

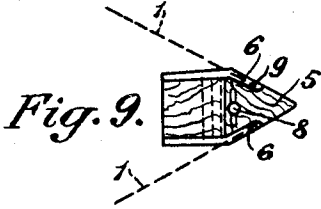
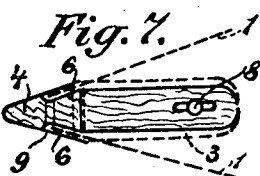
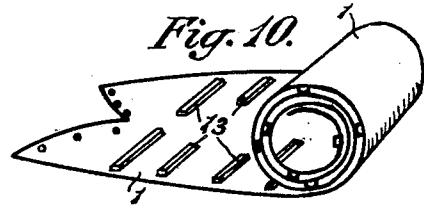
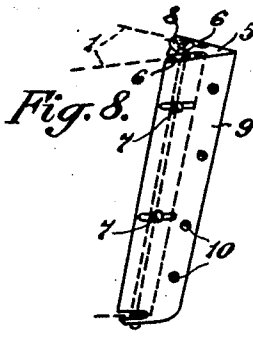
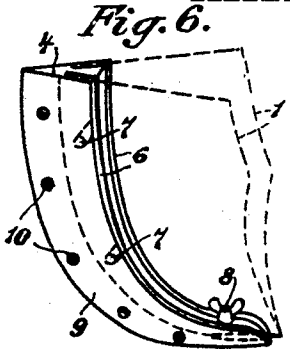
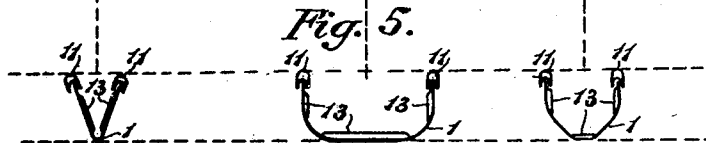
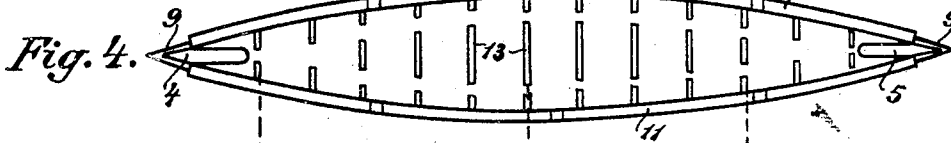
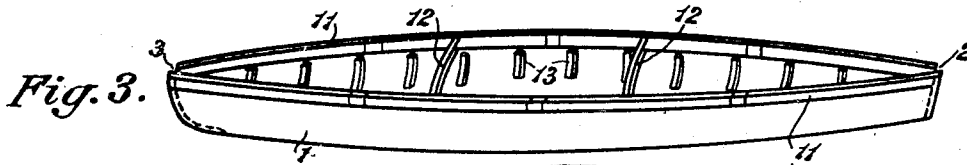
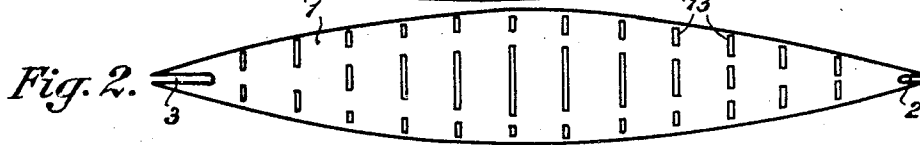
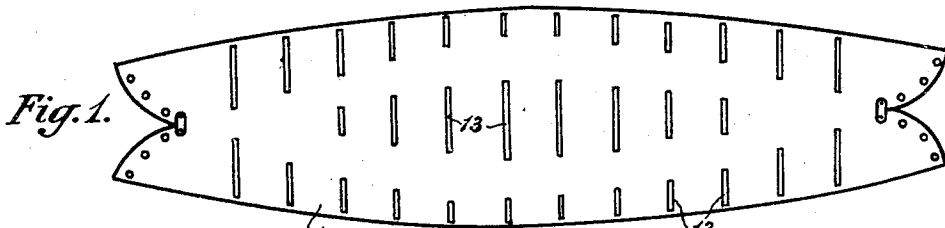
March 17, 1925.

1,529,944

B. BURIAN

COLLAPSIBLE METAL BOAT

Filed Dec. 5, 1924



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Atty's

UNITED STATES PATENT OFFICE.

BOGUT BURIAN, OF VIENNA, AUSTRIA.

COLLAPSIBLE METAL BOAT.

Application filed December 5, 1924. Serial No. 754,208.

To all whom it may concern:

Be it known that I, BOGUT BURIAN, a citizen of the Republic of Austria, residing at III Hintere Zolamtsstrasse 9, Vienna, Austria, have invented certain new and useful Improvements in Collapsible Metal Boats, of which the following is a specification.

This invention relates to improvements in collapsible metal-boats, in which the hull is formed of a single plate or sheet of metal adapted to be rolled up and unrolled and provided with suitable bow and stern slits, whereby a hull or shell is formed by means of bending upwardly the longitudinal sides of the said sheet and removably connecting the corresponding slit-edges thereof to a stem or cutwater and to a stern frame or stern post. If desired the metal sheet may be formed thinner at the curving places, or if the said sheet is of the same thickness throughout, the places which are not to be bent or curved are provided with local strengthening members, for instance wooden or metal ribs or rods, extending in the transverse direction of the metal sheet.

One mode of carrying out the present invention is shown by way of example on the accompanying sheet of drawings in which:—

Fig. 1 is a plan view of the unrolled metal sheet according to the present invention, and

Fig. 2 a plan view of the hull formed by bending up the longitudinal sides of the said metal sheet.

Fig. 3 is a perspective view of the assembled boat but without the stem and stern post.

Fig. 4 illustrates in plan view an assembled boat.

Fig. 5 shows three cross-sectional views of the hull of the boat.

Figs. 6 and 7 show perspective and in plan view respectively the stem or cutwater of the boat, and

Figs. 8 and 9 are similar views of the stern post.

Fig. 10 illustrates perspective the partly rolled up metal sheet for forming the hull of the boat.

Similar reference characters refer to similar parts in each of the several views.

The hull of the boat is formed of a thin metal plate 1 (preferably of sheet-metal, sheet-steel, aluminium, duraluminium) adapted to the length and width of the boat to be built and of the shape shown in Fig.

1. This metal plate is bent in the longitudinal direction in such a manner, that the cuttings at the bow and stern ends of the plate 1 form small slits 2 and 3 (Fig. 2) for introducing and securing the wooden stem or cutwater 4 (Figs. 6 and 7) and the wooden stern post 5 (Figs. 8 and 9). The stem 4 and stern post 5 are secured to the slotted ends of the hull in such a manner, that water cannot get past the connecting places. In order to attain this object the stem and stern post are provided with outside sheetings 9 to form with cavities 6 in which the slotted ends of the hull are adapted to rest and to be fixed by means of screws 7. The sheetings 9 are secured to the stem and stern post by means of rivets 10, whereby the holes through which the latter pass are filled out with wax or the like. Also clamping screws 8 are provided, which securely fix the stem and stern post to the bottom of the hull. If desired the wedge-shaped stem and stern post 5 may be formed of rubber instead of wood. The said rubber wedges rest in a rubber-lined sheeting 9 and together with the latter are secured to the slotted ends of the hull in any convenient manner, for instance by means of screws.

A ledge 11, formed of four parts, is fixed to the end of each side (Figs. 3 and 4) and transverse bars 12 impart to the boat the necessary rigidity.

In order to facilitate the bending of the metal plate 1 in the longitudinal direction the same is formed thinner at the curving places, or wooden or metal bars 13 are secured in any convenient manner along those parts of the metal plate which are not to be bent, so that the plate is pliable at the places only where the bars 13 are not present. Owing to this arrangement it is not necessary to provide the plate with the usual ribs.

On removing the stem and stern post as well as the ledge and transverse bars the metal plate forming the hull of the boat is straightened out to take up the position shown in Fig. 1 and now the same can be rolled up as shown in Fig. 10 to form a cylinder in which the other parts of the collapsible boat may be stored away.

I claim:—

1. A collapsible metal boat comprising a metal plate adapted to be rolled up and unrolled, and shaped to the length and width of the boat to be built, the said plate being

adapted to be bent upwards into the shape of a hull and is provided with a bow cutting and a stern cutting, and a stem and stern post adapted to be removably secured to the edges of the slits formed by the said cuttings on bending upwards the longitudinal sides of the said plate.

2. A collapsible metal boat comprising a metal plate adapted to be rolled up and unrolled and shaped to the length and width of the boat to be built, the said plate being adapted to be bent upwards into the shape of a hull and for this purpose is formed thinner at the bending places than at the other places, a bow cutting and a stern cutting provided in the said plate, and a stem and stern post adapted to be removably secured to the edges of the slits formed by the said cuttings on bending upwards the longitudinal sides of the said plate.

3. A collapsible metal boat comprising a metal plate adapted to be rolled up and unrolled and shaped to the length and width of the boat to be built, the said plate being adapted to be bent upwards into the shape of a hull, strengthening members secured to the said plate and the places which are not to be bent, a bow cutting and a stern cutting provided in the said plate, and a stem and stern post adapted to be removably secured to the edges of the slits formed by the said cuttings on bending upwards the longitudinal sides of the said plate.

4. A collapsible metal boat comprising a metal plate adapted to be rolled up and unrolled, and shaped to the length and width of the boat to be built, the said plate being adapted to be bent upwards into the shape of a hull and is provided with a bow cutting and a stern cutting, and a wedge-shaped rubber

stem and a wedge-shaped rubber stern post adapted to be removably secured to the edges of the slits formed by the said cuttings on bending upwards the longitudinal sides of the said plate.

5. A collapsible metal boat comprising a metal plate adapted to be rolled up and unrolled and shaped to the length and width of the boat to be built, the said plate being adapted to be bent upwards into the shape of a hull and for this purpose is formed thinner at the bending places than at the other places, a bow cutting and a stern cutting provided in the said plate, and a wedge-shaped rubber stem and a wedge-shaped rubber stern post adapted to be removably secured to the edges of the slits formed by the said cuttings on bending upwards the longitudinal sides of the said plate.

6. A collapsible metal boat comprising a metal plate adapted to be rolled up and unrolled and shaped to the length and width of the boat to be built, the said plate being adapted to be bent upwards into the shape of a hull, strengthening members secured to the said plate at the places which are not to be bent, a bow cutting and a stern cutting provided in the said plate, and a wedge-shaped rubber stem and a wedge-shaped rubber stern post adapted to be removably secured to the edges of the slits formed by the said cuttings on bending upwards the longitudinal sides of the said plate.

In testimony whereof I hereunto affix my signature.

BOGUT BURIAN.

Witnesses:

CARL COUDENHOVE,
HUGO C. CORSMAINE.