

J. Hegeman. Pontoon Boat.

N^o 64,103.

Patented Apr. 23, 1867.

Fig. 6

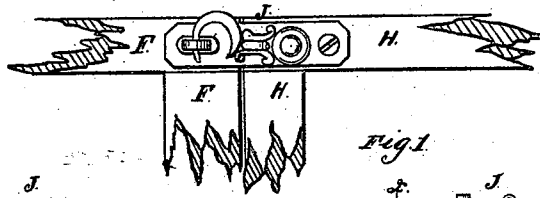


Fig. 1

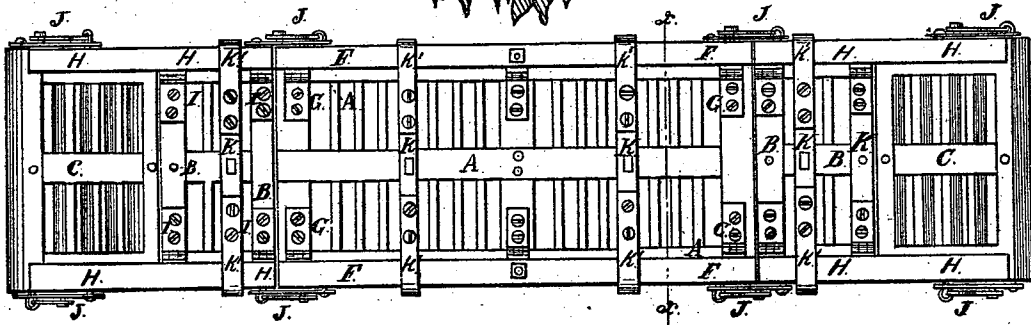


Fig. 2

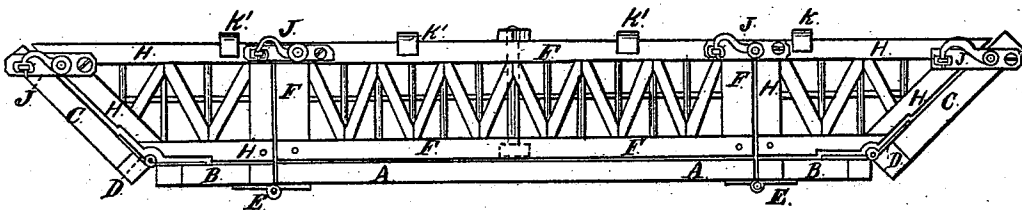


Fig. 3

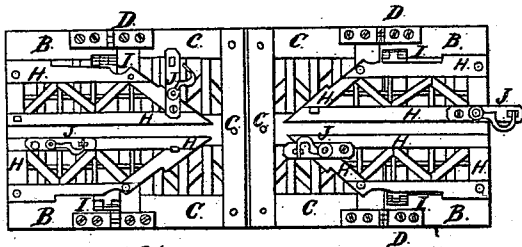
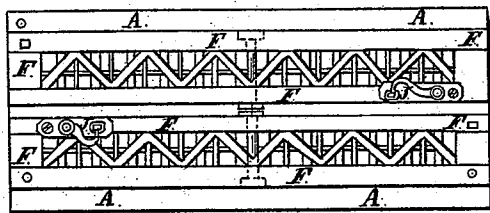
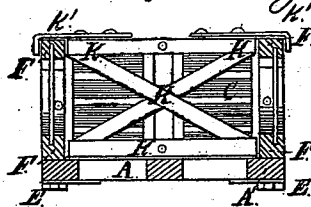


Fig. 4



Witnesses
Jhes Fische
Wm. Frewin

Fig. 5



Inventor.
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United States Patent Office.

JOHN HEGEMAN, OF VISCHER'S FERRY, NEW YORK.

Letters Patent No. 64,103, dated April 23, 1867.

IMPROVED PONTOON BOAT.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, JOHN HEGEMAN, of Vischer's Ferry, in the county of Saratoga, and State of New York, have invented a new and improved Pontoon Boat; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a top or plan view of my improved boat.

Figure 2 is a side view of the same.

Figure 3 is a bottom view of the same when folded.

Figure 4 is a top view of the same when folded.

Figure 5 is a vertical cross-section of the same showing the construction of the cross-bars or stays.

Figure 6 is an enlarged detail view showing the strap and hook by which the parts are secured to each other.

Similar letters of reference indicate like parts.

My invention has for its object to furnish an improved pontoon boat, which can be built very light, and which will at the same time be very strong, and which can be folded into the smallest and most compact compass for transportation without injury to the strength of the boat; and it consists in an improved pontoon boat, the bottom, sides, and ends of which are made in sections, which are constructed and hinged to each other in the manner hereinafter more fully described.

A is the middle section of the bottom of the boat, and it is formed of three longitudinal strips connected to each other by cross-bars, the end and middle ones of which are made heavier than the others both for strength and for the attachment of the hinges by which the sides of the boat are attached to the said bottom section. B are the end sections of the bottom, and C are the sections that form the ends of the boat. The sections B and C are connected to each other by hinges, D, so that the sections C may be turned up into an inclined position, as shown in fig. 2. The sections B are connected to the section A by hinges E so that the sections B and C may be turned back together beneath the section A in folding the boat for transportation, as shown in fig. 3. F are the central sections of the sides of the boat, which are made in the form of a rectangle, the longitudinal side pieces of which are connected and strengthened by braces alternately inclined in opposite directions, as shown in figs 2, 3, and 4. The sections F are further strengthened by iron bolts passing through their side pieces, and by one or more bolts or rods passing through their end pieces, and through the inclined braces, as shown in the drawings. The sections F are connected to the section A of the bottom by hinges G, in such a manner that they may be folded down upon the said bottom section for transportation, as shown in fig. 4. H are the end sections of the sides, which are made in the same manner as the sections F, except that their outer ends are inclined to give form to the ends of the boat, as shown in fig. 2. The side sections H are connected to the sections B by the hinges I, so that they may be folded down upon the upper sides of the sections B and C, and with them folded beneath the bottom section A for transportation, as shown in fig. 3. The sections of the boat are secured to each other by straps and hooks, J, which straps and hooks may, if desired, be so arranged as also to secure the said sections to each other when folded for transportation. The boat is still further strengthened by four or more cross-bars or stay-frames K, consisting of a top and bottom horizontal bar, two inclined bars crossing each other at the centre, and a central vertical bar, all securely fastened to each other. The cross-bars or braces K are also provided with hooks, K', which hook upon the side timbers of the boat to keep the said stay-frames K securely in place. The boat should be covered with canvas or other suitable material in the ordinary manner.

I claim as new, and desire to secure by Letters Patent—

The combination of the hinged parts, consisting of the bottom A B, the end sections C, central sections F, and side end sections H, when the sides and end sections are so constructed as to fold over on the bottom of the boat, in the manner described.

JOHN HEGEMAN.

Witnesses:

JOHN J. CLUTE,

CORNELIUS H. CLUTE.