

(No Model.)

D. TRUE.

BOAT KNEE.

No. 272,603.

Patented Feb. 20, 1883.

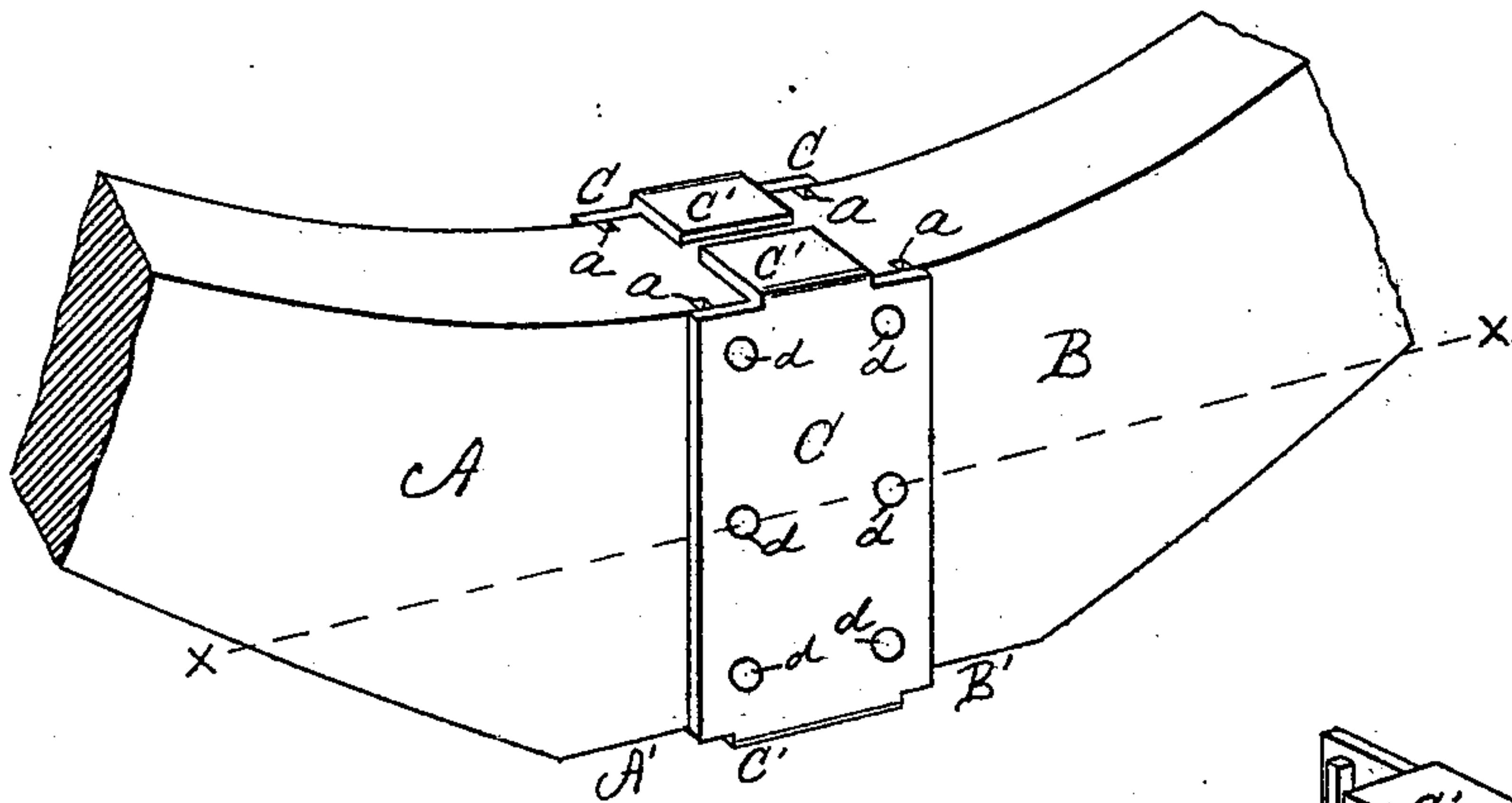


FIG. 1.

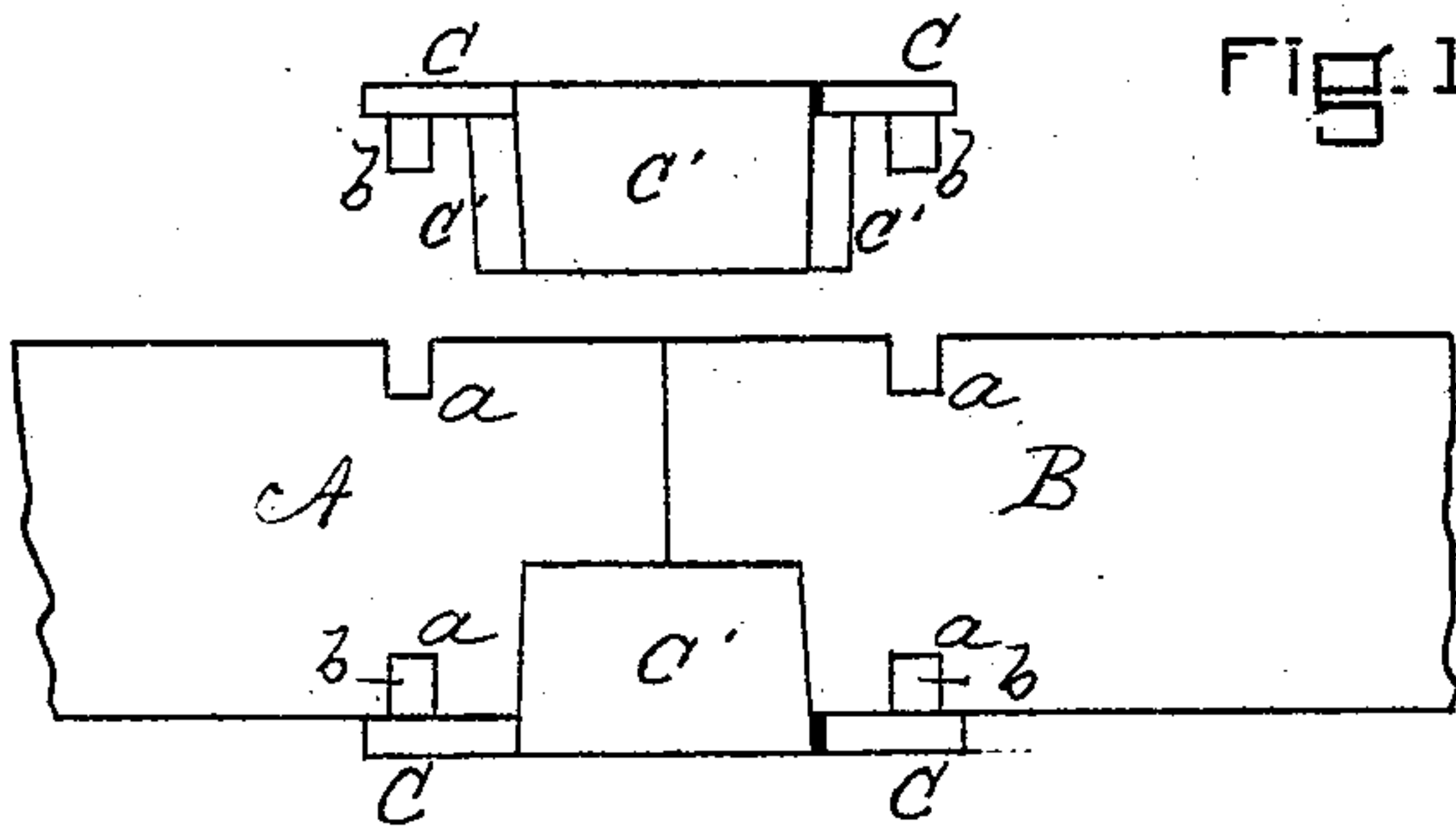


FIG. 4.

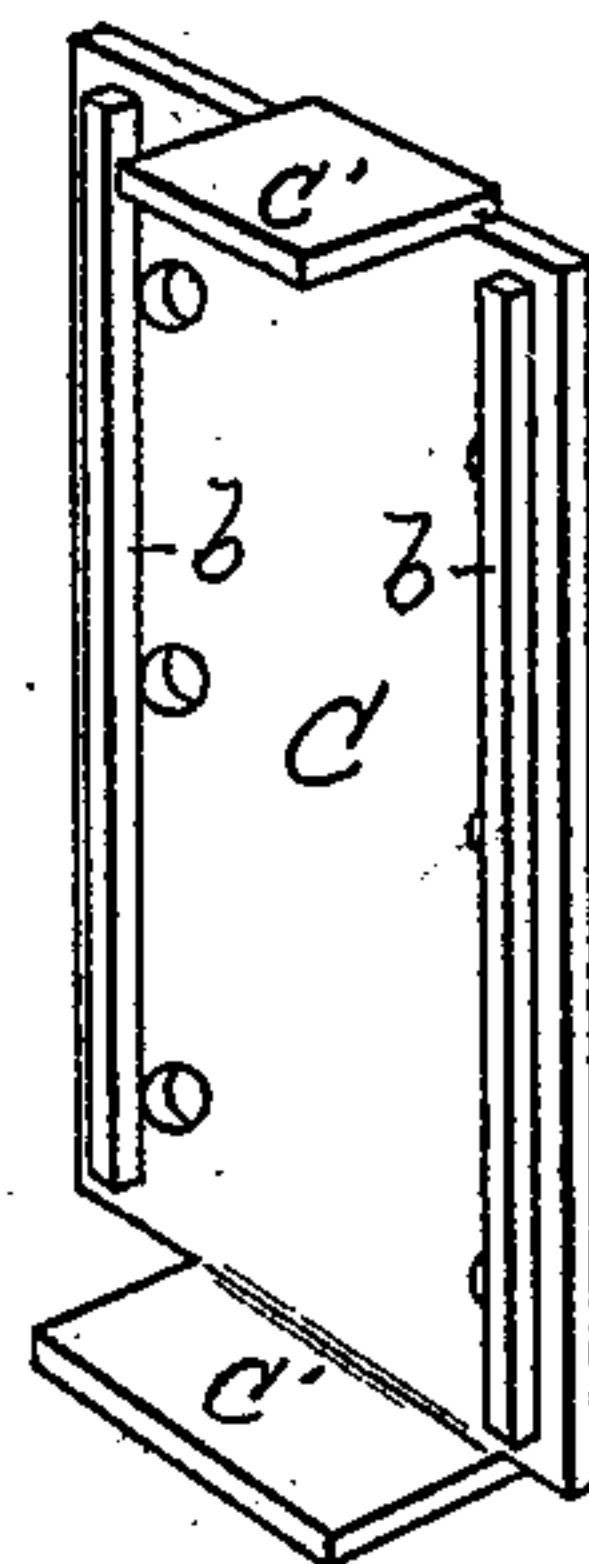


FIG. 5.

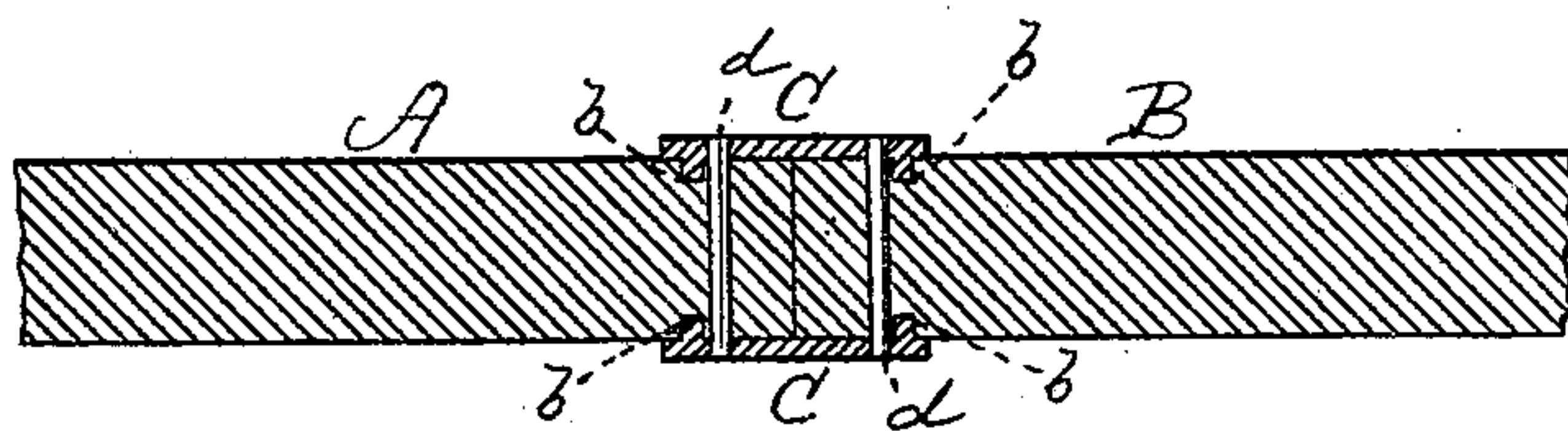


FIG. 2.

WITNESSES

Joseph Ashbaugh.
B. M. Williams

INVENTOR

David True

By his Atty.

Henry Williams

UNITED STATES PATENT OFFICE.

DAVID TRUE, OF SALISBURY, MASSACHUSETTS.

BOAT-KNEE.

SPECIFICATION forming part of Letters Patent No. 272,603, dated February 20, 1883.

Application filed November 8, 1882. (No model.)

To all whom it may concern:

Be it known that I, DAVID TRUE, of Salisbury, in the county of Essex and State of Massachusetts, have invented new and useful Improvements in Boat-Knees, of which the following is a specification.

This invention relates to that class of boat-knees made in two (or more) parts and held together at the adjacent or adjoining portions of said parts, and is applied more particularly to knees used in the construction of dories and similar craft.

In the accompanying drawings, in which similar letters of reference indicate like parts, Fig. 1 is a view in perspective of a portion of a boat-knee embodying my invention. Fig. 2 is a horizontal section on line *x x*, Fig. 1. Fig. 3 is a view of one of the side plates removed. Fig. 4 is a plan view of the knee, with one of the plates moved out of position.

A and B represent the two main portions of the knee, meeting at the bend and held firmly and immovably together by the means below described. Each of the portions A and B is provided with vertical or nearly vertical grooves *a*, cut in its sides, as shown.

C C are strong metallic plates provided with tenons or beads *b* on their inner surfaces, adapted to fit closely and tightly into the grooves *a*. The plates C are so placed against the sides of the knee that the joining-line of the two portions of the knee is between the tenons and substantially parallel with them; and they are held firmly in place in any secure manner, but preferably by means of rivets *d*, passing through the plates and knee, as shown in Fig. 2.

The object of the plates C, provided with the tenons *b*, fitting into the grooves *a* in the two portions of the knee, is to hold the portions A B of the knees together absolutely

immovable, so that there is no possible chance of their becoming wrenched apart, or even started, by the great strain to which they are subjected.

In order to prevent any possibility of the wood splitting, especially at the portion of the knee next the scupper—i. e., the cut-away portion at A' B'—flanges or bent portions C' extend inwardly, as shown, from the plates C, and are pressed flatly upon the upper and under portions of the knee, particularly the latter. These flanges, which are preferably integral with the side plates, may be hammered down upon the knee after the plates are in position, and thus both plates and flanges are pressed closely and tightly against the knee, preventing either wrenching at the meeting line or splitting.

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

1. In a boat-knee, the combination of the two portions A B thereof, provided with the grooves *a*, vertical, or nearly so, and substantially parallel with the meeting or joining line of the two said portions of the knee, and one or more side plates provided with tenons parallel, or nearly so, and adapted to fit into said grooves, substantially as and for the purpose set forth.

2. In a boat-knee made in two parts and having its corner cut away to form a scupper, the combination, with said parts, of one or more side plates provided with projections for entering the side of the body of the knee, and one or more flanges, C', substantially as and for the purpose described.

DAVID TRUE.

Witnesses:

HENRY W. WILLIAMS,
JOSEPH ISHBAUGH.