

(No Model.)

J. G. FOSTER.
FALSE BOW FOR CANAL BOATS.

No. 580,664.

Patented Apr. 13, 1897.

Fig. 1.

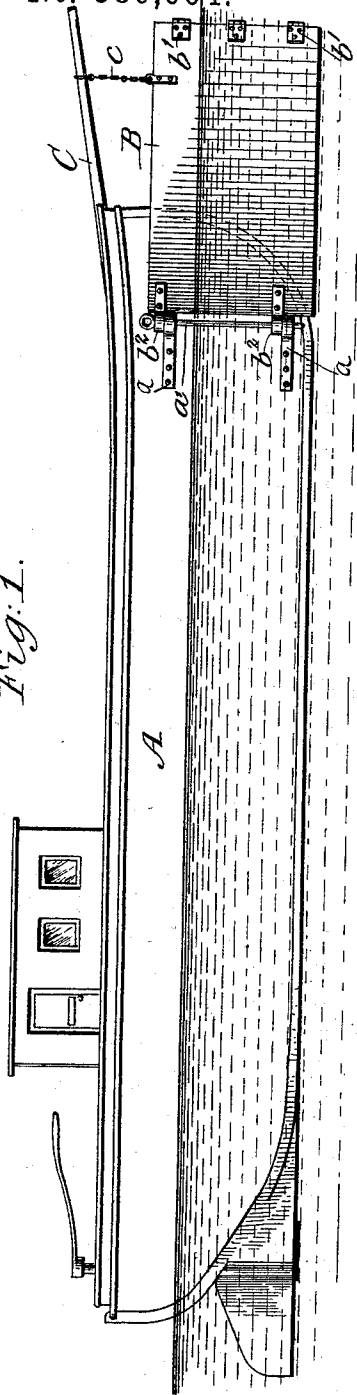
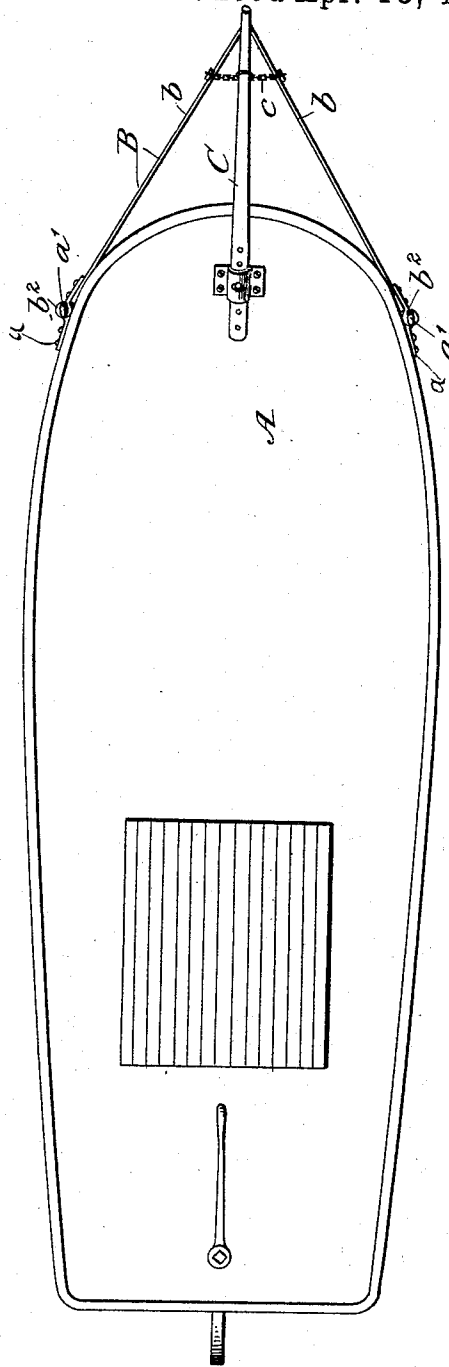


Fig. 2.



WITNESSES

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FALSE BOW FOR CANAL-BOATS.

SPECIFICATION forming part of Letters Patent No. 580,664, dated April 13, 1897.

Application filed November 12, 1896. Serial No. 611,903. (No model.)

To all whom it may concern:

Be it known that I, JOHN G. FOSTER, a citizen of the United States, residing at Malden, in the county of Middlesex and State of Massachusetts, have invented certain new and useful Improvements in False Bows for Canal-Boats; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in boats, and has more particular relation to detachable bows for canal-boats.

The invention consists in certain novel constructions, combinations, and arrangements of parts, all of which will be hereinafter more particularly set forth and claimed.

In the accompanying drawings, forming part of this specification, Figure 1 represents a side elevation of a canal-boat provided with my invention, and Fig. 2 represents a top plan view of the same.

A in the drawings represents the boat proper, B my improved detachable bow, and C the supporting bowsprit or spar. Said detachable bow B comprises two plates *b b*, formed of any desirable material and hinged together at their forward ends, as at *b'*, so that when expanded and applied upon the bow of a boat they will form approximately a V shape. The rear edges of said plates *b b* are each provided with apertured lugs *b''*, that are adapted to correspond with similar apertured lugs *a*, mounted upon the boat A, and be detachably secured thereto by pins *a'*, that pass through said lugs, respectively. The forward or hinged portion of said detachable bow is supported in position by the horizontal bowsprit or spar C, which is suitably secured to the upper deck of the boat A, and is provided at its outer end with a pendent rod or chain *c*, suitably connected to the said detachable bow.

My present invention is intended principally for use on the bows of canal-boats, which are usually of such construction as to form great resistance to the forward progress of the boat. With my improved detachable bow secured to the front of one of these boats its forward progress is greatly facilitated and its steering made much easier because of the

reduction of this excessive amount of resistance to its forward movement through the water.

I preferably construct the spar or bowsprit and so mount it upon the forward deck as to make it capable of adjustment in and out, so that the relative positions of the two plates *b b* may be changed at will, thus increasing or decreasing the angle that said plates occupy when spread apart.

When my detachable bow is not in use, it may be removed from in front of the boat and the two plates *b b* doubled together and stowed away in any spare corner. When it is desired to attach said bow to any boat, it is simply necessary to mount the apertured lugs *a* and the spar C in the desired position and suspend the said bow from the same.

By the employment of my invention the surface area of the rudder may be reduced, which would be a great advantage in locking and docking the boats.

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

1. A detachable bow for boats, comprising two plates hinged together at one end so that they may be expanded to approximate a V shape, and means for removably securing said bow in position upon the front of a boat.

2. A detachable bow for boats, comprising two plates hinged together at one end so that they may be expanded into approximately a V shape, of a spar or bowsprit mounted upon the boat and adapted to support said bow in position, substantially as described.

3. A detachable bow for boats, comprising two plates hinged together at their forward edges and provided with apertured lugs at their rear edges, devices mounted upon the boat and adapted to engage said apertured lugs, and a spar or bowsprit also mounted upon the boat and adapted to support the forward hinged edges of said plates, substantially as described.

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

JNO. G. FOSTER.

Witnesses:

A. F. SARGENT,
J. H. KEACH.