

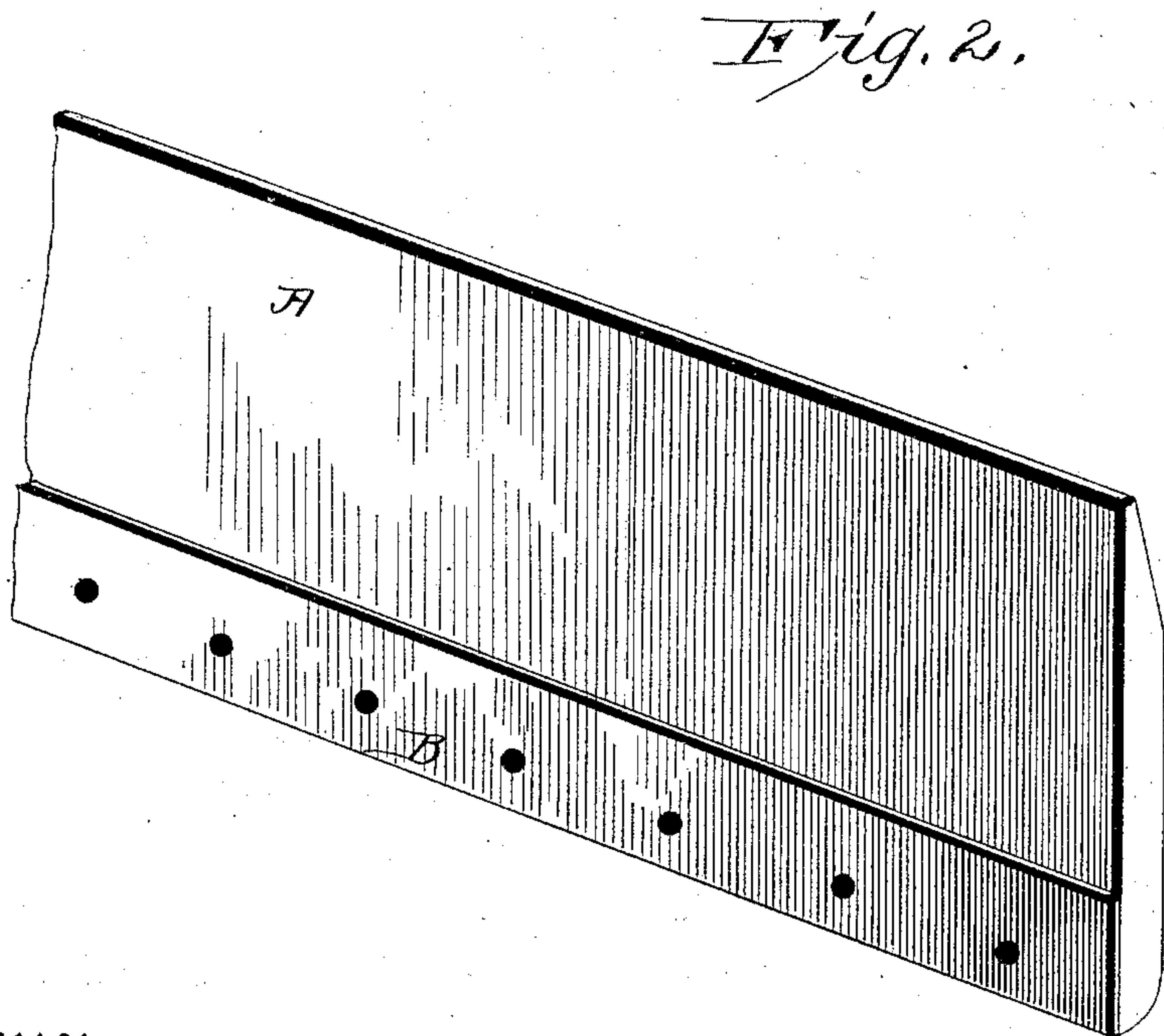
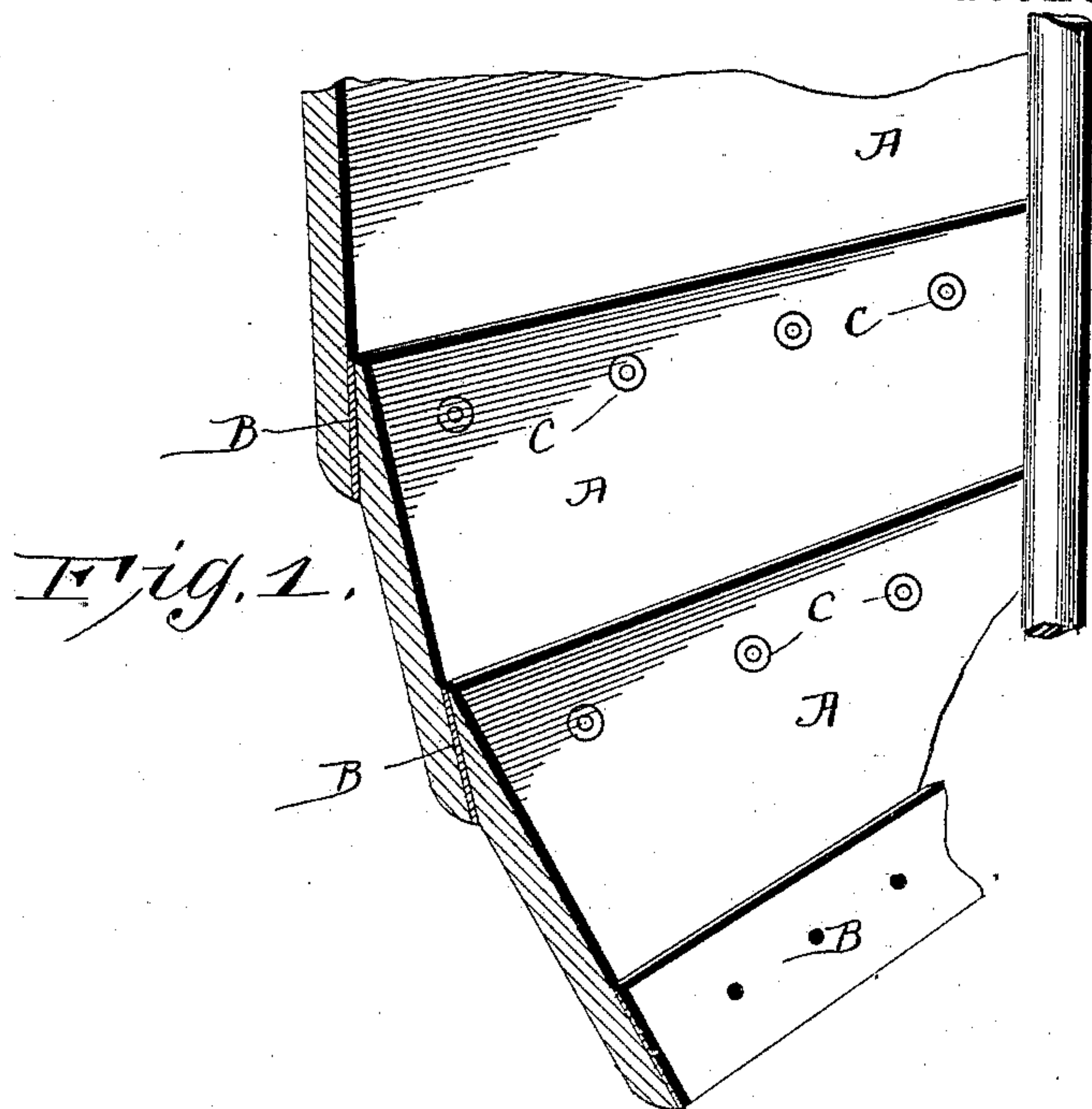
(No Model.)

H. M. SPRAGUE.

JOINT FOR BOATS.

No. 396,776.

Patented Jan. 29, 1889.



Witnesses,

Frank A. Ober

C. E. Day

Inventor,

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Passed for issue December

UNITED STATES PATENT OFFICE.

HERBERT MELVIN SPRAGUE, OF PARISHVILLE, NEW YORK.

JOINT FOR BOATS.

SPECIFICATION forming part of Letters Patent No. 396,776, dated January 29, 1889.

Application filed October 20, 1888. Serial No. 288,673. (No model.)

To all whom it may concern:

Be it known that I, HERBERT MELVIN SPRAGUE, a citizen of the United States, residing at Parishville, in the county of St. Lawrence and State of New York, have invented new and useful Improvements in Joints for Clincher-Built Boats, of which the following is a specification.

The invention relates to improvements in the joints for clincher-built boats; and it consists in a certain novel construction and combination of devices, fully described in connection with the accompanying drawings, and specifically pointed out in the appended claims.

In the drawings, Figure 1 is a transverse sectional view of a portion of the siding of a boat, the strakes being connected in accordance with the invention. Fig. 2 is a perspective view of a portion of a strake.

Referring by letter to the drawings, A A designate the parallel strakes of the ordinary or any preferred construction, having their lower edges lapped over the upper edges of the strakes below; and B B designate thin strips of rubber packing which are secured to the inner sides of the strakes at their lower edges by means of shellac-varnish, whereby the said strips are held in place until the strakes are applied to the boat.

The nails or rivets C C are passed in the ordinary manner through the lap-joints, and also through the interposed packing-strips, and therefore the said packing is compressed and forms an air and water tight joint between the strakes.

It will be understood that an important advantage of the improved packing is that as the nails or rivets are passed through the

joints the packing will fit closely against their sides, and thereby prevent the water from entering through the apertures formed for the said nails or rivets.

I am aware that it is old to provide boats with rubber and other linings and coverings, and that it is old to calk the joints of boats with tow and other material; but the rubber calking-strips which I employ are secured permanently to the strakes when the latter are manufactured, and therefore when the boat is constructed it is only necessary to place the strakes, and the packing is at the same time arranged in the proper position. When the screws or rivets which connect the strakes are tightened, the said strips are compressed, thereby effectually excluding the water.

Having thus described the invention, I claim—

1. The combination, with the strakes of a clincher-built boat, of the rubber strips permanently secured to the inner sides of the strakes at their lower edges and adapted to bear against the outer sides of the strakes below, substantially as specified.

2. The herein-described strake for clincher-built boats, having its upper edge beveled on the outer side and provided with the thin rubber packing-strip B, secured to its inner side at the lower edge, substantially as specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

HERBERT MELVIN SPRAGUE.

Witnesses:

A. N. CLARK,

H. DUKETT.