

1,035,046.

G. PITRE.  
UNSINKABLE BOAT.  
APPLICATION FILED MAR. 18, 1911.

Patented Aug. 6, 1912.  
3 SHEETS—SHEET 1.

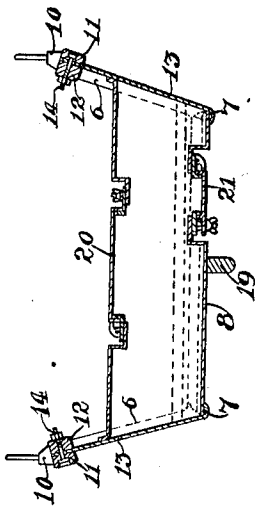


Fig. 2.

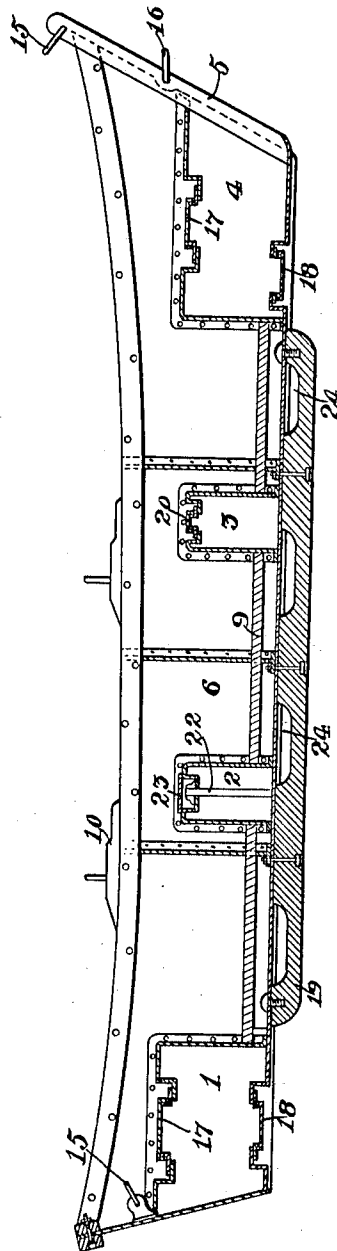


Fig. 1.

Witnesses:  
O. E. Starfield.  
Geo. H. Anderson.

Inventor:  
Gustave Pitre  
By His Attorneys,  
Mauro, Cameron, Lewis & Massie.

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3 SHEETS-SHEET 2.

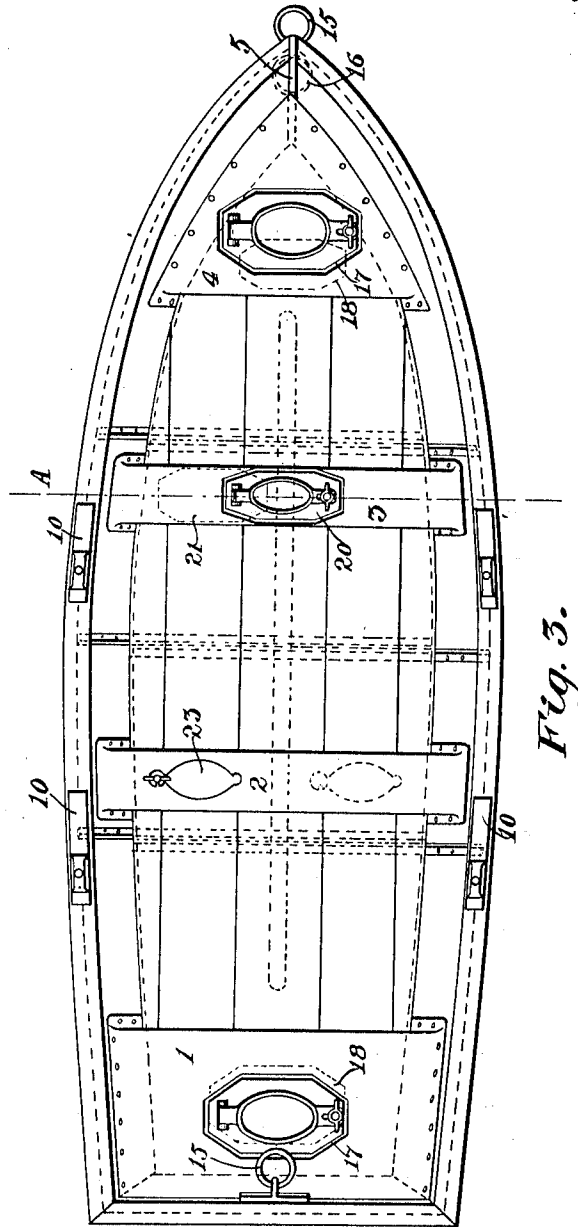


Fig. 3.

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3 SHEETS—SHEET 3.

FIG. 4.

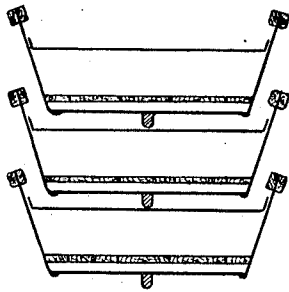
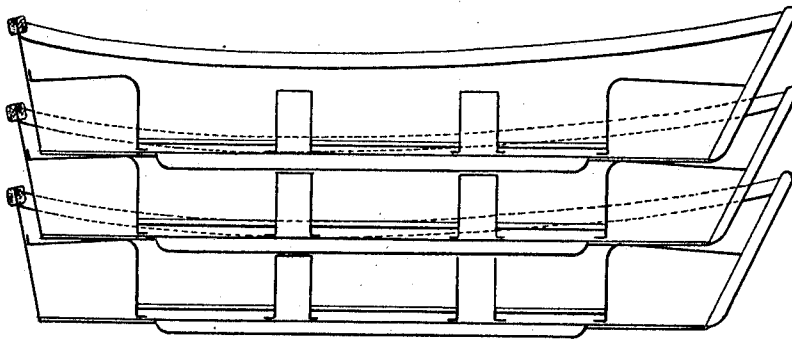


FIG. 5.



Witnesses:  
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Inventor:  
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# UNITED STATES PATENT OFFICE.

GUSTAVE PITRE, OF PARIS, FRANCE.

## UNSINKABLE BOAT.

1,035,046.

Specification of Letters Patent.

Patented Aug. 6, 1912.

Application filed March 18, 1911. Serial No. 615,279.

To all whom it may concern:

Be it known that I, GUSTAVE PITRE, a citizen of the French Republic, and resident of 19 Rue des Entrepreneurs, Paris, France, have invented a certain new and useful Improvement in Unsinkable Boats, of which the following is a specification.

Wooden fishing boats of the dory type are as is well known usually of primitive construction. The shape of these boats is very simple; they are flat-bottomed and are so shaped as to permit of their being nested or placed one in the other, so that they will occupy the least possible space in the hold or on the deck of a ship. Moreover, these boats are of very poor stability and fill rapidly when they encounter heavy seas. They are also unable to carry sufficient provisions for any length of time.

The present invention has for its object to provide a boat which will not possess these disadvantages.

According to the invention, the boat is constructed in such manner as to be unsinkable and is provided with receptacles for provisions and clothing, to which the crew may have access if the boat capsizes. It is, however, of simple construction and as inexpensive as ordinary boats of this type.

The annexed drawings illustrate by way of example a boat constructed in accordance with the invention.

Figure 1 is a longitudinal section through the axis of the improved boat. Fig. 2 is a vertical section on the line A—A of Fig. 3. Fig. 3 is a plan view. Figs. 4 and 5 show diagrammatically in section to reduced scale how these boats may be arranged one within the other for the sake of economy of space and to facilitate stowage.

As shown, the boat forming the subject of the present invention is a flat-bottomed boat preferably constructed of sheet metal. It comprises watertight compartments 1, 2, 3 and 4 of which compartments 1 and 4 are located at the fore and aft ends of the boat respectively and the compartments 2 and 3 are arranged amidships and form seats. All these parts are carefully assembled and riveted so as to insure perfect tightness.

The stem 5 is of flat bar iron. The frame 6 is formed of angle bars.

In order to avoid sharp edges which might cut the wood of the decks, gunwales, etc., of the ship carrying the boats, round

iron beaching keels 7 are riveted to the edges of the flat-bottom 8.

The only parts of the boat made of wood are the floor 9, the gunwales and the rowlocks.

The gunwales which are formed of an outer rail 11 and an inner rail 12 connected by bolts or the like are level with the upper edge of the side 13 through which the bolts 14 pass. Lifting rings 15 are provided on the stern and on the stem. This latter is also provided with a towing ring 16.

The water-tight compartments are essential features of the invention. The fore and aft compartments 1 and 4 are of such size as to insure that the boat will be sufficiently buoyant. Owing to these compartments the boat is able to carry several persons without risk of sinking, even in stormy weather, and even when it has shipped water. These compartments 1 and 4 have also the great advantage of being able to serve for the storage of dry clothes.

Water-tight closures 17 are arranged on the upper side of each of these compartments; access is obtained to the compartments through these closures. Closures 18 similar to those 17, are also provided on the lower side of each of these compartments, that is to say, in the flat bottom of the boat. These permit of access being had to the compartments when the boat has capsized and enable the crew who would be clinging to or seated upon the flat bottom, to obtain provisions, etc. The false keel 19 which will be hereinafter referred to, is provided with openings which form a hold for the crew when the boat is upside down. In certain cases the false keel may not be desirable (for instance, it may interfere with the ground lines). In this case it is dispensed with and a groove with projections forming holding means is provided in the bottom of the boat.

The compartments 2 and 3 serve as seats. They are utilized preferably, one for holding a reserve stock of fresh water and the other for provisions. The provision compartment 3 for example is provided with two closures 20 and 21, one on the upper side, and the other on the flat-bottom which permit of removal of provisions from the compartments either when the boat is in its normal position or when it is upside down. Finally, the other compartment 2 contain-

ing the fresh water is provided with upper and lower cocks 22 similar to those employed on large vessels and screwed into a recessed part of the metal. A cover 23, connected to a fixed axis on the flat portion of the metal protects the parts 22 from damage.

As will be understood, the two cocks are located at different points in such manner that the tubes do not come in contact and that the lower cock is arranged in proximity to the false keel 19 in order to be protected thereby.

Transverse partitions are arranged inside the fresh water compartment, these partitions serving to separate the body of water and to prevent it from being carried from side to side on the boat rolling.

As already stated the false keel 19 is arranged axially on the flat bottom of the boat. The openings 24 provided in this false keel form means whereby the crew can hold on until saved when the boat capsizes.

The four water-tight compartments 1, 2, 3, 4, in addition to the closures, are also provided with emptying means intended to permit complete cleansing of the inside of the compartments and if desired the thorough drying thereof.

The characteristics of the boat according to the invention are as follows:—Its non-submergibility, owing to the form of the water-tight compartments which are adapted to serve also as receptacles for provisions, water, and, as seats and stern sheets. The accessibility of these water-tight compartments either from inside the boat or from the outside when it has capsized. The sup-

porting devices to which the crew may cling when the boat has capsized.

Having described my invention, what I claim and desire to secure by Letters Patent of the United States is:—

1. An unsinkable fishing boat of the dory type adapted to be nested with others and in which provisions and supplies may be stored and to which access may be had when the boat is either in normal or in capsized position, comprising a shell of the dory type, a plurality of buoyant compartments within the same distributed fore and aft and amidships to form seats adapted to hold supplies, water-tight closures for said compartments accessible either in the upright or in the capsized position of the boat.

2. An unsinkable fishing boat of the dory type adapted to be nested with others and in which provisions and supplies may be stored and to which access may be had when the boat is either in normal or in capsized position, comprising a shell of the dory type, a plurality of buoyant compartments within the same distributed fore and aft and amidships to form seats adapted to hold supplies, water-tight closures for said compartments accessible either in the upright or in the capsized position of the boat, and a false keel provided with hand-hold openings for the capsized crew.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

GUSTAVE PITRE.

Witnesses:

DOMINIQUE CASALONGA,  
MIGUEL FEROLLO.