

(No Model.)

J. H. HUNT.
BOAT CONSTRUCTION.

No. 386,432.

Patented July 17, 1888.

Fig. 1.

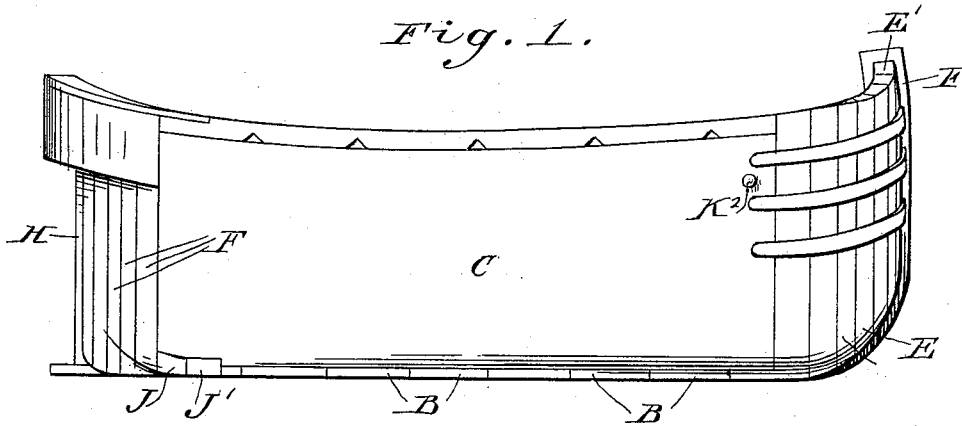


Fig. 2.

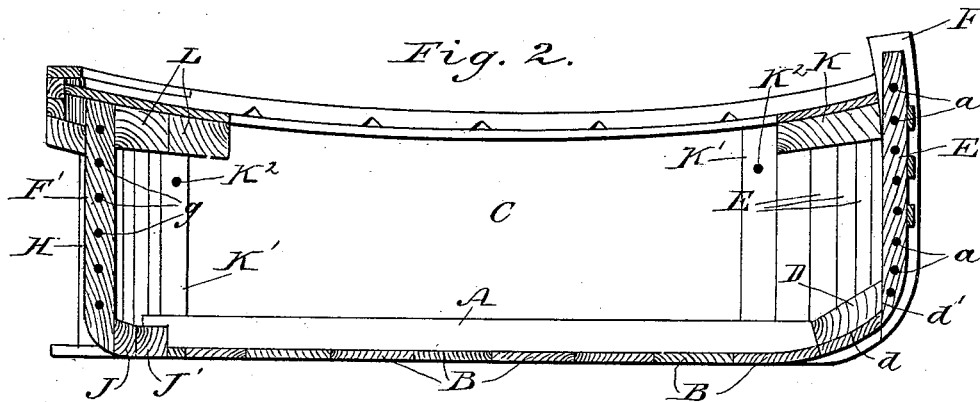


Fig. 3.

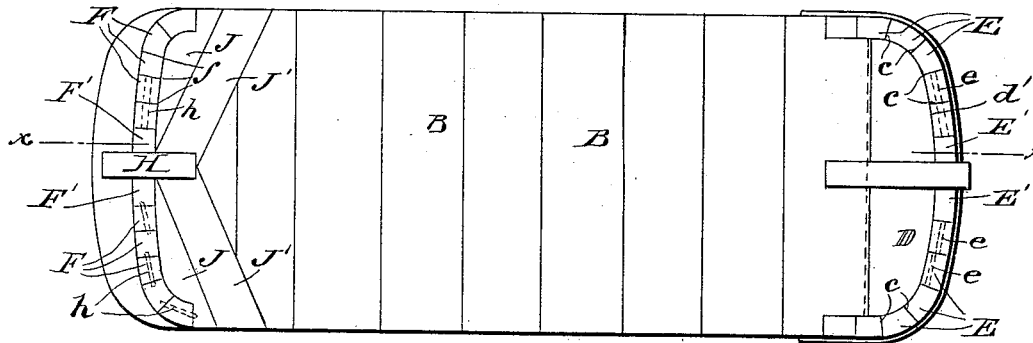
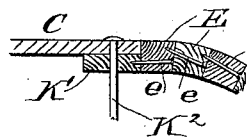


Fig. 4.

WITNESSES:
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JOSEPH H. HUNT, OF WEST TROY, NEW YORK.

BOAT CONSTRUCTION.

SPECIFICATION forming part of Letters Patent No. 386,432, dated July 17, 1888.

Application filed February 3, 1888. Serial No. 262,879. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH H. HUNT, of West Troy, in the county of Albany and State of New York, have invented new and useful
5 Improvements in Boat Construction, of which the following is a full, clear, and exact description.

My invention relates more particularly to the construction of canal-boats, barges, and
10 other similar boats; and the invention consists in constructing the boat at the bow and stern (either or both) with upright timbers having beveled matched edges of such pitch as to conform to and shape the bow and stern lines.

15 The invention also consists in fastening the end timbers by spiking them through and through, edgewise one to the other; and the invention finally consists in the special construction, arrangement, and combination of
20 parts, all as hereinafter described.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

25 Figure 1 is a side elevation of a boat constructed in accordance with my invention. Fig. 2 is a longitudinal sectional elevation of the same on line *x x*, Fig. 3. Fig. 3 is a plan view of the bottom of the boat, and Fig. 4 is a
30 sectional detail plan view.

The keelson A, bottom boards, B B, and side walls, C C, may be of the usual or of any approved construction. At the bow is the transverse foot-block, D, curved at the bottom *d* and at the front edge, *d'*. To this block are
35 secured the lower ends of the bow-timbers E E'. The timbers E' are placed upon opposite sides of the stem F, and are secured thereto by spikes *a a* driven through the edges of the said
40 timbers. The timbers E are placed edge to edge with the timbers E' E', and each is secured to the other through their edges by spikes *e e*, as indicated in dotted lines in Fig. 3, and the edges of each timber are chamfered,
45 as shown at *c c*, so that when placed together the said timbers form a curve of varying radius to properly shape the bow of the boat.

The stern of the boat is constructed of vertical timbers F F', with chamfered edges *f*, the

same as the bow-timbers E E'. The timbers 50 F' F' are secured by spikes *g* to opposite sides of the stern-post H, and the timbers F F' are placed edge to edge and secured each to the other by spikes *h h*, as indicated in dotted lines in Fig. 3. The lower ends of the timbers F F' 55 are spiked to the curved edges of the stern-blocks J J, which are placed edge to edge with the diagonal bottom timbers, J' J', so that the connection of the timbers to the floor of the boat is very firm and secure. 60

The upper ends of the bow-timbers E E' are spiked to the curved edge of the deck-timbers K, and the upper ends of the stern-timbers F F' are spiked to the deck-timbers L, as shown in Fig. 2. 65

At the ends of the side walls, C, are placed the vertical cheek-pieces K', to which the adjacent timber, E, is spiked, and across the boat and through the cheek-pieces extend rods K², having proper nuts on their extremities and 70 serving as tie-rods to the sides of the boat.

By constructing the boat as described, the bow and stern are made very strong and well shaped, and all bending of timbers to give the lines and shape of the boat is wholly obviated, 75 which greatly reduces the cost of construction.

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

1. The herein-described hull of a boat or 8c vessel, consisting of a keelson, stem and stern posts, bottom B, and sides C C, extending forward to the bridge, in combination with the vertical and chamfered timbers E, fitted between the stem-post and the ends of the side 8; C, substantially as described.

2. The herein-described hull of a boat or vessel, consisting of keelson, stem and stern posts, bottom B, and sides C C, extending forward to the bow and stern bilge, in combination 9c with the bow and stern formed of vertical timbers having chamfered edges fitted between the bow and stern-posts and the opposite ends of the sides C C, substantially as described.

JOSEPH H. HUNT.

Witnesses:

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C. SEDGWICK.