U. R. MILLER.

CANOE.

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1,124,637.

Patented Jan. 12, 1915.

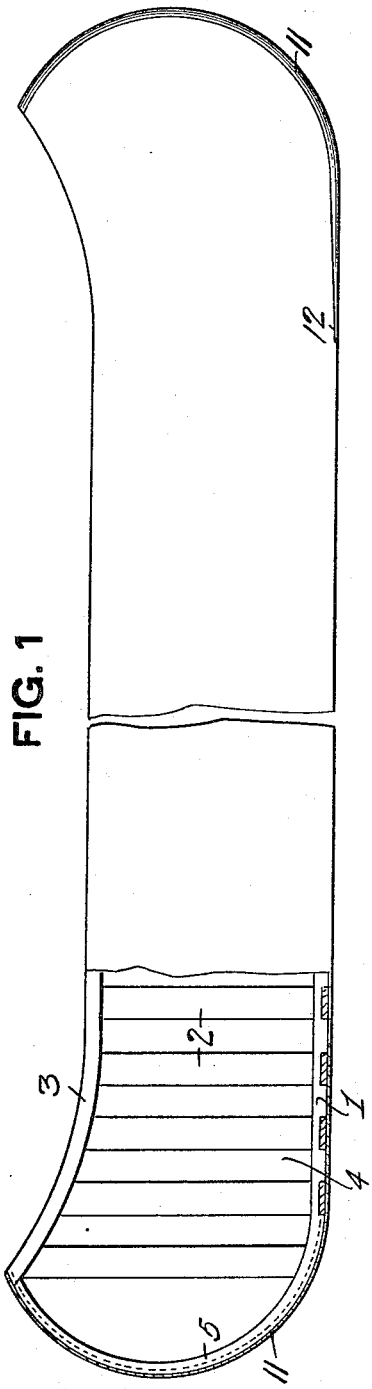

FIG. 1

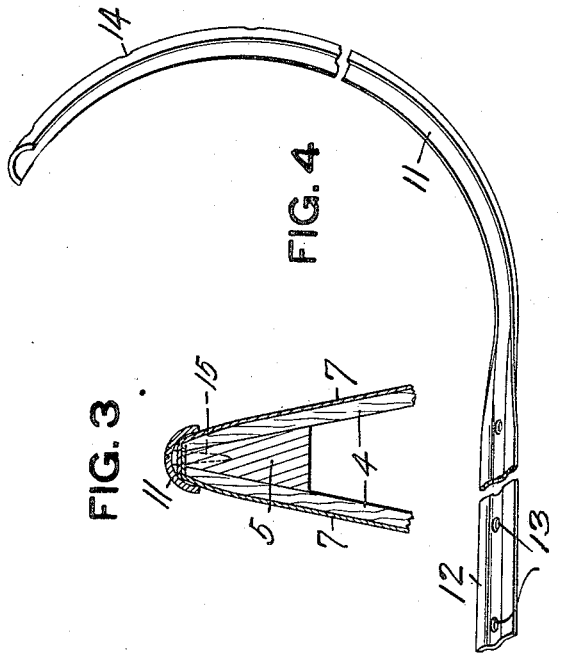

FIG. 4

FIG. 3

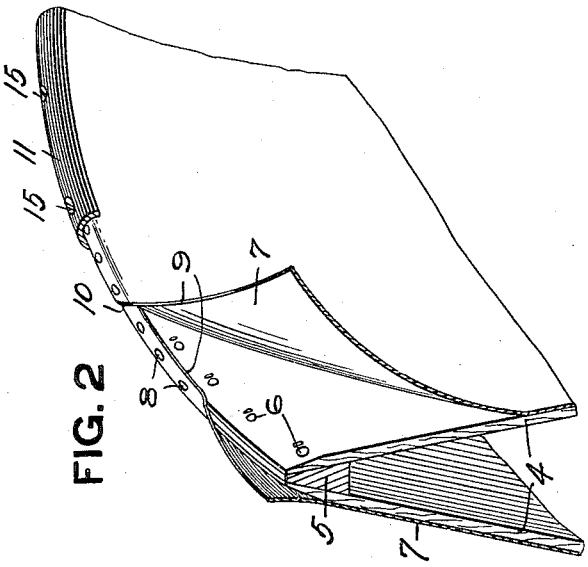

FIG. 2

WITNESSES.

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UNITED STATES PATENT OFFICE.

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CANOE.

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To all whom it may concern:

Be it known that I, URIAH R. MILLER, a citizen of the United States, and resident of Salem, in the county of Columbiana and State of Ohio, have invented a new and useful Improvement in Canoes; and I do hereby declare the following to be a full, clear, and exact description thereof.

My invention relates to boats, and is particularly concerned with improved means for protecting and strengthening the stem and stern members of a boat. My invention, however, is particularly adapted to boats such as canoes having a canvas or other sheet material covering which is stretched over the frame work of the boat and the ends brought together over the stem and stern pieces. In boats, and particularly canoes of this general construction, as heretofore constructed, the sheet material covering or canvas has been lapped at the ends over the stem and stern pieces and a strip of solid half round metal such as brass has been secured to the outer edge of the stem or stern piece and fastened down over the lapped ends of the covering. Such construction is defective in that this strengthening or wear strip has no lateral support other than the fastening screws or nails by which it is attached to the stem or stern piece, and furthermore owing to the lapping of the ends of the canvas on the outer edge of the stem or stern piece it has been impossible to secure this wear strip snugly in place and without leaving an unsightly crack or opening between the edges of the wear strip and the body of the canoe or boat. Furthermore by reason of the flat inner bearing surface of these strips heretofore used, it has been impossible to hold the calking compound, such for example as white lead, in place over the seam at the edges of the overlapping ends, so that the canoe or boat frequently develops a leak at this seam. And finally, such construction is objectionable for the reason that the edges of the wear strip terminate either flush with or slightly within the edges of the stem or stern pieces, so that the covering material just to the rear of the strip is exposed to abrasion or wear against a dock or other landing place when the canoe or boat is landing or when tied up.

My invention has for its objects, therefore, to avoid these objections by providing a wear strip which shall effectively strengthen and protect the stem and stern portions of the boat, be securely held in place and shall be adapted to retain the calking material in proper position to cover and close the seam of the covering material.

With these objects in view, the invention consists in a construction and arrangement of parts, a preferred embodiment of which is illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation and partial section of a canoe having improved wear strips thereon. Fig. 2 is a perspective and partial sectional view showing the structural arrangement of the stem or stern pieces illustrating the improved wear strip in conjunction therewith. Fig. 3 is a horizontal sectional view through the stem or stern piece of the canoe; and Fig. 4 is a perspective view of the wear strip of my invention.

The embodiment of my invention herein selected for illustration comprises the body portion of a canoe including the keel 1, ribs 2, gunwale 3, and sheathing 4. The stem or stern piece 5 may be and usually is a continuation of the keel as here shown, or may be a separate piece suitably spliced to the keel. The sheathing as shown in Figs. 2 and 3, is securely nailed, as by a line of nails 6 to the stem 5. The sheet material covering 7 such as canvas is then stretched tightly over the sheathing and is secured as by a line of fasteners 8 to the outer edge of the stem, Fig. 2. The edges 9 of the covering being overlapped as at 10 and secured one upon the other with a layer of suitable calking compound, such as white lead, between the overlapped edges.

In accordance with my improved construction, after the canvas or other sheet material covering has been properly stretched and secured in place, I cover the seam thoroughly with a more or less thick layer of calking compound to effectually close the seam and to cover also the heads of the nails or fasteners by which the canvas is secured in place. I thereupon construct from a suitable strip of metal such as brass, for instance, a substantially half round channel member 11 (Fig. 4) curved longitudinally to conform to the shape of the stem or stern piece and having its lower

end spread as at 12 to fit snugly over the bottom of the keel. This wear strip is provided with suitable apertures 13 at the bottom by which this lower end may be firmly secured to the end of the keel and adjacent its upper end with apertures 14 by which this end may be securely fastened to the stem piece. This wear member is laid over the stem piece and keel, and is secured in place by suitable screws or other fastening means 15. It will be seen from an inspection of Figs. 2 and 3 that the channel formed of the wear piece provides what may be termed a pocket which confines and holds the plastic compound over the seam or joint between the ends of the canvas covering and by reason of the fact that the edges of the wear piece project rearwardly, said edges bear against the outside of the covering and thus prevent escape of this calking material from beneath the strip. The lapping of the edges of the wear piece over the sides of the stem also serve to protect the canvas of the canoe effectively from side blows when the canoe is brought alongside a dock or other landing platform, for the reason that the extent of this lateral and rear projection of the edges of the strip may be impossible for the landing platform to come in contact with the canvas covering at whatever angle the canoe may approach such platform. Furthermore the hollow curved construction of this wear piece renders the same easy of manufacture from an ordinary strip of flat material, and also this hollow construction adds considerably to the strength of the strip.

While I have herein referred to the end members of the boat as stem and stern pieces, respectively, I shall employ the stem piece as a general term applicable either to the stem or stern members and desire that said term "stem piece" be so understood in the appended claims.

The particular construction and arrangement of this strip and method of securing the same in place may obviously be modified within the scope of the appended claims:

Claims:

1. In a boat, the combination of a stem piece and a sheet material covering having its edges overlapped upon the front edge of said stem piece, of a metal channel wear strip overlying said edge to secure it to said stem piece, the edges of said wear strip projecting laterally and slightly to the rear of outer edge of said stem piece.

2. In a boat, the combination of a stem piece and a sheet material covering having its edges overlapped upon said stem piece and a layer of calking composition overlying the edges of the material, of a channel wear strip overlying said edge to secure it to said stem piece, said wear strip being adapted to inclose and retain the said calking compound over a seam at the edges of said covering.

3. In a boat, the combination of a stem piece and a sheet material covering having its edges overlapped upon the front edge of said stem piece and a thick layer of calking material overlapping the edges, of a channel wear strip overlying said edges to secure it to said stem piece, said wear strip having its lower end shaped to conform to the end of the keel and adapted to retain said calking material and means for securing said end to the keel.

In testimony whereof, I the said URIAH R. MILLER have hereunto set my hand.

URIAH R. MILLER.

Witnesses:
E. E. HANNA,
R. C. KRIDLE.