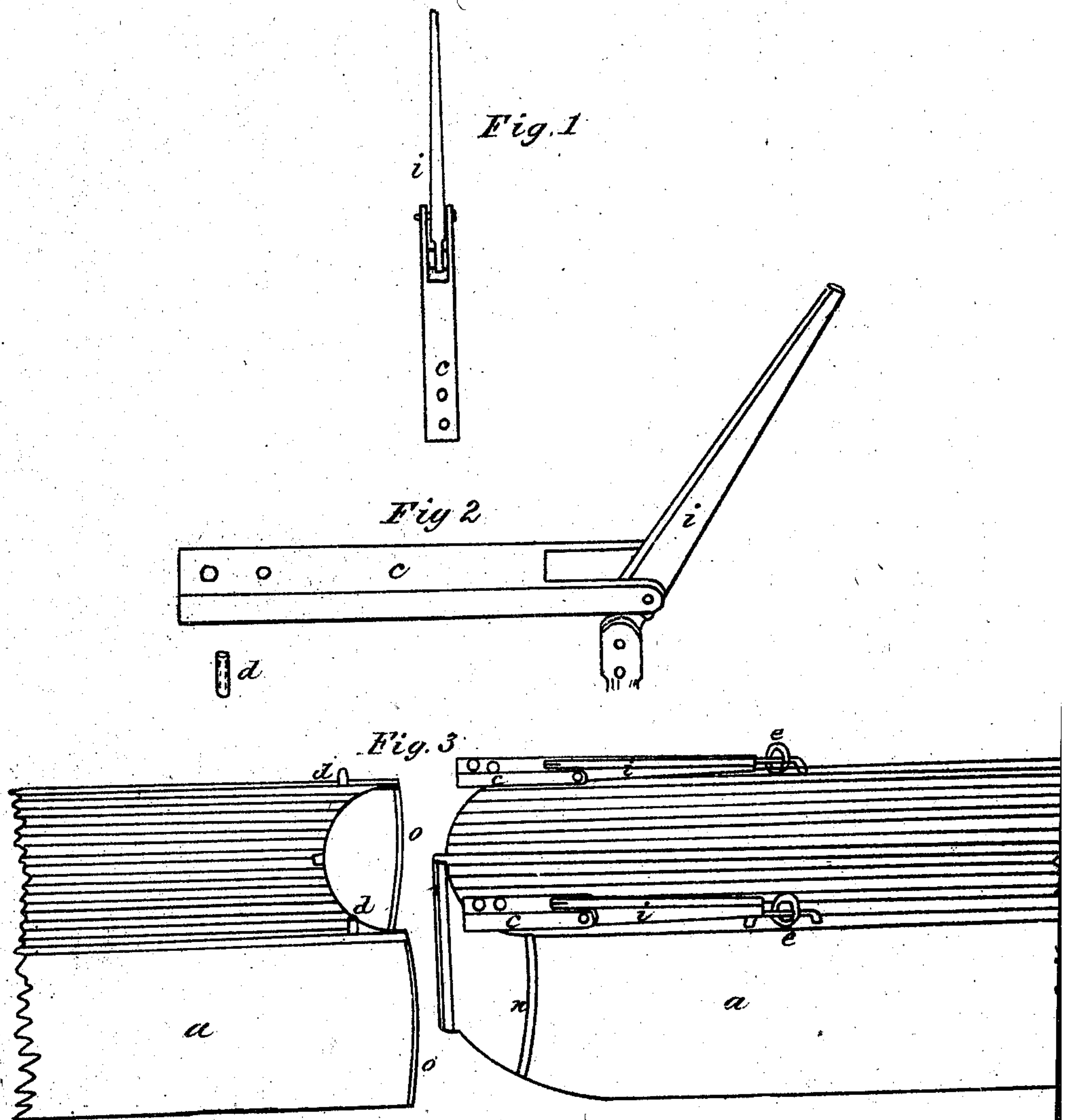


Raymond & Hanley.
Coupling for Sectional Vessels.
Nº 75645 *Patented Mar. 17, 1868*



Witnesses
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Letters Patent No. 75,645, dated March 17, 1868.

IMPROVEMENT IN COUPLING FOR SECTIONAL VESSELS.

The Schedule referred to in these Letters Patent and making part of the same.

Be it known that we, LEVI B. RAYMOND and WILLIAM HANLEY, of the town of Lockport, in Will county, and State of Illinois, have invented a new and useful Improvement on a Sectional Vessel; and we do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1 is a plane view on the top of the coupling-apparatus.

Figure 2, an isometrical projection of the same; and

Figure 3, a perspective view of the vessel or the hull as it appears when being coupled together.

The nature of our invention consists in the construction of the hull of a boat or vessel in sections, in the manner hereinafter described.

a, fig. 3, represents the hull so constructed that the stern of the forward section is concave in form to receive the bow of the rear section, as shown, so that each section has a cutwater and bow, and is of itself a separate and entire vessel. Figs. 1 and 2 show the coupling-apparatus, the arm projecting from one section to the other, and engaging with pins *d*, and operated by the levers *i*, which, when the sections are required to be drawn together, are brought down to the deck and held in place by the rings *e*, as shown in fig. 3. The bow of the hind section has a recess at *n* to receive the stern-posts *o* of the forward section for the purpose of aiding the coupling-apparatus in keeping the sections in line, and giving the sections, when joined, the appearance of one entire vessel. This kind of a vessel is more especially adapted to canals and rivers with locks, or any place where the water is not turbulent.

It will be seen that each section is of itself an entire vessel, and all but the rear one can be free from machinery, &c.; the rear one containing the engine. It is designed that each section shall be of the size of an ordinary canal-boat, and require a crew no larger. When it is required to pass through locks the sections are sent through separately, and united again on the other side. Each section except the last one has a recess at the centre of the stern, as shown in fig. 3, to receive the cutwater of the vessel following, which, in conjunction with the recesses at *n*, assists in keeping the sections in line, and causes the former section to obey the helm of the latter perfectly, as if the whole were one entire boat.

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

The combination of the coupling-apparatus, consisting of the arm *c*, pins *d*, lever *i*, and rings *e*, with the hull of the sectional vessel *a a*, when arranged and operating as and for the purposes set forth.

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