July 22, 1952 R. R. HANSON 2,603,799

BOAT HULL CONSTRUCTION

Filed April 15, 1949

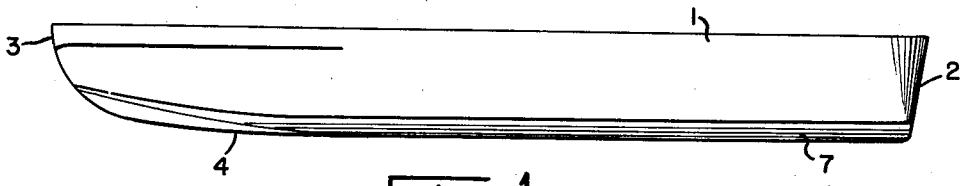


Fig. 1.

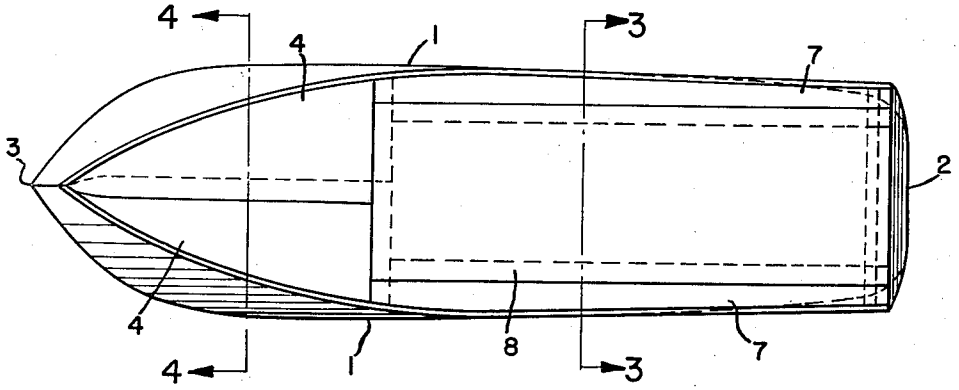


Fig. 2.

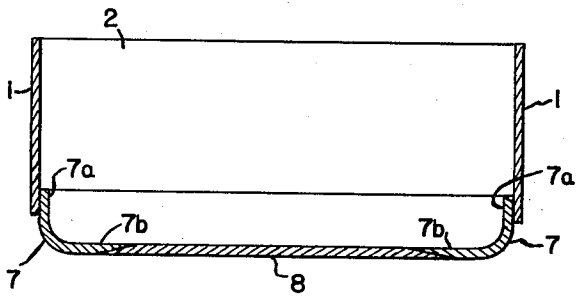


Fig. 3.

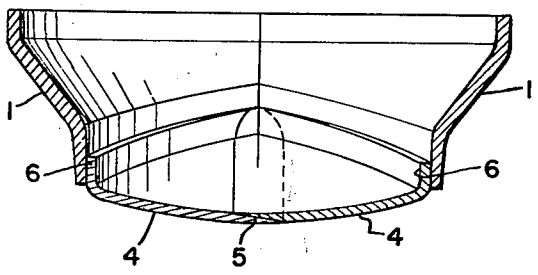


Fig. 4.

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Patented July 22, 1952 2,603,799

UNITED STATES PATENT OFFICE

2,603,799

BOAT HULL CONSTRUCTION

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Application April 15, 1949, Serial No. 87,597

1 Claim. (Cl. 9—6)

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This invention relates to water craft.

An object of the invention is to provide water craft of the character described having a novel type of chines.

It is another object of the invention to provide, in water craft, chines of novel formation whose forward ends are united with a novel type of prow bottom.

The bottom of the prow is divided into sections along a central longitudinal line and the chines are connected to the respective sections, before assembly, or integrally united therewith in construction.

With the prow bottom sections united together, along said longitudinal central line and with the chines either formed integrally with said bottom sections or united thereto, the sides of the craft may be more easily and accurately assembled in the construction of the craft.

Other objectives and advantages will be apparent from the following specification, which is illustrated by the accompanying drawings, wherein

Figure 1 is a side elevation of the craft with the chines formed integrally with the prow bottom sections;

Figure 2 is a bottom plan showing the chines united, at their forward ends, to the corresponding prow bottom sections;

Figure 3 is an enlarged cross-sectional view taken on the line 3—3 of Figure 2; and

Figure 4 is an enlarged cross-sectional view taken on the line 4—4 of Figure 2.

Referring more specifically to the drawings, the numerals 1, 1 designate the sides of the water craft and the numeral 2 designates the stern.

At the forward end of the craft the sides converge forwardly, forming the prow 3, and said forward ends also converge downwardly to the outer margins of the prow bottom which, in the present illustration, is formed of sections 4, 4 which are united, in construction, along a longitudinal central line. Preferably, their adjacent edges are reversely bevelled so as to overlap, forming the joint 5, said overlapping margins being secured together in any preferred manner, preferably with a suitable type of glue.

The outer margins of the bottom sections 4, 4 are curved upwardly, forming the flanges 6, 6 to the outsides of which the lower margins of the sides 1, 1 may be glued or otherwise secured, as indicated in Figure 4.

The numerals 7, 7 designate the chines which extend from the stern of the craft to the rear ends of the bottom sections 4 with which they

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are united, either integrally, as indicated in Figure 1, or to which they are secured by glue or in any other approved manner, as shown in Figure 2.

The lower margins of the sides 1 also overlap the upper margins of these chines, as shown in Figure 3, and may be secured thereto in any approved manner, as by a suitable glue.

These chines are arcuate in cross-section, as more clearly shown in Figure 3, having the upstanding flanges 7*a*, 7*a* to which the sides 1 are secured, and also having the inwardly directed bottom flanges 7*b*, 7*b* which are united with the bottom 8 of the stern of the craft.

The forward ends of the upstanding flanges 7*a* merge into the corresponding flanges 6 of the prow bottom sections 4, 4.

The inner margins of the horizontal flanges 7*b* are united with the adjacent margins of the stern bottom 8. Preferably, these adjacent margins are reversely bevelled and fitted together and secured together as a unit by suitable glue or other securing means.

As hereinabove stated, the novel features of the craft reside in the two chines 7, 7, of special formation, which merge into, and are integrally united with, the prow bottom sections 4, 4, thus forming two units which, before assembly, may be packed together to occupy small space in shipment and which may be first united together, in construction, to form a convenient framework about which the remainder of the craft may be easily assembled.

The craft may be made of wood in which case the parts may be joined together by glue, rivets, nails or screws, or in any other preferred manner; or on the other hand, the craft may be composed of metal such as aluminum, tin, manganese, or any other suitable metal designed for such purpose.

If composed of metal the parts may be most practically united by riveting or welding, although they may be united in any other approved manner.

What I claim is:

In water craft, complementary prow bottom sections adapted to be united along a longitudinal, approximately central line and whose outer margins are curved upwardly a stern bottom section united to the prow bottom section along a transverse line and having beveled side margins, chines terminating at said transverse line united to said respective outer margins and extending rearwardly therefrom and which are substantially arcuate in shape in cross-section,

said chines having upstanding outer portions and inwardly directed bottom portions, the inner margins of the bottom flanges being bevelled throughout their length and united with said side margins of said stern bottom section.

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