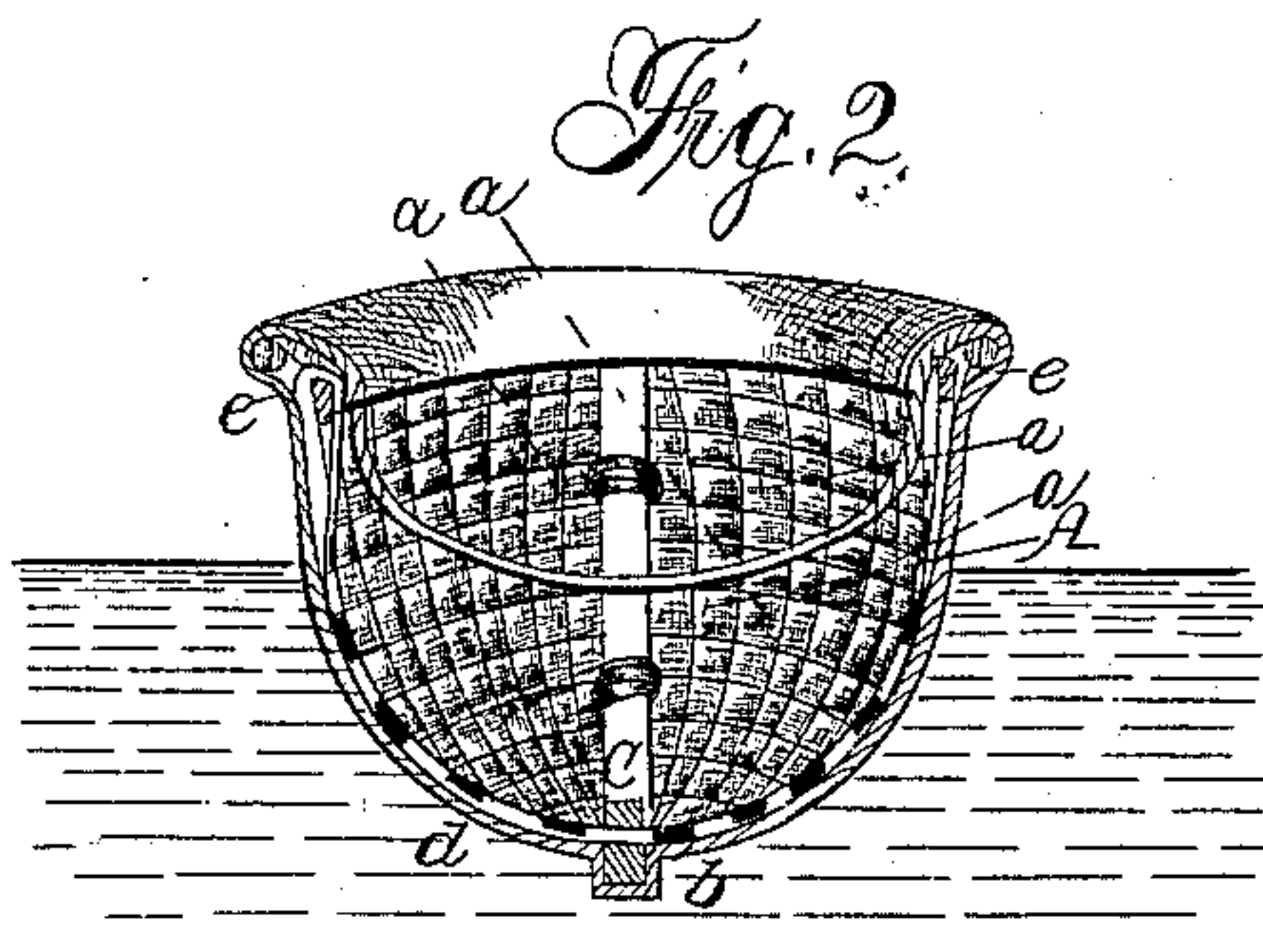
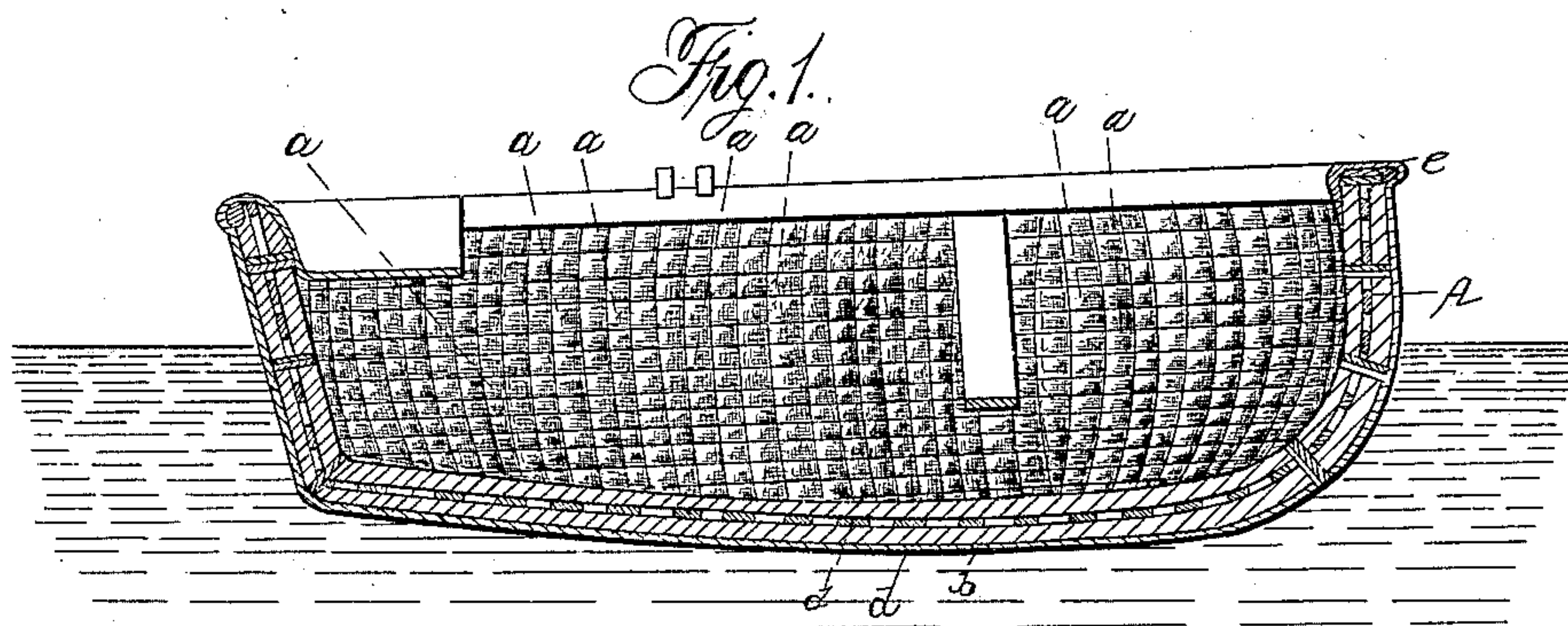


J. HUTCHISON.

Ship-Building.

No. { 1,691, {
 32,695 }

Patented July 2, 1861



Witnesses:
J. W. Coombs
R. S. Spencer

Inventor;
John Hutchison
per *Munn & Co*
attorneys

UNITED STATES PATENT OFFICE.

JOHN HUTCHISON, OF MATTEAWAN, NEW YORK.

BOAT.

Specification of Letters Patent No. 32,695, dated July 2, 1861.

To all whom it may concern:

Be it known that I, JOHN HUTCHISON, of Matteawan, in the county of Dutchess and State of New York, have invented a new and Improved Boat; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing, forming part of this specification, in which—

Figure 1 represents a longitudinal vertical section of my invention. Fig. 2 is a transverse vertical section of the same.

Similar letters of reference in both views indicate corresponding parts.

This invention consists in a boat made of splints of wood woven together or connected in the manner of ordinary basket-work, and covered with india-rubber cloth or with any other suitable material impervious to water, thereby rendering the boat exceedingly light and buoyant and sufficiently strong to carry a comparatively heavy load while at the same time the sides of the boat are of such a nature, that they are not liable to be stove in by coming in contact with another vessel.

To enable others skilled in the art to make and use my invention I will proceed to describe its construction and operation with reference to the drawing.

The body of the boat A, is made of splints *a*, of hickory or any other suitable wood, which are laid crosswise to each other and woven together in the manner of ordinary basket-work. A square timber *b*, attached to the bottom of the basket-work, and bent up on its ends, forms the keel of the boat and also its stem and stern and the whole is further strengthened by a strip *c*, of wood secured to the longitudinal center of the boat on its inner surface and bent up at the stem and stern as clearly shown in Fig. 1 of the drawing. The strip *c*, and the keel *b*, are united by suitable bands, or in any other convenient manner, and the whole boat is covered over on its outside by india-rubber

cloth *d*, or other suitable material impervious to water. The gunwale *e*, of the boat is strengthened by an additional strip of wood, to which the ends of the splints and also the ends of the covering are fastened.

The buoyancy of the boat may, of course, be increased by means of air-tight chambers in the manner of ordinary life boats. The principal advantages of a boat constructed according to my invention are, that the same is exceedingly light and buoyant and that its sides are so elastic that the boat is not likely to become broken or seriously injured by being thrown against a vessel or other body, and furthermore a blow or pressure exerted on any part of its sides will leave no serious impression, since every portion of the same will reassume its original shape as soon as the pressure ceases. And furthermore a boat of this construction can be got up at a very small expense compared to the cost of ordinary boats; it can be more easily handled than the old boats; and it is less liable to become broken or stove in just when its services are most needed.

It is obvious that the shape and size of the boat may be made to suit the builder; and that my invention is equally applicable to all classes of boats, but it is of particular value for life-boats, in which great buoyancy and superior lightness combined with sufficient strength are the chief requisites.

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

A boat A, made of splints *a*, of hickory or other suitable wood connected and woven together in the manner of ordinary basket-work, and strengthened by a keel *b*, and longitudinal central strip *c*, and by a gunwale *e*, and covered over with india-rubber cloth or other water-tight material; all in the manner herein shown and described.

JOHN HUTCHISON.

Witnesses:

M. M. LIVINGSTON,
LEWIS A. TUCKER.