

G. W. SCHERMERHORN.
CONSTRUCTION OF BOATS.

No. 174,382.

Patented March 7, 1876.

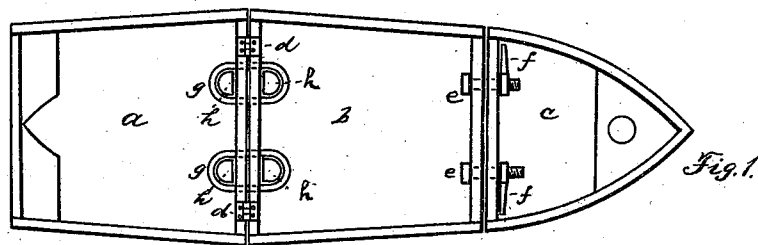


Fig. 1.



Fig. 2.

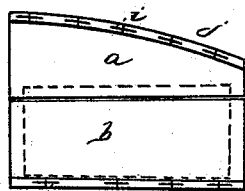


Fig. 3.

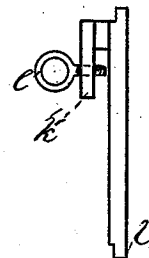


Fig. 5.



Fig. 4.

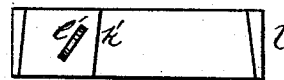


Fig. 6.

Witnesses:-
Frank H. Jordan.
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UNITED STATES PATENT OFFICE.

GEORGE W. SCHERMERHORN, OF EAST LIMINGTON, MAINE.

IMPROVEMENT IN THE CONSTRUCTION OF BOATS.

Specification forming part of Letters Patent No. **174,382**, dated March 7, 1876; application filed August 13, 1875.

To all whom it may concern :

Be it known that I, GEORGE W. SCHERMERHORN, of East Limington, county of York and State of Maine, have invented a new and useful Improvement in Boats, which said improvement is fully set forth in the following specification, reference being had to the accompanying drawings, in which—

Figure 1 is a top plan view. Fig. 2 is a side view. Fig. 3 shows the several parts packed together. Fig. 4 shows the metal strap which connects the abutting edges of the planks. Figs. 5 and 6 are edge and bottom views of the seat designed to be used as a lee-board.

The present invention relates to improvements in boats; and consists more particularly, first, in adapting or applying a strip of thin metal in the contiguous groove of the abutting edges of the planking, so as to make a secure and water-tight joint without the use of the ordinary calking; second, in a seat of such construction that it can, when occasion requires, be attached or affixed to the side of the boat as a lee-board, all as will now be more specifically and in detail set forth and explained.

In the accompanying drawings, *a b c* show my boat as formed in three sections; but I do not intend to limit myself to any precise number of these. The sections *a* and *b* are connected by the hinges *d*, so that the one can be turned over upon the other, or vice versa, according as it may be desired to extend or close the same.

I usually make one section of such size relative to the other that it can be packed or placed in the same. The sections *a* and *b* may also be secured together by means of staples *g* and keys *h*, while the sections *b* and *c* may be secured together by bolts *e* and hand wrench-nuts *f*; or the same kind or means of fastening may be used in both places; or any ordinary means of fastening may be used so long as I have a firm connection capable of being tightened up at will, and made secure and yet so simple and strong that it cannot easily get out of order. Thus I have a tightening device which will keep the bolt always in shape, and yet never be out of order through rust or otherwise, when occasion calls for

loosening the same to free the several sections of the boat, as and for the purposes before described.

In packing the sections, the devices that lock the several parts together having been unloosed, the section *c* is placed within *b*, and then section *a* is turned over and upon section *b*. The several parts being made and fitted so as to be properly adapted for this purpose, any suitable locking device may be used to hold the parts together, and a handle may also be attached, as occasion requires.

In the abutting edges of the planks *j* of the boat are made grooves *j'* of suitable size and shape, and into them are fitted thin strips *i* of metal of suitable width. These serve to bind the edges firmly together, and at the same time make a secure and water-tight joint.

I have found that in a flat-bottomed boat this plan of construction has many advantages over the usual method of calking the joint between the edges with oakum and tar, &c., not only in the method and details of construction, but in use.

If on occasion I desire to use sail on my boat, or otherwise wish to have a keel to the boat, I can adapt or attach the seat now shown in Figs. 5 and 6 to the rail or gunwale of the boat, usually along the middle part, by the flange *K'*. This flange comes down within the boat, and has usually sufficient spring to bind the seat fast in place, while the outer or top part hangs over outside of the boat and into the water, as is now shown in dotted lines in Fig. 2.

In addition to the spring of this flange I may use a set-screw, *U*, or any like means, to secure more rigidly the seat in this position. So placed and used, this seat will answer all the purposes of a keel or center-board as now made and used.

As thus constructed and combined, I have a complete and useful device in which I have overcome the objections heretofore made to boats of this peculiar class. While my boat, like those, is made in sections and adapted to be folded or packed together, unlike any that have been heretofore made, the several parts when fitted together as a boat, can, by the peculiar fastening device used, be made strong and solid as an ordinary boat, and can, under

any strain, be always tightly drawn and secured together. This cannot be done in any other boat with which I am acquainted.

Likewise when it is desired to separate the several sections for any purpose, it will be found that the links and keys can always be readily unloosed, and so also the bolt and nut.

When metal springs are used in exposed parts of the structure, they are likely to be broken in the ordinary use of the boat, and they also quickly get out of order by rusting.

The means I have used to close the seams of the boat are cheap and effectual, and are not likely, under any ordinary circumstances, to get out of order; or occasion harm to the planking. The lee-board is particularly useful, as it enables the boat to beat against the wind.

To the tourist or sportsman my boat forms

an admirable and useful device, capable of being closely packed, readily adjusted, easily managed, cheap, and durable.

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

1. The seat *l*, provided with a lip and set-screw, and adapted to be used as a lee-board, substantially in the manner set forth.

2. In combination with the planking having its contiguous edges grooved, a strip of metal, *K*, substantially as described.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

GEORGE W. SCHERMERHORN.

Witnesses:

WM. HENRY CLIFFORD,
FRANK H. JORDAN.