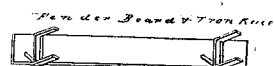
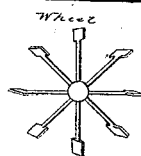
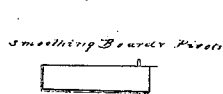
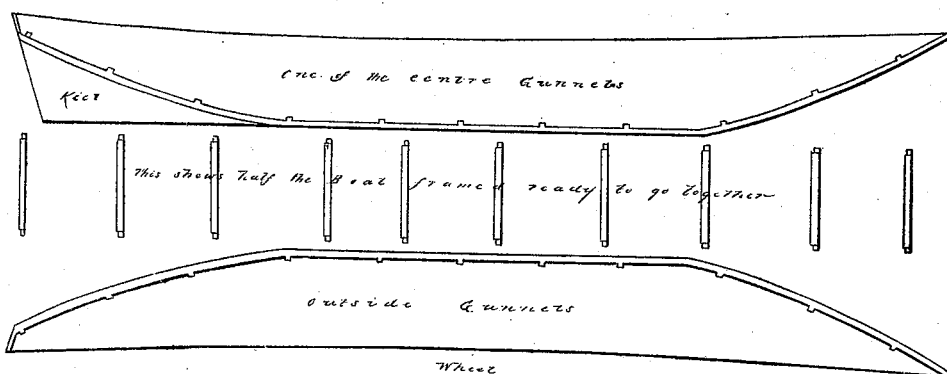
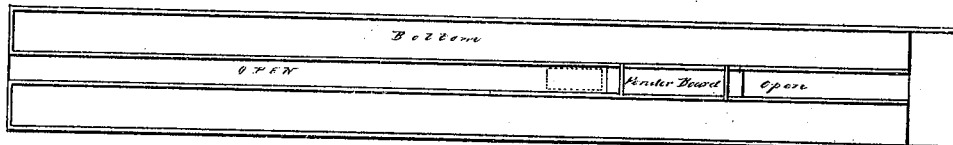
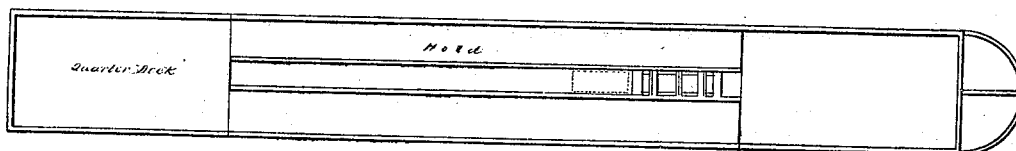
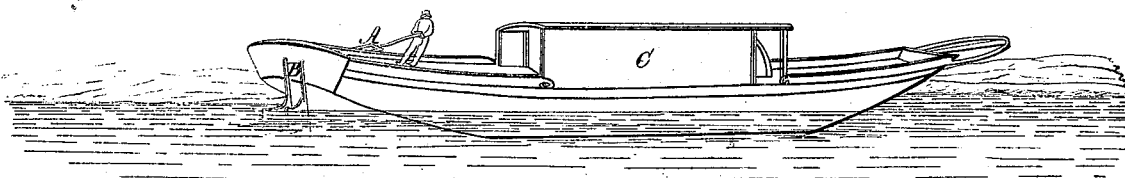


E. Randolph. *Canal Boat.*

N^o 560.

Patented Jan. 9, 1838.



UNITED STATES PATENT OFFICE.

EDWARD RANDOLPH, OF SALT CREEK, OHIO.

IMPROVED CANAL-BOAT.

Specification forming part of Letters Patent No. 560, dated January 9, 1838.

To all whom it may concern:

Be it known that I, EDWARD RANDOLPH, of Salt Creek township, in the county of Holmes and State of Ohio, have invented a new and Improved Canal-Boat to be Propelled by a Wheel, so as not to injure the banks; and I do hereby declare that the following is a full and exact description thereof.

The nature of my invention consists of four gunwales sixty or sixty-five feet long, two feet six inches deep, four and a half inches thick at the bottom, to be tapered up from the floor-timbers to two inches at the top. The boat is built in two parts, each part five feet six inches wide and framed together with plank, having the center gunwales two feet six inches wide for the wheel to work in; the bow-plank to be two inches under water when loaded and run up two feet above water; the lower edge of the stern-plank to be two inches above water when loaded; the gunwales to rake twelve feet bow and stern; the center gunwales to extend out from the beginning of the stern-rake half the thickness of said gunwales, so as to form a keel to hang the rudders to, and to steer with two or three helms; the quarter and forecastle decks to be planked crosswise. The center deck will be planked crosswise from the wheel-cap to the bulk-head, so as to form the whole boat about fourteen feet wide. The bowsprit will extend out twelve feet to support a wooden or iron fender, to be fastened to the outside gunwales; the

outside gunwales to have a waist seven inches wide from bow to stern, with a quarter and bowsprit. The wheel will hang on two posts at the center gunwales, the wheel to be about eight feet in diameter, containing from six to twelve buckets, single or double arms. The wheel will strike the water at the beginning of the bow-rake. There will be a fender-board twelve feet long to fit in between the two gunwales under the wheel, level with the bottom of the boat. The fender-board will be fastened with two iron knees, the fore end of the fender-board to come forward to the beginning of the bow-rake to form twelve feet of a square trunk for the wheel to discharge the water, so as not to injure the banks of the canal. The smoothing-board, to be six feet long, will be between the gunwales behind the wheel-cap, and to hang on two pivots under a little door, to ride the water so as to check the current of the water.

What I claim as my invention, and desire to secure by Letters Patent, is—

The way the wheel is hung in a square trunk formed by the fender-board under the wheel, and also the smoothing-board hung behind the wheel, so as to discharge the water without doing an injury to the banks of the canal.

EDWARD RANDOLPH.

Witnesses:

SAML. L. LORAH,
WM. P. SMITH.