

(No Model.)

J. M. CLARK & C. W. HAMILTON.
PORTABLE NESTING BOAT.

No. 494,288.

Patented Mar. 28, 1893.

Fig. 1.

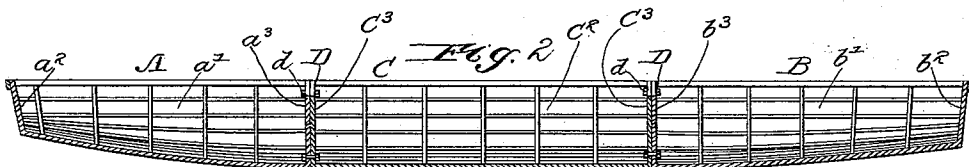
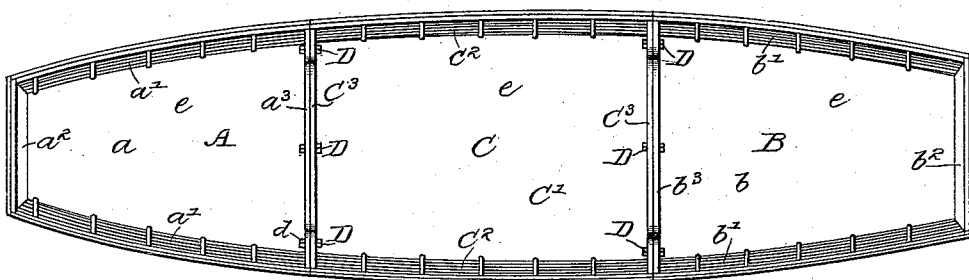


Fig. 3.

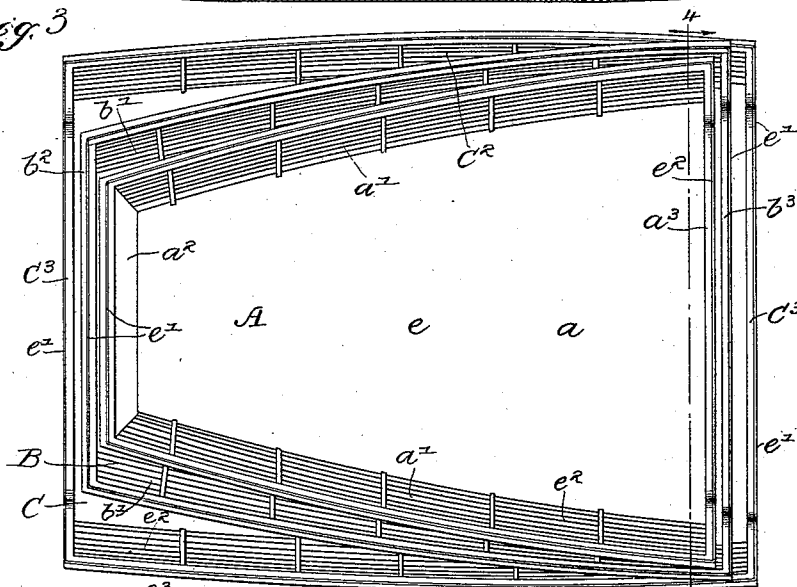
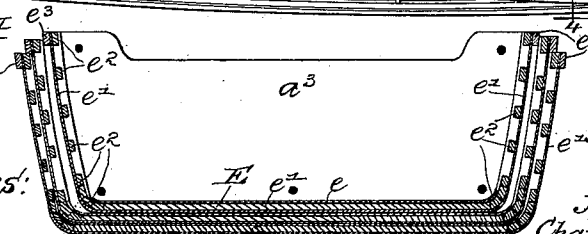


Fig. 4.



Witnesses:

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UNITED STATES PATENT OFFICE.

JAMES M. CLARK AND CHARLES W. HAMILTON, OF CHICAGO, ILLINOIS.

PORTABLE NESTING BOAT.

SPECIFICATION forming part of Letters Patent No. 494,288, dated March 28, 1893.

Application filed April 23, 1892. Serial No. 430,326. (No model.)

To all whom it may concern:

Be it known that we, JAMES M. CLARK and CHARLES W. HAMILTON, residing in the city of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in a Portable Nesting Boat, of which the following, when taken in connection with the drawings accompanying and forming a part hereof, is a full and complete description, sufficient to enable those skilled in the art to construct and use the same.

The object of our invention is to obtain a nesting boat which can be readily put in condition to use as a boat, in the ordinary manner of using boats, particularly by a hunter or fisherman, and which can be readily nested, that is to say, put in portable condition or in a condition to be transported by hand, wagon or railroad cars, much more conveniently and readily than can boats adapted for the purposes for which this boat is adapted to be used, as such boats have been heretofore constructed.

A further object of this invention is to obtain a boat which will not be as easily snagged and rendered unsafe as can boats heretofore made.

In the drawings referred to as forming a part of this specification, Figure 1, is a plan view of a boat embodying our invention, with the several parts forming such boat in position for use as a boat; Fig. 2, a longitudinal sectional view of Fig. 1, on the center line thereof; Fig. 3, a plan view of the several parts forming the boat embodying our invention nested, that is in condition for transportation; and Fig. 4, is a cross-sectional view on line 4-4 of Fig. 3.

The same letter of reference is used to indicate a given part where more than one view thereof is shown in the several figures of the drawings.

The completed boat embodying our invention illustrated in Figs. 1 and 2, in position for use as a boat consists of parts A, B, and C, part A forming the bow, B the stern and C, the middle of such boat. Part A consists of the bottom a , sides a' , a'' , forward end a^2 and rear end a^3 , forming a bulk head in the completed boat as will be hereinafter seen. Part B forming the stern of the boat consists of bottom b , sides b' , b'' , and b^3 forming the stern of the completed boat, and b^3 forming a bulk-

head in the completed boat. The part C has bottom C' , sides C^2 , and ends C^3 , C^3 .

In building up this boat of the several pieces A, B and C, the end a^3 of part A is brought against one of the ends C^3 , of part C and firmly secured thereto by bolts D having nuts d thereon which are passed through holes prepared therefor in end a^3 , c^3 , respectively; and end b^3 of part B, is brought against the other of the ends C^3 of part C and such ends are in like manner secured together by bolts D. Each part A, B, C, is made water tight as if each were a complete boat with the exception of the holes placed in the ends a^3 , b^3 , C^3 , respectively, and these holes being filled by the bolts D, D, D, a boat is obtained having two bulk-heads therein, one of such bulk-heads consisting of the ends a^3 and C^3 , and the other of such bulk-heads consisting of ends b^3 and C^3 , adapted to float in the ordinary manner without permitting water to enter therein, while at the same time if a leak occurs through the bottom or sides of any one of the parts forming the boat, water can effect entrance through such leak into but one of the parts A, B, and C, constituting the boat, from which it can be easily bailed and in which it cannot rise to a sufficient height to imperil the safety of the boat or its occupants.

In order to attain the highest degree of security in the construction of these boats we have built up the several parts thereof in the following manner: Part A has a solid plank bottom E, covered on the inside by ducking e , and on the outside by ducking e' , such ducking e' extending up the sides a , a' , and ends a^2 , a^3 , respectively, forming the outside of the boat. The sides a' , a'' are formed, in addition to the canvas e' , of ribs e^2 , e^2 with the gunwale e^3 at the top edge thereof and on the outside of the ducking e' . The ducking e , e' is ultimately painted. We place a sufficient number of the ribs e^2 , e^2 in the sides a' , a'' , adjacent to the bottom a and for about one-third the way up such sides to form a backing to the ducking e' which is substantially solid. The ends a^2 and a^3 of part A consist, respectively, of planking covered on the outside thereof with ducking e' .

The parts B and C of the boat are constructed in the same manner, that is to say, with a solid bottom E, ducking e on the inside

thereof, ribs e^2 upon the sides, ducking e' on the outside of the bottom ends and sides and with gunwale e^3 .

The word ducking as heretofore employed in this specification is by us meant to be synonymous with canvas, or canvas ducking, as it is sometimes termed. Such ducking, canvas or canvas ducking is by us secured to the bottom of the several parts of the boat, on both the inside and outside thereof to the board or plank E and to the outside of the ends of such parts by cement, preferably white lead, and is held in place over the slats by being properly stretched at the gunwale. We have found that by putting ducking canvas, or canvas ducking on in this manner a tear therein upon the bottom of the boat involves no leakage or substantial injury to the boat, unless such tear is much larger than would ordinarily be made by coming in contact with rocks or other snags, and the strength of each of the several parts is largely increased by such construction.

When the sections are put together the whole is operated as an ordinary boat.

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

1. A portable boat consisting of three parts, each of the parts thereof having a bottom, sides and ends, one end of the bow part substantially the same width as one end of the part forming the middle of the boat and adapted to be secured thereto, and one end of the part forming the stern of the boat substantially the same width as the other end of the part forming the middle of the boat and adapted to be secured thereto, with one end of the middle part wider than the other end thereof,

and each of said parts covered on the outside thereof with ducking extending over the bottom, sides and ends thereof whereby when the several parts are bolted together, a boat is formed having two bulk-heads therein each of such bulk-heads consisting of two thicknesses of planking with two thicknesses of ducking interposed therein and extending from the top to the bottom of the boat and when the several parts are taken apart and nested together the part forming the stern adapted to fit, when turned so that the stern end thereof is forward, into the part forming the middle of the boat and the part forming the bow adapted to fit into the part forming the stern, and be thereby nested; substantially as described.

2. A boat consisting of three parts, each part having a bottom, sides and ends, and such parts being adapted to be secured together by the joining of the ends of the part forming the middle of the boat to one of the ends, respectively, of the other parts; and the putting of bolts through holes therefor in such ends and each of such parts constructed of a plank bottom, slat sides and plank ends, with the bottom covered on the inner and outer side with canvas, such canvas on the outer side of the bottom extending up the sides and ends to the upper edge of the bulk heads, and to the gunwale of the boat formed by the putting together of the parts; substantially as described.

JAMES M. CLARK.

CHARLES W. HAMILTON.

In presence of—

CHARLES TURNER BROWN,
MAY DEVINE.