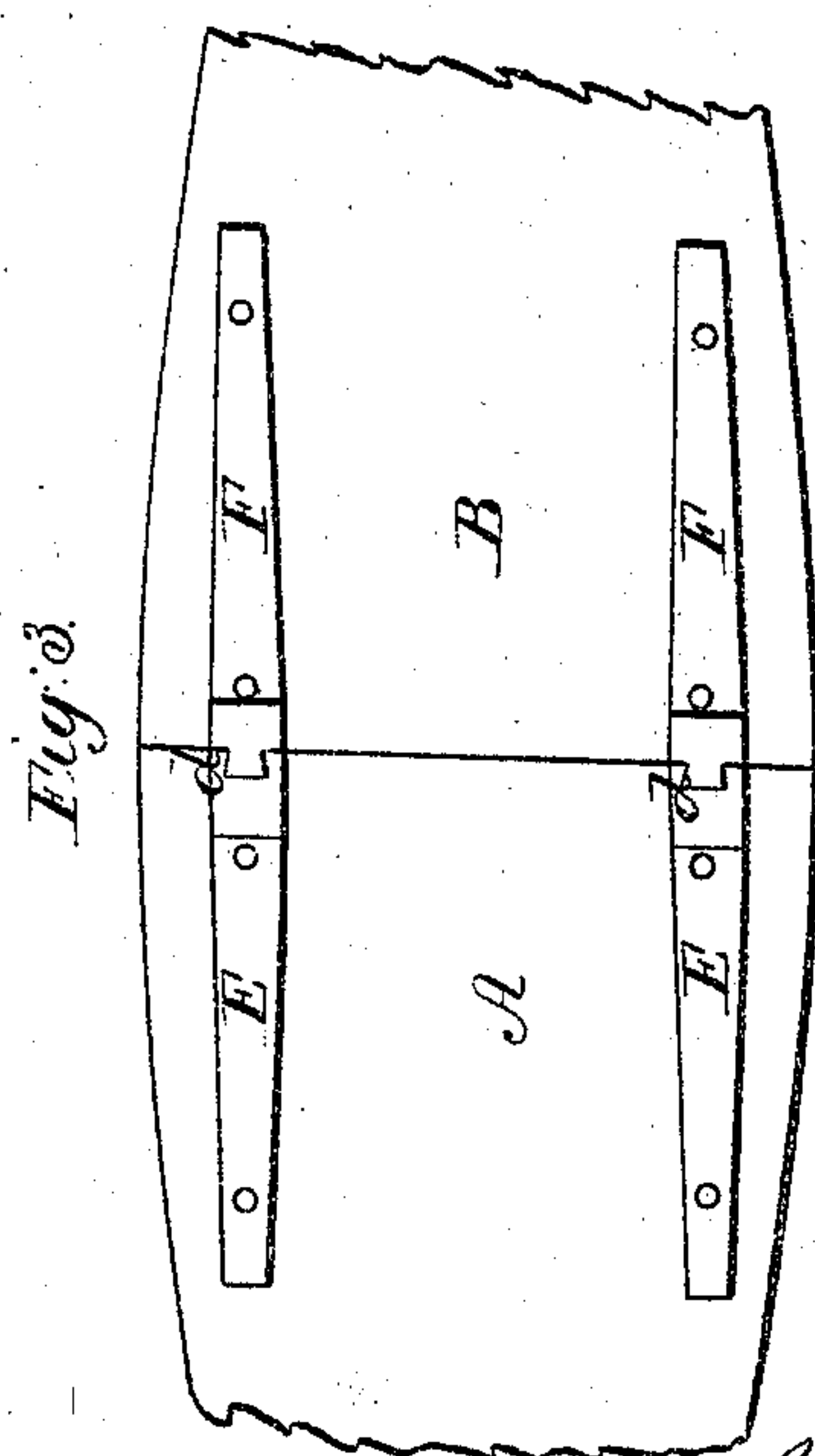
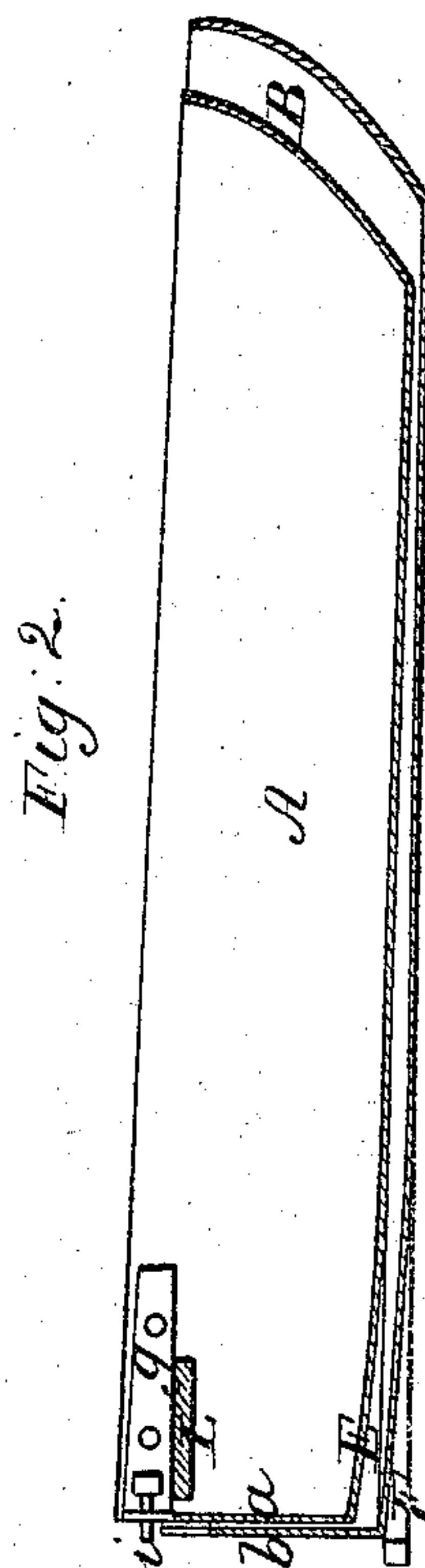
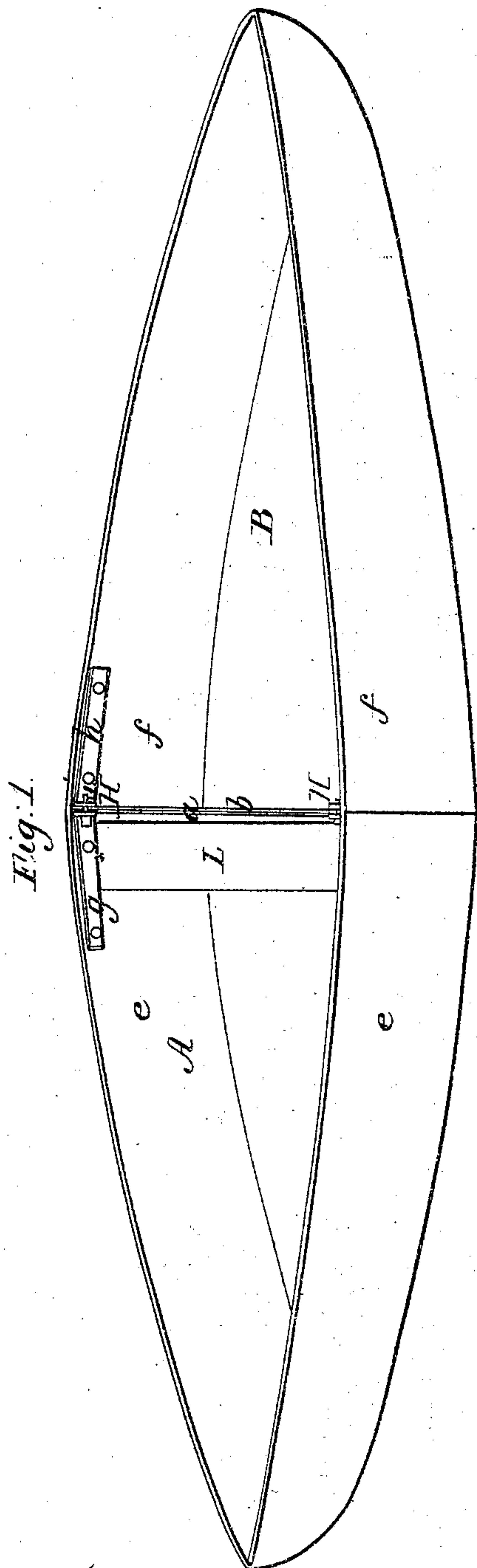


# W. E. Bond. Skiff or Boat.

N<sup>o</sup> 43,084.

Patented Jan. 14, 1864.



Witnesses.

W. H. Burdick  
A. W. M. Chelland

Inventor.

W. E. Bond

# UNITED STATES PATENT OFFICE.

W. E. BOND, OF CLEVELAND, OHIO.

## IMPROVED SKIFF OR BOAT.

Specification forming part of Letters Patent No. 43,084, dated June 14, 1834.

*To all whom it may concern:*

Be it known that I, W. E. BOND, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Portable Section-Boats; and I do hereby declare that the following is a full and complete description of the construction and operation of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a perspective view of the skiff. Fig. 2 is a vertical section of the same packed together for transportation. Fig. 3 represents a part of the under side of the boat or skiff.

Like letters of reference refer to like parts in the different views.

The nature of my invention relates to a boat or skiff formed of sections, and to the manner of attaching these sections together, by means of which they can readily be secured in the form of a boat, or detached and placed within each other for the purpose of transportation, being a new article of manufacture.

Fig. 1 represents the boat formed of two sections, A and B, which can be made of metal, wood, or any suitable material. The boat is divided a little one side of the center, making the section A less than the section B, so that it can be placed inside of the section B.

*a* and *b*, Figs. 1 and 2, are bulk-heads through the center at the middle end of each section. *L* is the seat, secured to the sides of the section A. Underneath the boat, to the under side are, attached the pieces *E* and *F*, that secure the two sections, where they come together, by dovetail joints *d*, as represented in Fig. 3. These joints overlap or are tapered out, so that they cannot be dis-

connected only in a vertical direction. The side pieces, *e* and *f*, of the sections are fastened by joints *H*, near the top, which consist of the pieces *g* and *h*, secured to the sides of the sections, and connected together by a pin or screw-bolt, *i*, (seen in Figs. 1 and 2,) or any other similar device may be used that will answer the purpose. These fastenings, together with the joints on the under side of the boat, secure the sections firmly together in any position in which the boat may be placed.

The sections of the boat are detached very readily by removing the pins or bolts *i* from the joints *H*, and raising the section A, which disconnects the dovetailed joints on the under side. When the sections are thus separated, the section A can be placed within the section B, as represented in Fig. 2, which is a convenient form to have the boat when moving or transporting it from place to place; and they are so readily adjusted at any time in form for use as in Fig. 1. Each section, having a bulk-head in the center or middle end, would form an independent boat of itself, should one of the sections when in use be stove in or injured in any way.

What I claim as my improvement, and desire to secure by Letters Patent, is—

The described flat-bottom skiff in two sections, A and B, of unequal lengths, and so formed that one section will pack into the other, in combination with the links or connections, substantially as and for the purpose hereinbefore set forth.

W. E. BOND.

Witnesses:

W. H. BURRIDGE,

A. W. McCLELLAND.