

(No Model.)

G. L. GODFREY.
BOAT.

No. 529,786.

Patented Nov. 27, 1894.

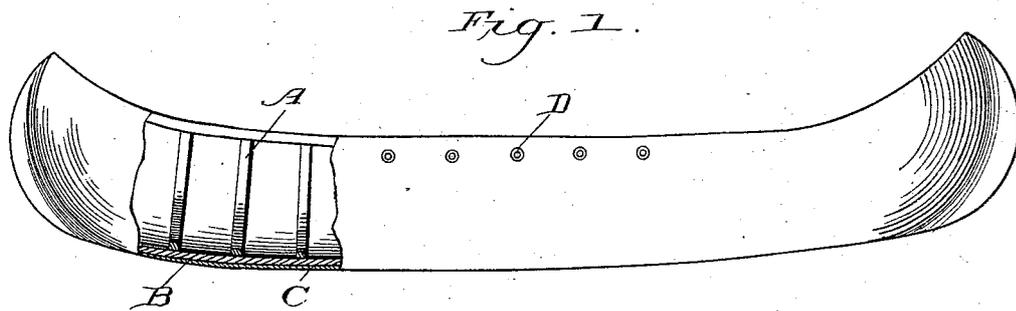


Fig. 2.

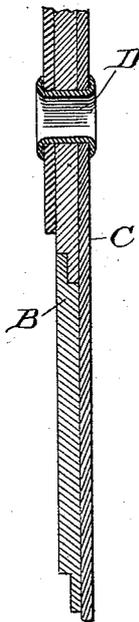
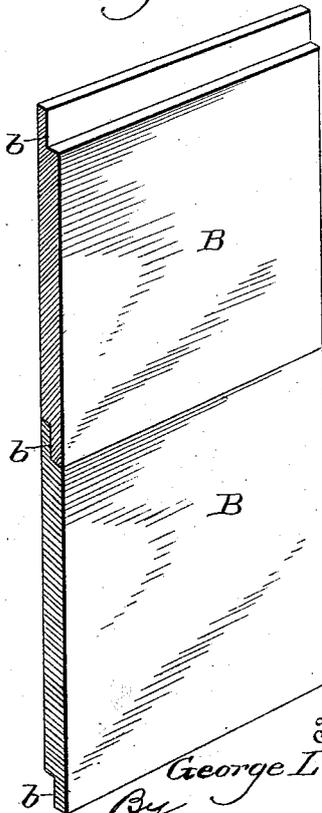


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

GEORGE L. GODFREY, OF OLD TOWN, MAINE.

BOAT.

SPECIFICATION forming part of Letters Patent No. 529,786, dated November 27, 1894.

Application filed June 22, 1894. Serial No. 515,354. (No model.)

To all whom it may concern:

Be it known that I, GEORGE L. GODFREY, a citizen of the United States, residing at Old Town, in the county of Penobscot and State of Maine, have invented certain new and useful Improvements in Canoes or 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 certain new and useful improvements in canoes and boats, and it has for its objects among others to provide against the entering of gravel or other foreign substances between the planking and the canvas where it would soon work a hole in the canvas.

It has for a further object to provide a canoe or boat with grommets or water scuppers in the sides for drawing off the water should any get in by rain storms or otherwise. I halve the planking together, and by this means not only prevent gravel and the like from getting between the same and the canvas but am enabled to so construct the canoe or boat that the planking need not be put to a hair joint, which is desirable for the reason that when the canvas is drawn over the canoe very tightly as it should be, and the planking is put to a hair joint if the canoe gets wet and the wood swells and the canvas shrinks, as it is very apt to do, something must yield and the result is that the planking will bulge and leave the ribs, and the canvas will be torn from the gunwales.

Other objects and advantages of the invention will hereinafter appear and the novel features thereof will be specifically defined by the appended claim.

The invention in this instance resides in the features above outlined, as will be more fully hereinafter described, shown in the drawings and then particularly pointed out in the claim.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which—

Figure 1 is a side elevation of a canoe embodying my invention, with a portion broken away to better show the construction. Fig. 2 is a vertical section through one of the water scuppers. Fig. 3 is a perspective detail

showing the halved edges of two adjoining pieces of the planking.

Like letters of reference indicate like parts throughout the several views.

In the drawings A represents the ribs of the canoe; B, the planking, and C the canvas.

In constructing the canoe I build the frame ready for the reception of the planking in the usual way. In applying the planking I halve the same together. In Fig. 3 will be seen two of the pieces of the planking with the halved out edges *b*. It is best to break joints and by halving the pieces of the planking together I avoid the necessity of a tight joint. It also enables me to make a joint that will effectually prevent gravel or other foreign substances from penetrating between the planking and the canvas where it is liable to soon work holes in the canvas. Furthermore, wetting of the canoe will not result in any injury thereto. It will not bulge the planking nor draw it from its connection with the ribs or gunwales nor will it tear the canvas from the latter.

In order to permit of the attachment or lashing of goods to the sides of the canoe and also to provide for the drawing off of the water should any get into the canoe I form in the sides one or more holes D as shown in Fig. 1. These holes extend through the canvas and filling or through the rail and are preferably as shown in Fig. 2, being reinforced by the metallic bushing or ferrule which is in the form of a two-part device composed of two disks receiving between them the canvas and then united by pressure so as to surround the opening in the canvas and clamp the material between the two disks and furnish a metallic lining or wall to the opening. Other means, however, may be employed for reinforcing the holes.

The one feature of construction above described may be used without the other without detriment, but both may be present in the one structure, and in fact it is preferred that they should be.

It will be observed that the projecting portions at each edge of a plank are located and disposed upon opposite sides, thereby providing what I term break joints in the construction of the boat. This disposition of the edge portions of the planking has in practice been

found to result in a superior construction and in a less likelihood of the bulging of the boards and the separation of the same from the frame or ribs.

5 What is claimed as new is—

The herein specified boat, comprising a frame incased by planking having its edges halved together, the projecting edge portions of a plank being disposed on opposite sides,
10 whereby a break joint is produced, canvas incasing the planking and folded over the edge of the boat, holes provided along the edge of

the boat, and metal plates reinforcing the said holes and having their outer portions clamped against the canvas to secure the same and the
15 planking together, substantially in the manner set forth.

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

GEORGE L. GODFREY.

Witnesses:

HARTWELL LANCASTER,
ARTHUR B. GODFREY.