(No Model.) 2 Sheets--Sheet 1

J. L. BURTON.

BOAT.

No. 514,908. Patented Feb. 20, 1894.

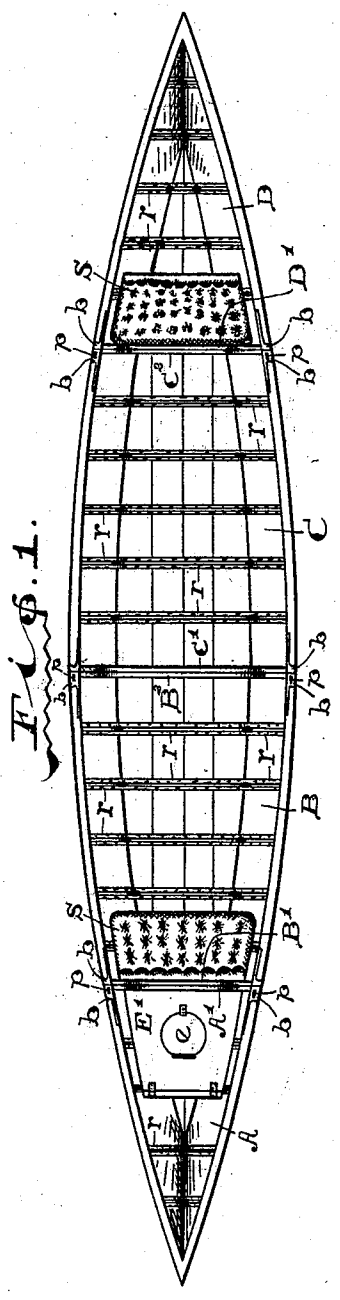

Fig. 1.

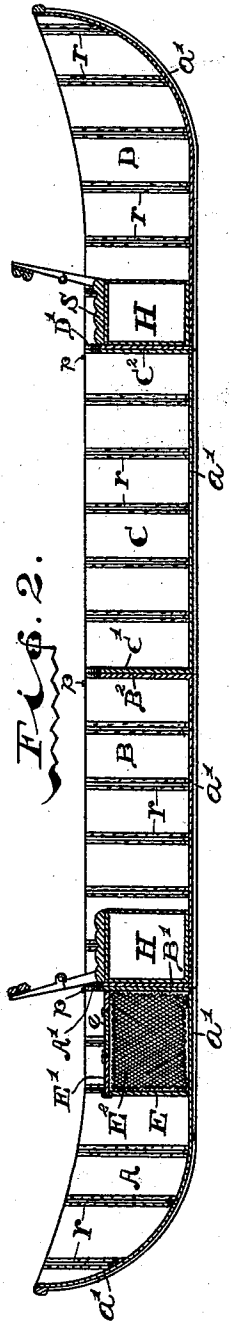

Fig. 2.

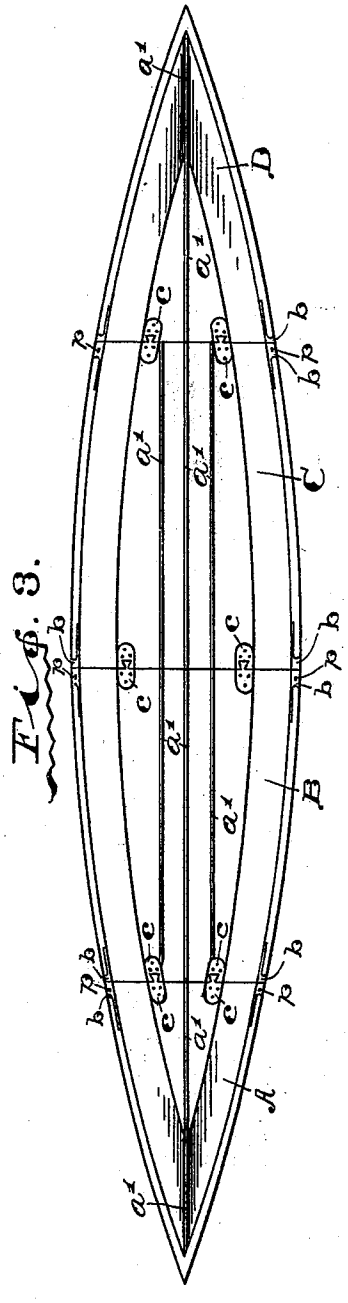

Fig. 3.

WITNESSES:

F. W. Kramer.

J. A. Walsh.

INVENTOR

Josiah L. Burton,

BY

Chester Bradford,

ATTORNEY.

THE NATIONAL LITHOGRAPHING COMPANY,
WASHINGTON, D. C.

(No Model.) 2 Sheets—Sheet 2.

J. L. BURTON.

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Fig. 4.

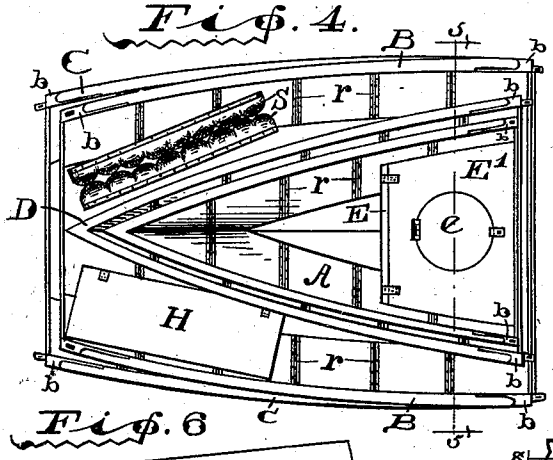


Fig. 5.

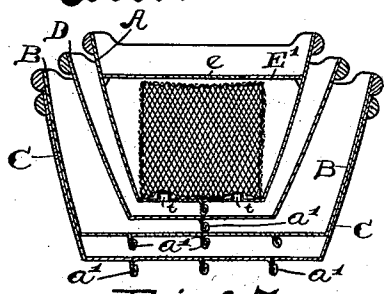


Fig. 6

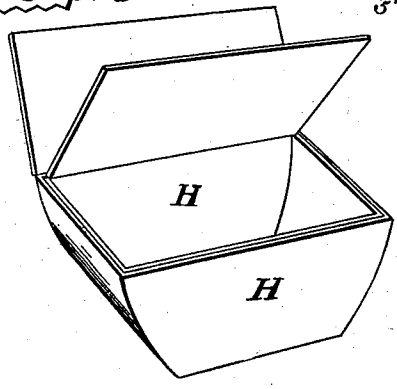


Fig. 7.

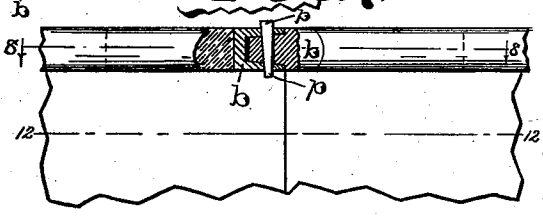


Fig. 8.

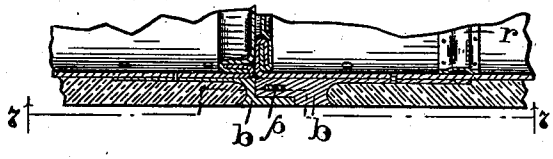


Fig. 9.

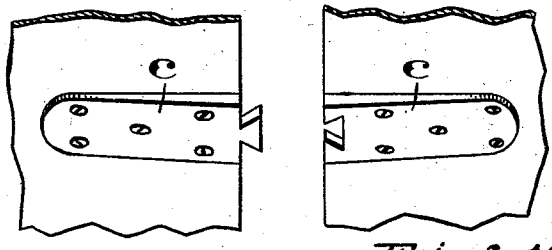


Fig. 10.

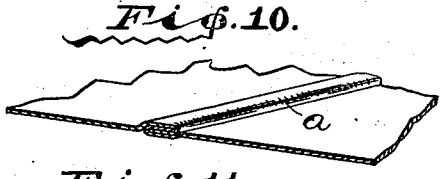


Fig. 11

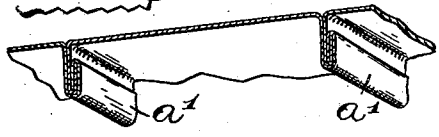


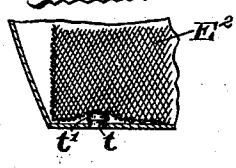
Fig. 12.

WITNESSES:

F. H. Warner.

J. A. Walsh.

Fig. 13.



INVENTOR

Josiah L. Burton,

BY

Chester D. Bradford,

ATTORNEY.

THE NATIONAL LITHOGRAPHING COMPANY,
WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

JOSIAH L. BURTON, OF MARTINSVILLE, INDIANA.

BOAT.

SPECIFICATION forming part of Letters Patent No. 514,908, dated February 20, 1894.

Application filed May 19, 1893. Serial No. 474,730. (No model.)

To all whom it may concern:

Be it known that I, JOSIAH L. BURTON, a citizen of the United States, residing at Martinsville, in the county of Morgan and State of Indiana, have invented certain new and useful Improvements in Boats, of which the following is a specification.

The object of my said invention is to produce a boat which may be easily and conveniently packed for transportation from place to place, and shall possess certain peculiarities of construction especially adapting it for sportsmen's use.

Said invention consists in certain details of construction and arrangements of parts as will be hereinafter more particularly described and claimed.

Referring to the accompanying drawings, which are made a part hereof, and on which similar letters of reference indicate similar parts, Figure 1 is a top or plan view of a boat embodying my said invention; Fig. 2 a longitudinal vertical section of the same; Fig. 3 an under side plan view; Fig. 4 a top or plan view, on a somewhat enlarged scale, of the parts when nested or assembled together for transportation; Fig. 5 a transverse sectional view on the dotted line 5 5 in Fig. 4; Fig. 6 a perspective view showing the two mess chests, or compartments for containing food and supplies, nested together; Fig. 7 a fragmentary side elevation showing the side rail of the boat and how it is connected together; Fig. 8 a detail sectional view on the dotted line 8 8 in Fig. 7; Fig. 9 a perspective view of two fragments of the bottom of the boat with the uniting clips thereon; Fig. 10 a perspective view of a fragment showing two sheets locked together by a flat double seam; Fig. 11 a similar view of a fragment of the bottom of the boat showing the standing double seams, and Fig. 12 a horizontal sectional view on the dotted line 12 12 in Fig. 7 showing the ribs running transversely of the boat, and also showing the seams at the corners where two compartments are united, in both the positions, either of which may be used, and Fig. 13 a fragmentary view, on a larger scale, showing one of the water tubes to the "live box" and its cap more plainly.

This boat is preferably formed of sheet metal, and in four sections, A, B, C, and D, which have the ends A′, B′, B^2, C′, C^2, and D′, and each of which is thus in itself rendered a substantially water-tight compartment. The seams *a* which unite the sheets of metal forming the boat are what are known as flat double seams, and are illustrated in an exaggerated form in Figs. 10 and 12. Longitudinally of the boat, the plates are united by what are known as standing double seams *a*′, and which are shown most plainly and in an exaggerated form in Fig. 11, and are also shown on a smaller scale in Figs. 2, 3 and 5. These standing double seams serve as strengthening ribs for the boat, thus giving it great strength and stiffness longitudinally. As said ribs run in the direction of motion of the boat, they serve also to some extent as keels, and thus aid in its management.

As before stated, the boat is preferably constructed of sheet metal, such as galvanized iron. Preferably the side pieces and bottom pieces of each section are each formed from single sheets. I usually and preferably, for purposes of rigidity and stability of structure, add corrugated ribs *r* running transversely of these sheets, such ribs taking to some extent the place of ordinary ribs in a wooden boat. In the views showing the whole or greater portions of the boat, these corrugated ribs are shown as mere lines, or double lines; but in Fig. 12 I have shown such ribs on a much larger sized scale. The flat double seams shown in Fig. 10 are used to unite the various sheets of metal together, and when, as is preferably the case, a single sheet forms a complete side or bottom piece, these seams only occur at the corners of the boat or edges of sheets. The standing double seams uniting the pieces of which the bottom of the boat is composed may be made on the edges of the sheets of metal as shown most plainly in Fig. 11, or they may be formed by crimping the metal, as will be readily understood, and the central one extends up to the junction of the side rails, at the bow and stern. The sections, as before indicated, are formed separately, and are united together by the clips or locks *c* having their ends of a dove-tailed formation, as shown most plainly in Fig. 9, and adapted to fit together when the sections are assembled, and hold said sections into one single structure, as shown most

plainly in Fig. 3. Upon the top, secured to the side rails, are the clips or locks *b* which have wedge-shaped uniting ends, instead of being dovetailed as the bottom ones are, and are adapted to be united by keys or pins *p* which pass through them. The operation of assembling these sections consists in bringing said sections into the relation shown in the drawings, Figs. 1, 2 and 3, with the ends of the side rails or upper portions of the boat slightly apart, and in this position slipping the dove-tailed ends of the clips *c* together, which unites said sections firmly longitudinally. The sections are then swung slightly on these clips, as on a pivot, bringing the upper portions or ends of the side rails close to each other, the wedge-shaped portion on one entering the correspondingly tapered recess in the other, and a pin is slipped through the openings therein, securing them together, as shown most plainly in Figs. 7 and 8. By this means the sections of the boat are all securely held together in position for use. When it is desired to disassemble these parts for packing or transportation, the keys or pins *p* are withdrawn, the upper portions swung apart somewhat, enough to part contact between the two portions of the clips *b*, when the clips *c* can also be separated, and the sections are in position to be nested, as shown in Figs. 4 and 5.

Within the rear or stern section A of the boat I prefer to construct a live-box E in which to keep the fish. This live-box is a compartment which may cover the entire lower portion of the section A, or it may occupy only a part of it. Holes are formed through the bottom of the boat into this compartment through which the fresh water may continually come, and these may be in the form of tubes *t*, which may have caps or plugs *t'*, and be thus closed when not in use, thereby excluding water from this compartment whenever desired, and making the boat lighter or of greater carrying capacity. It is provided with a small round cover *e* which is within and forms a part of a larger cover E'. The smaller cover is for use in putting in the fish as caught, and the larger cover is to be swung back when it is desired to remove the wire cage E^2, which said box should contain. This cage E^2, as will be readily understood, is adapted to contain and secure the fish in water, while its open sides permit free passage of the water through it.

Under the seats S are boxes or mess chests H in which food and supplies may be carried. These two boxes or mess chests are made sufficiently different in size so that, when packing the boat for transportation, one may be placed inside the other, and the two occupy the space of the larger only. The seats themselves are jointed, and may be folded together, as clearly shown in the drawings.

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

1. The combination, in a sportsman's boat, of a water-tight compartment having communication with the water beneath the boat, the communicating tubes being provided with caps or plugs, and a cage within said compartment for the fish, the whole being arranged and operating substantially as shown and described.

2. The combination, in a sectional metallic sportsman's boat, of the several sections A B C and D constructed as specified, having the longitudinal standing seams or ribs *a'* to the bottom, the clips *c* and *d* by which the several sections are united, and the inner transverse ribs *r* for stiffening and strengthening the same, said several parts being constructed, arranged and operating substantially as set forth.

3. The combination, in a metallic sportsman's boat, of several sections united together to form a boat as specified, one of said sections being provided with a water-tight compartment in the bottom of which are tubes or pipes communicating with the water underneath the boat, said tubes or pipes being provided with plugs or caps whereby they may be closed when desired, said compartment being provided with a cover, and a cage being placed within said compartment, all substantially as set forth.

In witness whereof I have hereunto set my hand and seal, at Martinsville, Indiana, this 13th day of May, A. D. 1893.

JOSIAH L. BURTON. [L. S.]

Witnesses:
JAMES V. MITCHELL,
JOHN D. CAIN.