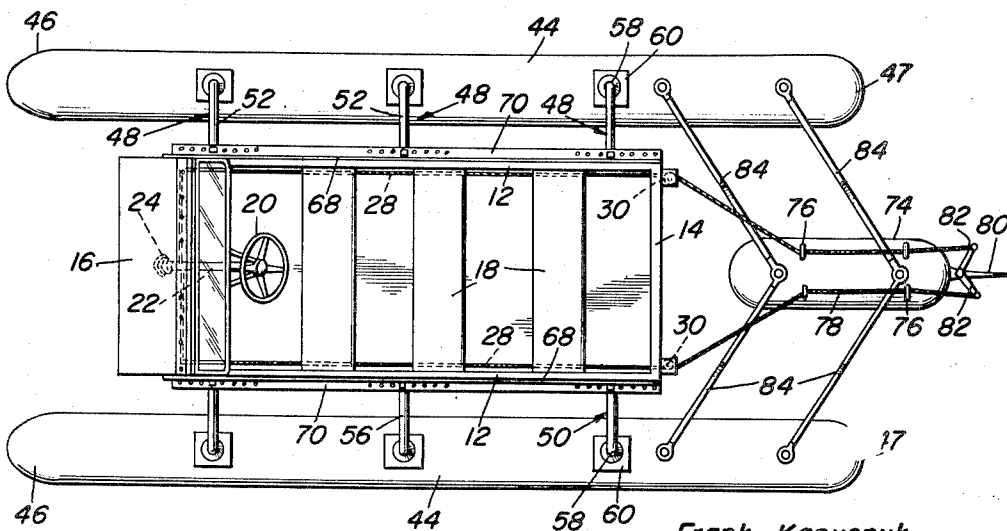


Fig. 5

Fig. 6



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1

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BOAT HAVING MULTIPLE FLOATS

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1 Claim. (Cl. 114—61)

The present invention relates to a small boat construction, and has reference, more particularly, to a simple and practical outrigger-type boat which is primarily, but not necessarily, suitably designed and highly desirable for recreational pastime, amusement purposes, and merry-making in any sense of the word.

There exists, it is believed, a need and demand for a rowboat-type craft for participation in aquatic games and sports and through the medium of which fun provoking occupants may stimulate themselves by way of pastime frolics often to escape from routine and workaday requirements, and it is therefore an object of this invention to provide a simple, practical and economical boat or craft which is ideal for such events and purposes, and which is unique in that by elevating the boat body above the water and suspending the same on floats and outriggering the floats, so to speak, the users may employ the craft safely and minus the peril which attends the type of boat which might capsize when merrymaking games and amusement activities often make the occupants careless and overly simulated.

In carrying out a preferred embodiment of the invention, a simple boat body is employed. This resembles, generally speaking, a rowboat having a flat bottom, lengthwise side walls or gunwales, bow and stern ends and a simple arrangement of seats therein, much like any ordinary rowboat. Instead, however, of resting atop the water, the boat body is suspended in an elevated position above outwardly positioned floats. The floats, in turn, are operatively connected with the bottom of the boat by way of trusses.

An object of the invention is to provide trusses which are extensible and contractible so that the positions best desired for the floats in respect to the side walls of the boat may be established and maintained to assure balance of the boat proper and to obviate the likelihood that the same might capsize if rocked and otherwise playfully handled by the occupants.

In addition, novelty is predicated on the stated boat body which is such that the forward and rearward ends of the float extend beyond the bow and stern, and wherein said boat is rigged along the bottom portion of its side walls with flanges, said flanges being adjustably and detachably bolted on the bight portions of the trusses so that it is also possible to rely upon this extra adjustment feature to bring about and maintain the safety balanced factor of the over-all structure.

Other objects, features and advantages will become more readily apparent from the following description and the accompanying sheet of illustrative drawings.

In the drawings, wherein like numerals are employed to designate like parts throughout the views:

Figure 1 is a top plan view of a boat construction constructed in accordance with the ideas and principles of the present invention;

Figure 2 is a side elevational view of the same;

Figure 3 is a cross-section, with parts in elevation, on

2

the line 3—3 of Figure 1, looking in the direction of the arrows;

Figure 4 is an exaggerated fragmentary sectional detail view taken on the vertical line 4—4 of Figure 2, looking in the direction of the arrows;

Figure 5 is a similar exaggerated detail sectional view on the line 5—5 of Figure 1, looking in the direction of the arrows; and

Figure 6 is a view like Figure 1, showing a slight modification in the construction.

By way of introduction to the detailed description, it is to be pointed out that the boat may be moved in the water by way of paddles or oars (not shown), or an outboard motor or an equivalent source of power may be provided (not shown). Since the novelty is not such that it includes the powering means, it has been thought unnecessary to incorporate the same in this disclosure.

Referring now to the drawings with the aid of reference numerals and accompanying lead lines, the boat body or box, as it is sometimes called, is referred to generally by the numeral 8. It is similar to any ordinary rowboat and includes a suitable flat bottom 10, longitudinal side walls or gunwales 12, a tail board or stern 14, and a suitable front wall construction 16, which may be treated as a bow. On the interior are appropriate cross-boards 18 providing seats for the occupants. The numeral 20 designates a steering wheel operatively connected with a rotatably mounted steering post 22 which is equipped as shown in Figure 1, with an appropriate pulley or drum 24 and pulleys or guides 26 which serve to accommodate a cooperating portion of steering cords. The lengthwise portions of the cords are denoted by the numerals 28 and extend suitably toward the rear of the boat where they are trained over additional pulleys 30 and connectible with bellcranks or the like 32 which operate the steering rudders 34 at the rear. In the form of the invention shown in Figure 1, there is a tie connection 36 between the rudders including tie rods 38 and a connecting turnbuckle 40. The rudders are hingedly or pivotally mounted, as at 42 (see Figure 2), on the rear end of the aforementioned pontoons or outriggered floats 44. These may be suitable buoyant aluminum tubes which are substantially ovate in cross-section, as shown in Figure 3, and have pointed leading ends 46.

It will be noted that the forward and rearward ends of the floats extend well beyond the bow and stern of the boat body 8. The boat body is suspended in a desired elevated position above and between the inner longitudinal portions of the floats. The floats are spaced from one another in parallelism, and are coplanar. They are rigged to the bottom of the float by way of a plurality of substantially elongated U-shaped trusses made of pipes or rod members. Each truss is best shown in Figure 3, and it will be seen that each truss comprises complementary left and right sections 48 and 50 which are each approximately L-shaped in general outline. The free end portion of the horizontal arm 52 is laterally offset, as at 54, to accommodate the free end portion of the linearly straight limb or arm 56 of the section 50. The respective vertical portions or limbs 58 of the respective sections are appropriately headed at 60 and suitably welded or otherwise connected with the crest portions of the respective floats. It will be noted that the horizontal limbs or arms 52 and 56 are provided with vertical bolt holes 62. The overlapping end portions serve to accommodate a bolt 64 and nut 66, thus providing the aforementioned lengthwise extensible and retractible construction of each truss. These extensible and retractible bight portions of the trusses underlie the bottom of the boat in the manner illustrated, and the horizontal limbs extend well beyond the side walls and the side walls are provided adjacent the bottom with rigidly attached angle

3

irons having vertical flanges 68 and horizontal flanges 70. The horizontal flanges have nut-equipped bolts 72 which are adjustably bolted to the existing bolt holes in the respective arms or limbs 52 and 56, all as clearly brought out in Figure 3, taken in conjunction, for example, in Figure 1. The enlarged details of these features are, however, illustrated in the fragmentary sectional views identified as Figures 4 and 5, respectively, as is clear.

With the construction just revealed, it is clear that the floats may be adjusted toward and from each other, and, when the boat body is properly centered in respect thereto, the distance between each side wall and float may be thus regulated so as to render the boat, as an over-all structure, virtually non-capsizing. It may be desirable, too, in order to bring about this well balanced result, to adjust the boat forwardly or rearwardly relative to the leading and trailing ends 46 and 47 of the floats. The angle irons or flanges and bolts and bolt holes in the parts allow this desirable end to be successfully accomplished.

In some instances, instead of restricting the construction to a pair of coplanar floats, it may be desirable to include an additional or third float, as shown, for example, in the modification seen in Figure 6. This extra float is denoted by the numeral 74 and it is relatively short and is located between the rear terminal ends 47 and has its rear end projecting beyond said ends 47. Its forward end terminates rearwardly of the stern of the boat. Suitable guides are mounted thereon, as at 76, to accommodate the operating cords 78 for the single rudder 80 which is mounted on the trailing end of the float 74 and which is controlled by rocker arms or the like 82. This extra float is secured in place by rearwardly converging braces 84 which are fastened on the rear end portions of the main float and have their converging ends fixed to the central longitudinal ridge or crown portion of the extra float 74. Otherwise, this construction is the same as that already described, and therefore, the same reference numerals designate corresponding parts throughout all of the views.

4

Reference to the preceding specification and considering the same in conjunction with the illustrative drawings will enable the reader, it is believed, to obtain a clear and comprehensive understanding of the construction and features and advantages of the invention. For this reason, a more extensive specification is thought to be unnecessary.

Changes in shape, size, materials and rearrangement of details, such as come within the spirit of the invention or scope of the adjoined claim, may be resorted to in actual practice, if desired.

What is claimed as new is as follows:

An outrigger-type boat for general water amusement purposes comprising a boat body having a bottom, side walls, front and rear end walls and seating facilities, a pair of spaced parallel coplanar floats positioned outwardly of and spaced from the respective lengthwise side walls of said body, and a plurality of transversely disposed longitudinally spaced parallel inverted U-shaped trusses, the bight portions of said trusses being adjustable and adjustably connected to and underlying the bottom of the boat body, the vertical end portions depending and being attached to the upper crown portions of the respective floats, a third float arranged between the rear end of the boat body and trailing ends of the first named floats and having its rear end projecting beyond the rear ends of the first named float, and braces connecting said third float with the rear end portions of the first named floats whereby it is positioned in spaced parallelism intermediate said rear end portions.

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