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F. RIESENECKER

2,554,059

BOAT CONSTRUCTION

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Fig. 1.

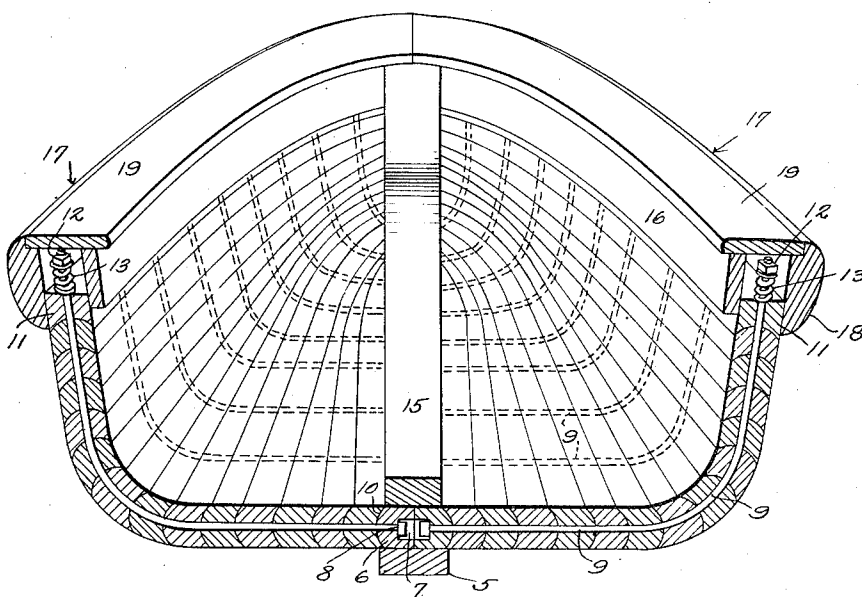
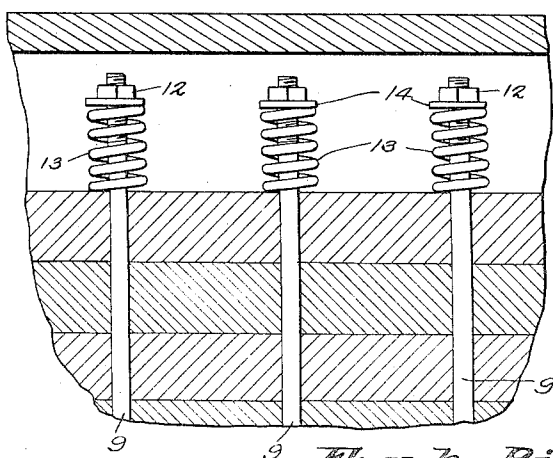


Fig. 2.



Frank Riesenecker

INVENTOR

BY *Cadnow & Co.*
ATTORNEYS.

UNITED STATES PATENT OFFICE

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BOAT CONSTRUCTION

Frank Riesenecker, San Antonio, Tex.

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1 Claim. (Cl. 9—6)

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This invention relates to boat construction, and particularly to the construction of the hulls of boats, the primary object of the invention being to provide means for securing the planking of the hull together in such a way that the planking may move due to expansion and contraction, but at the same time the construction will be such as to prevent leakage between the planking seams.

An important object of the invention is to provide a hull wherein the planks will be held firmly together at all times, eliminating the use of a great many ribs which are commonly used in boat hull construction to secure the planking against movement caused by expansion and contraction.

With the foregoing and other objects in view which will appear as the description proceeds, the invention consists of certain novel details of construction and combinations of parts, hereinafter more fully described and pointed out in the claim, it being understood that changes may be made in the construction and arrangement of parts without departing from the spirit of the invention as claimed.

Referring to the drawing

Figure 1 is a transverse sectional view through the hull of a boat, constructed in accordance with the invention.

Fig. 2 is a fragmental enlarged sectional view illustrating the yieldable members at the ends of the connecting rods of the hull structure.

Referring to the drawing in detail, the boat hull construction embodies the keel 5 to which the innermost planks 6 are rigidly secured, the planks 6 having recesses 7 for the reception of the heads 8 of the rods 9.

As clearly shown by the drawing, the contacting inner edges of the innermost planks 6 are squared so that they will fit closely together, while the outer edges of the planks 6 are curved as at 10.

The planks used in the construction of the hull, have their inner edges curved, the curvature being concaved, while the outer edges of the planks are convex. Thus it will be seen that when planks are placed together in the construction of the hull, the convex edge of one plank will fit within the concave edge of the adjacent plank, as clearly shown by the drawing.

The planks are formed with openings which, when the planks are positioned in the construction of the hull, will align to accommodate the rods 9, as shown.

The outermost plank indicated by the reference character 11 has a flat or square upper surface, and as shown, the upper ends of the rods 9 extend appreciable distances above the upper surfaces of the uppermost planks, where they are threaded to receive the nuts 12. Coiled

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springs 13 are positioned on the extended ends of the rods, and rest on the upper surfaces of the outermost planks 11, the upper ends of the springs bearing against the washers 14 that in turn are pressed against the nuts 12, tensioning the springs.

Due to this construction, it will be obvious that when the seams between the planks swell, the expansion will be compensated for by movement of the springs 13. As the planking contracts, pressure on the planks caused by the springs 13, will force the planks together and maintain a leak-proof hull.

The keel also includes the plank 15 that extends throughout the length of the hull, and affords means whereby the inner plank 16 of the gunwale 17 is secured, the plank 16 forming the inner side of the housing in which the upper ends of the rods 9 are disposed. Planks 18 provide the outer side of the gunwale, while the planks 19 provide the top of the gunwale.

It will of course be understood that while I have shown and described the preferred form of hull construction, the construction of the gunwale and details of the construction of the planking and rods may be varied without departing from the spirit of the invention.

Having thus described the invention, what is claimed is:

A ship's hull construction embodying a keel, planking comprising members positioned to form the desired shape of the hull, said planking members having interengaging curved edges, rods curved conforming to the transverse hull construction of the ship said rods extending transversely through the planking members the rods having one of their respective ends secured to the keel, the outer ends of the rods extending above the uppermost plank of the hull, coiled springs mounted on the extended ends of the rods and bearing against the uppermost plank of the hull at one of their respective ends, nuts on the outer ends of the rods tensioning the springs, urging the planking members together, and a gunwale providing a housing for said coiled springs and the ends of said rods.

FRANK RIESENECKER.

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