

(No Model.)

H. A. HANNUM.

HUNTING BOAT.

No. 335,190.

Patented Feb. 2, 1886.

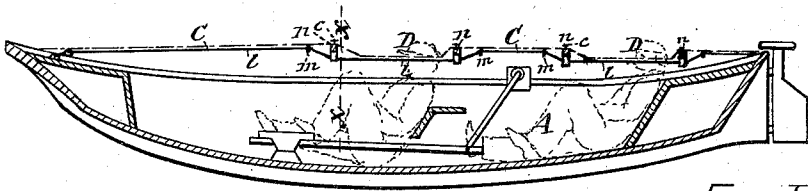


FIG. 1



Fig. II

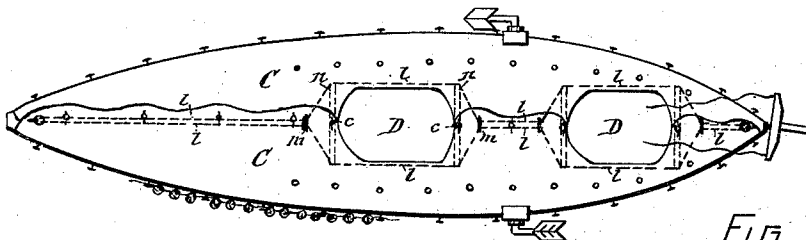


FIG. III

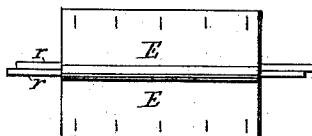
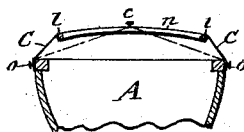


FIG. V



F, G IV

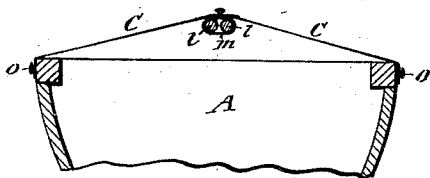


FIG. VI

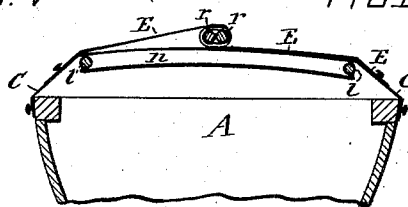


FIG. VII

WITNESSES—

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UNITED STATES PATENT OFFICE.

HENRY A. HANNUM, OF CAZENOVIA, NEW YORK.

HUNTING-BOAT.

SPECIFICATION forming part of Letters Patent No. 335,190, dated February 2, 1886.

Application filed July 17, 1883. Serial No. 101,040. (No model.)

To all whom it may concern:

Be it known that I, HENRY A. HANNUM, of Cazenovia, in the county of Madison, in the State of New York, have invented new and useful Improvements in Hunting-Boats, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

This invention consists in a novel construction of a cover which is readily applied to a boat to shelter the occupant from the weather, and is as readily removed and stowed away in the boat when desired, all as hereinafter more fully described, and set forth in the claims.

The invention is fully illustrated in the annexed drawings, wherein Figure I is a longitudinal section of a boat provided with my improvement. Figs. II and III are side and plan views, respectively, of the same. Fig. IV is a transverse section taken on line *x x* in Fig. I. Fig. V is a detached plan view of the supplemental cover for the openings in the main cover. Fig. VI is an enlarged transverse section on line *y y*, Fig. II; and Fig. VII is an enlarged transverse section of the upper part of the boat, taken at the opening in the cover, and showing the supplemental cover applied thereto.

Similar letters of reference indicate corresponding parts.

A represents a skiff or row-boat of the ordinary style and size, and in this case illustrated with peculiar-formed paddles designed to noiselessly propel the boat without necessitating much exposure of the occupant, as described in my patent of June 5, 1883, and for which my present improvement is specially adapted, inasmuch as the occupant of the boat is allowed to assume a reclining posture in propelling the boat, as illustrated in Fig. I of the drawings.

C denotes a cover of canvas or analogous pliable or flexible material, and composed of two longitudinally-divided sections extended the length of the boat, said sections being provided at their outer edges with button-holes or eyes for connecting the same to buttons *o o*, or hooks or other suitable fastening devices on the sides of the boat. The inner or two adjacent edges of the cover-sections overlap each other, and are provided with similar means for detachably uniting said edges. In the

latter edges of the cover-sections are made excisions, forming openings *D D* in the center of the cover and directly over the seats for the occupants of the boat.

The cover *C* is supported longitudinally along the center of the boat by two ropes, *l l*, preferably formed of one continuous piece passing through a ring or eye or over a sheave on one end of the boat, and having its two extremities adjustably connected to the opposite end of the boat, so as to admit of imparting to said rope the requisite tension to support the central portion of the cover which rests upon the rope. At the openings *D* the two ropes *l l* are stretched apart by means of rigid cross-bars *n n*, having their extremities each adapted to engage one of the ropes. The center of the cross-bar is provided on top with a button, *c*, with which to connect the cover *C*, and thus retain said cross-bar at the end of the opening *D*.

By means of rings *m m*, encompassing and sliding on the two ropes *l l*, the latter are drawn together near the ends of the openings *D*, as illustrated by dotted lines in Fig. III of the drawings. These rings are split or have a lateral opening, so as to allow one or both ropes to be readily detached therefrom, when desired to enlarge the opening *D* or to remove the covers entirely, in which latter case the two ropes can be spread apart and laid along the sides of the boat.

It will be observed that by the before-described peculiar construction and combination of the cover and its support the openings *D* can be readily enlarged or diminished by simply sliding the rings *m m* back or forth on the ropes, and fastening the adjacent edges of the cover-section farther from or nearer to the opening *D*.

Since the bow and stern of a boat are generally higher than the central portion thereof, it is obvious that the cover *C*, fastened to the sides of the boat and supported by the ropes *l l*, stretched from bow to stern, as described, receives ample slope to shed water, and inasmuch as the ropes *l l* are very taut when supporting the cover, the rigid cross-bars or stretchers *n n* sustain the ropes at the sides of the opening nearly as high as the center of the cover, and thus increase the slope of the cover along the sides of the opening and render the water-shed more secure at that point.

E denotes a supplemental cover, designed to close the opening D of the main cover when desired. Said supplemental cover consists of two sheets of canvas or rubber of proper length to reach over the ends of the opening D, and provided on their outer longitudinal edges with button-holes or eyes for connecting the same with buttons or hooks or other suitable fastenings on top of the main cover C.

The inner edges of the supplemental cover have each connected to them a pole or rod, *r*, of sufficient length to rest with its ends on top of the cover C at opposite ends of the opening D.

The inner edges of the cover E are held together by placing one rod *r* over the other and rolling them jointly in one direction, as shown in Fig. VII of the drawings.

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

1. The combination, with a boat, of a canvas or analogous cover composed of detachable sections having overlapping edges and fastening devices attached, respectively, to the inner and outer edges of the cover sections and to the sides of the boat.

2. The combination, with a boat, of a canvas or analogous cover composed of detachable sections having overlapping edges and formed with an opening for the accommodation of the occupant of the boat, and fastening devices applied, respectively, to the inner and outer edges of the cover-sections and to the sides of the boat, substantially as set forth.

3. The combination, with a boat, of a canvas cover divided longitudinally and having

overlapping edges, fastening devices applied, respectively, to the inner and outer edges of the cover-sections and to the sides of the boat, and a rope extended longitudinally through the center of the boat and fastened to the opposite ends thereof, to support the central portion of the cover, substantially as set forth.

4. The combination, with a boat, of a flexible cover divided longitudinally and having overlapping edges formed with one or more openings, fastening devices applied, respectively, to the inner and outer edges of the cover-sections and to the sides of the boat, and a rope extended under the cover and running on a fastening at one end of the boat, and having its two extremities adjustably secured to the opposite end of the boat, substantially as and for the purpose shown and set forth.

5. The combination, with a boat, of a canvas cover divided longitudinally and provided at its adjacent edges with one or more excisions and with fastening devices, two ropes extended the length of the boat underneath the cover thereof, rings encompassing the ropes and adapted to slide thereon, and spread-bars for separating the ropes at the openings of the cover, substantially as described and shown.

In testimony whereof I have hereunto signed my name and affixed my seal, in the presence of two attesting witnesses, at Syracuse, in the county of Onondaga, in the State of New York, this 2d day of July, 1883.

HENRY A. HANNUM. [L. S.]

Witnesses:

F. H. GIBBS,

WM. C. RAYMOND.