Sept. 29, 1925. 1,555,080

F. SCHEIBERT

HOSE BOAT

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Fig. 1

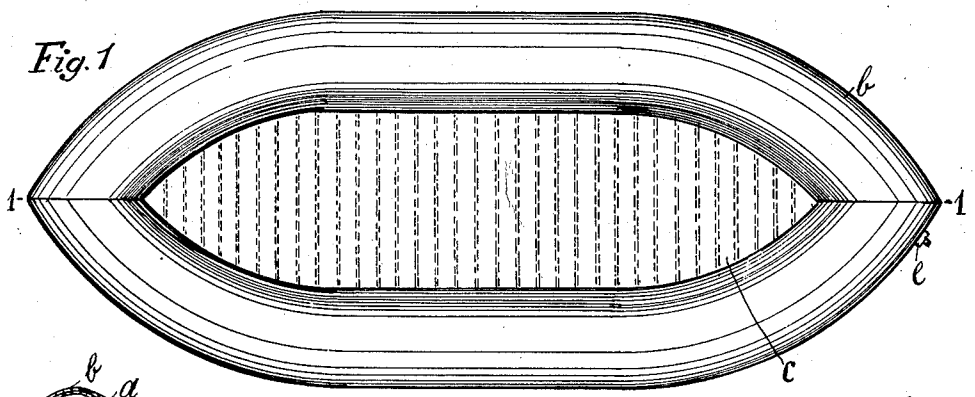


Fig. 2

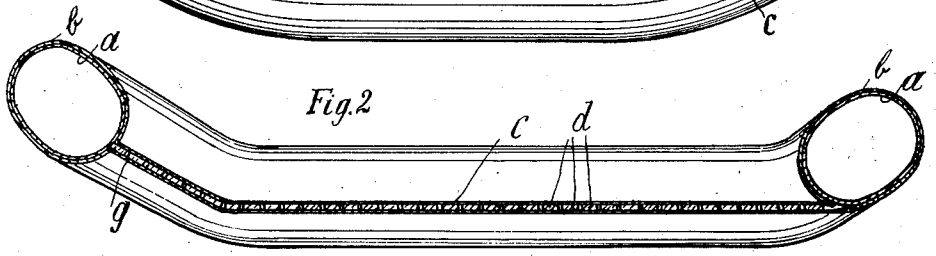


Fig. 3

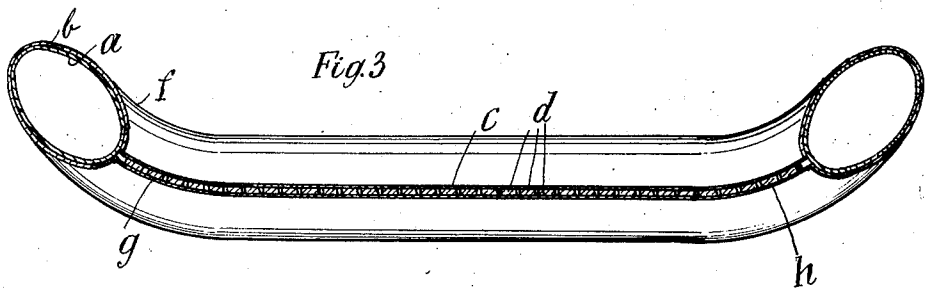


Fig. 4

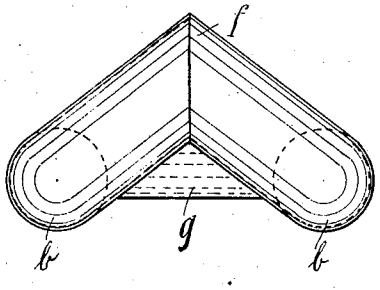
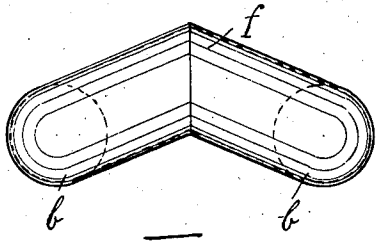


Fig. 5



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HOSE BOAT

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Fig. 6

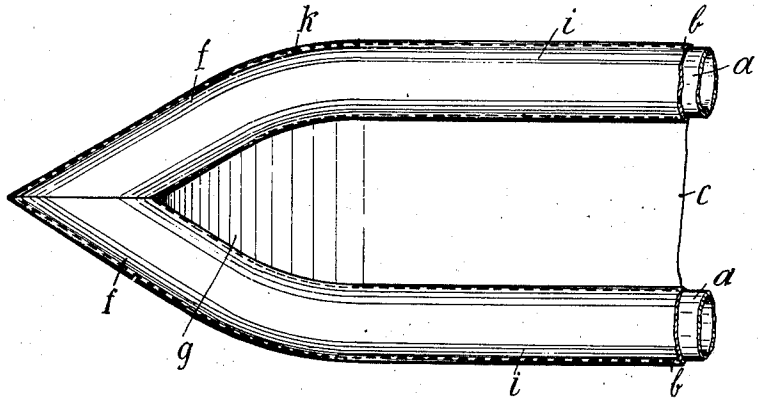
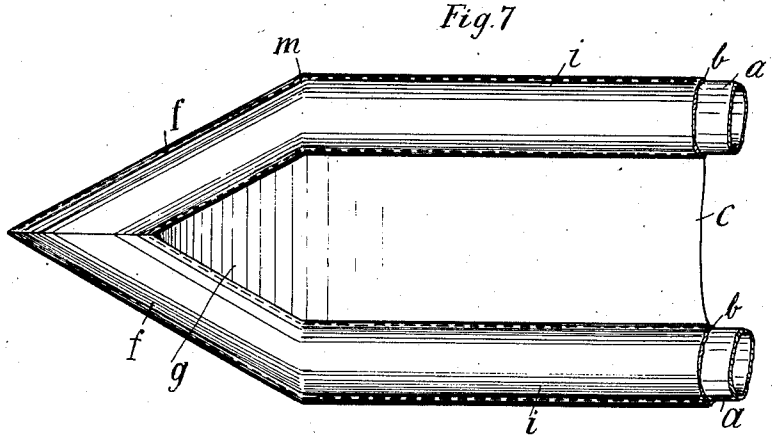


Fig. 7



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Patented Sept. 29, 1925. 1,555,080

UNITED STATES PATENT OFFICE.

FRIEDRICH SCHEIBERT, OF LUBBEN, GERMANY.

HOSE BOAT.

Application filed December 3, 1924. Serial No. 753,554.

To all whom it may concern:

Be it known that I, FRIEDRICH SCHEIBERT, a citizen of Germany, residing at Lubben, in the county of Lausitz and State of Prussia, Germany, have invented certain new and useful Improvements in Hose Boats, of which the following is a specification.

My invention relates to improvements in hose-boats in which the bottom of the boat is compassed and kept in its normal position by means of a collapsible and inflatable hose, if this hose is inflated with air.

The objects of my improvement are, first, to reduce the resistance and friction on the way of the boat; second, to afford facilities for the proper and smooth passage of the water beneath the bottom of the boat; and third, to provide means for holding the bottom in place.

I attain these objects by the arrangement illustrated in the accompanying drawings, in which—

Figure 1 is a top view of the entire boat; Fig. 2 a vertical section of the boat on the line 1—1, Fig. 1; Fig. 3 a vertical section of another form of the boat embodying the invention; Fig. 4 a frontal view of an end of the boat, Fig. 5 a similar frontal view of an alternating form of an end-portion of the boat, Fig. 6 a top view of a second form, and Fig. 7 a similar top view of a third alternating form of the boat broken away to show the arrangement of the hose.

Similar letters refer to similar parts throughout the several views.

The boat comprises an endless or ring-shaped inflatable pneumatic tubing or hose *a* provided with a cover *b* made of water-proof non-rigid fabric-material enveloping and protecting the said hose. The hose *a* compasses like a frame a bottom *c* of sail-cloth or the like attached with its periphery to the inside walls of the cover *b* enveloping the said hose. The bottom *c* is provided with a plurality of wooden battens *d* which are enclosed in the sail-cloth of the bottom and suitably sewn into the same. The hose *a* communicates with an air inlet *e* to permit the inflation of the boat with air. By inflating the hose *a* with air the periphery of the bottom *c* is drawn into firm contiguity with the adjacent inner face of the cover *b* adapted to form a frame round the said bottom.

The frontal part *f* of the inflated hose *a* is upwardly curved and angularly shaped or high-arched so as to form an inflatable pointed arch or angularly shaped flaring bow or knee extending beyond the central line of the boat and connecting the lateral parallel floating portions of the hose *a* one with the other. In the operation this frontal part *f* of the inflated hose *a* previously referred to and shown in Fig. 4 has the tendency to lift the final portion of the bottom *c* the more effective the more the air-pressure increases in the hose *a*, so that the deformation of the loaded bottom *c* is prevented.

Gradually tapering to the front the bottom *c* terminated in an upwardly inclined or curved part *g* attached to the rising part *f* of the hose *a* or its enveloping cover *b*, as shown in the left parts of Figs. 2 and 3.

In the usual action of the boat anchored in a river the water runs against the inclined frontal bottom-part *g* thus effecting such a buoyancy at the frontal end of the boat that the boat is maintained on the surface even of the most sweeping water. It is preferable to provide also at the back end of the bottom *c* an upwardly inclined or curved final portion *h* as shown in Fig. 3. By reason of these forms of the bottom *c*, I have found that the water may pass along the underside of the said bottom with as little friction as possible and that the boat may be alternatively used with its backside in front.

The feature of the invention is also perfectly carried out in the manner shown in Figs. 6 and 7, where it will be seen that the hose *a* comprises two lateral branches *i* forming the parallel floating members of the boat and coinciding one with the other in the central line at the ends of the boat so as to form wedge or angularly shaped portions *f* rising out of the water. The said lateral branches *i* may taper into the said rising portions *f* either by means of a gradually curved tube-part *k* (see Fig. 6) or by means of an angularly shaped tube part *m* (see Fig. 7). The hose *a* may be provided with a collapsible enveloping cover *b* having a shape corresponding to the form of the said hose.

It has been found in actual use and recognized as an important advantage of my invention that the frontal and opposite parts of the hose *a* rising out of the water above the height of the bottom *g*, as herein described, have the particular function to

stretch taut the bottom *c* longitudinally in such manner as to prevent the said bottom, when being even heavily loaded, from downward movement or sagging.

I do not intend to confine the invention to the precise details of construction as herein shown and described, as these may be varied without departing from the spirit and scope of my invention.

Having now described the invention, what I claim as new and desire to have protected by Letters Patent, is:

1. In an inflatable and collapsible boat structure of the character set forth, in combination, a hull formed of a pair of longitudinal tubular, inflatable and intercommunicating side floats, each float presenting a substantially horizontal middle portion and contiguous communicating end portions relatively upwardly inclined, the two extremities of the one side float communicatingly and angularly meeting the corresponding extremities of the other side float, to form a relatively ascending stern and bow, and a flexible bottom marginally secured at substantially the symmetrical center line of said floats.

2. In an inflatable and collapsible boat structure of the character set forth, in combination, a hull formed of a pair of longitudinal tubular, inflatable and intercommunicating side floats, each float presenting a substantially horizontal middle portion and contiguous communicating end portions relatively upwardly inclined, so as to have their ends meet on a bias and forming ogival top-like corners ascending toward the opposite ends of the boat, and a collapsible, sheet-like bottom secured at its marginal edge portions to the inner faces of said floats.

3. In an inflatable and collapsible boat structure of the character set forth, in combination, a hull formed of a pair of longitudinal tubular, inflatable and intercommunicating side floats, each float presenting a substantially horizontal middle portion and contiguous communicating end portions relatively upwardly inclined, the two extremities of the one side float communicatingly and angularly meeting the corresponding extremities of the other side float, to form a relatively ascending stern and bow, and a collapsible bottom marginally secured to the inner faces of the floats and having its opposite end portions gradually tapering in width and inclining upwardly with the side floats.

In testimony whereof I have signed my name to this specification.

FRIEDRICH SCHEIBERT.