T. CLAPHAM.

Construction of Sharpie Boats.

No. 214,101. Patented April 8, 1879.

Fig: 1.

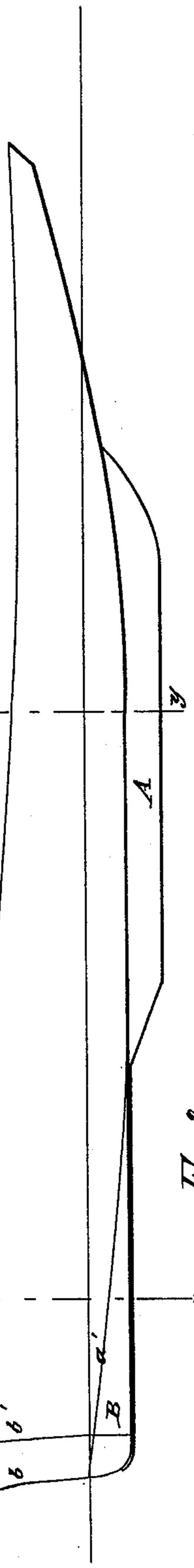


Fig: 2.

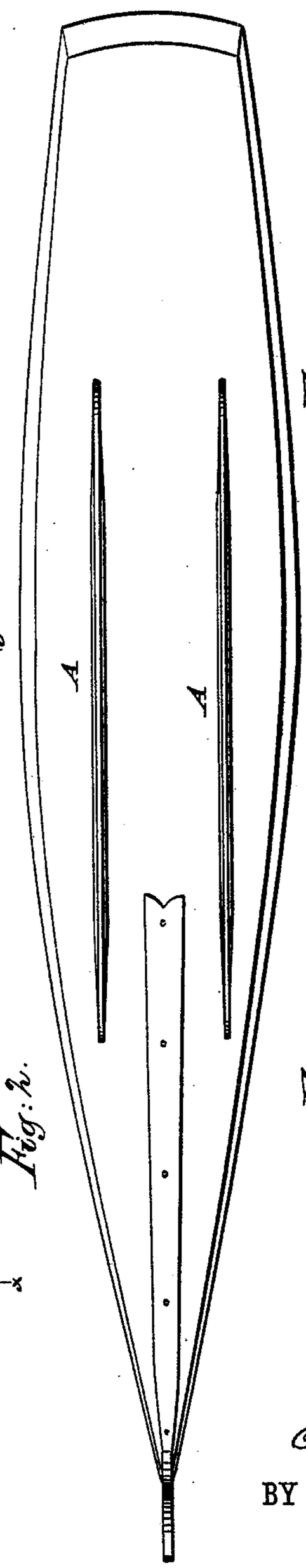


Fig: 3.

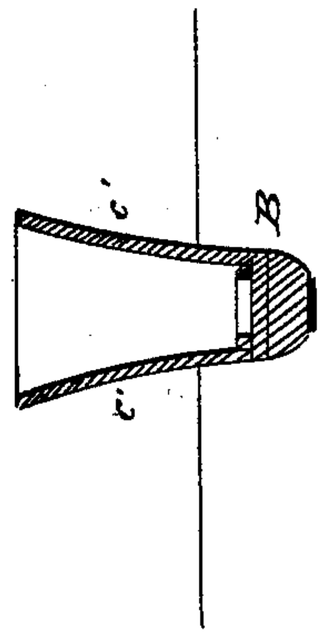
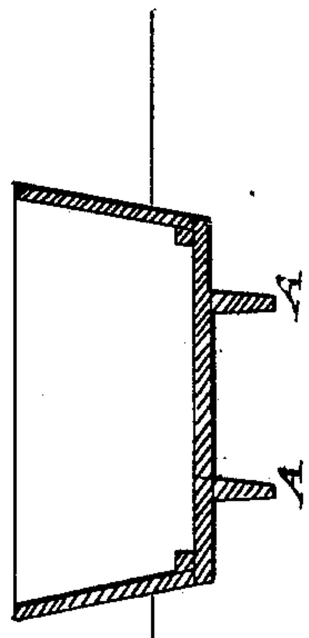


Fig: 4.



WITNESSES:

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UNITED STATES PATENT OFFICE.

THOMAS CLAPHAM, OF ROSLYN, NEW YORK.

IMPROVEMENT IN CONSTRUCTION OF SHARPIE-BOATS.

Specification forming part of Letters Patent No. **214,101**, dated April 8, 1879; application filed January 25, 1879.

To all whom it may concern:

Be it known that I, THOMAS CLAPHAM, of Roslyn, in the county of Queens and State of New York, have invented a new and useful Improvement in Sharpie-Boats, of which the following is a specification.

Figure 1 is a longitudinal elevation of the improved boat. Fig. 2 is a plan of its bottom. Fig. 3 is a section through *x x*. Fig. 4 is a section through *y y*.

Similar letters of reference indicate corresponding parts.

The object of this invention is to provide a staunch seaworthy boat or sailing-vessel of very light draft, which shall present sufficient lateral resistance to the water to prevent her making leeway while under sail and close-hauled, and which shall not be liable to keel or careen when lying aground.

The ordinary "sharpie" is a flat-bottomed boat, with a center-board which can be raised to be flush with the boat's bottom or lowered at will, and which answers the purpose of a keel.

The well or casing of a center-board occupies a great deal of the most valuable room amidships, and the center-board itself, besides being heavy and requiring much skill and labor for its management, must, in order to make a boat weatherly, project below the boat's bottom so much as to deprive the boat of the advantages of sailing on the wind in shallow waters.

The bottom of the sharpie is flat from stem to stern, its profile being indicated by the line *a'* and its prolongation aft, Fig. 1. A sharpie's stem is perpendicular and its sides flat. The flatness of the bottom forward of the midship-section is the cause of much "pounding" or "spanking," as it is called, when the boat is under way under a good breeze.

It is apparent, then, that there are many objections to the present style of sharpie.

My improvement consists in dispensing with the center-board and its attachments or appurtenances, and affixing as a substitute to the bottom of the boat two or more keels, A A, of metal or wood, or both. By doing this I not only get rid of the cumbersome center-board and recover valuable space inboard, but, the length being the same, I obtain with two keels of half the depth the same area of lateral resistance which the center-board afforded; consequently, without impairing the weatherly qualities of the boat—indeed, having improved them—I have gained the advantage of sailing well in shallower waters than before.

Upon a sharpie's bottom, from the midship-section to the stem, I build the addition shown at B, thus changing the flat bottom to one whose cross-section is shown in Fig. 3. In addition to this change in construction, I change the perpendicular lines of the cut-water to lines curving forward, as shown at *b' b'*, in consequence of which I am enabled to further improve the shape and sailing qualities of the sharpie by giving hollow lines to the bow or entrance, as shown at *c' c'* in Fig. 3.

It is obvious that these various improvements must tend to increase the seaworthiness, the weatherly qualities, and the speed of the boat, and to prevent the unpleasant pounding or spanking above referred to.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

A sharpie-boat provided with the attachment or piece B, arranged below the water-line, and extending from the stem to, or nearly to, amidships, as shown and described, to prevent spanking, and thus enable the boat to always go "in stays."

THOMAS CLAPHAM.

Witnesses:

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S. L. STOVER.