June 6, 1933. K. G. SVENSON 1,913,095

ARRANGEMENT IN BOATS

Filed Aug. 11, 1932

Fig. 1.

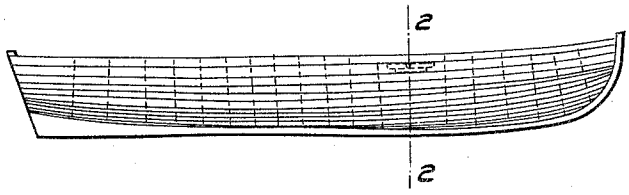


Fig. 2.

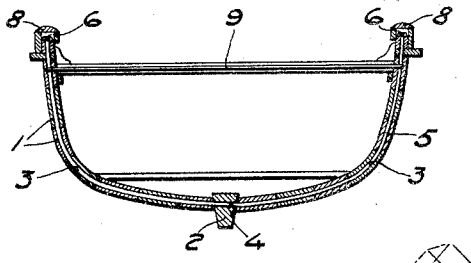


Fig. 3.

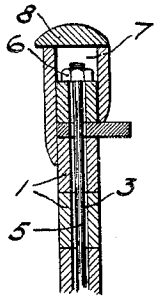
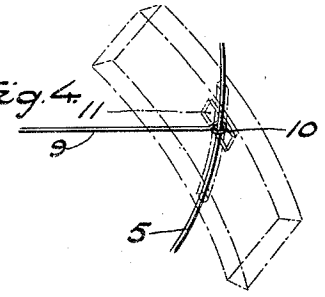


Fig. 4.



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Simon Broder

Patented June 6, 1933

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UNITED STATES PATENT OFFICE

KARL GUNNAR SVENSON, OF UPPSALA, SWEDEN

ARRANGEMENT IN BOATS

Application filed August 11, 1932, Serial No. 628,386, and in Sweden March 28, 1929.

It is old to keep together the boards of hulls by means of screw bolts and the like, but hitherto boats in which the boards are kept together in the abovementioned manner have had an inconvenient shape and a less attractive appearance. The present invention overcomes the said drawbacks.

The invention is illustrated by way of the accompanying drawing, in which

Figure 1 is a lateral view of a boat made in accordance with the invention.

Figure 2 is a cross section taken on line 2—2 of Figure 1.

Figures 3 and 4 are detail views.

In the figures, 1 indicates the boards and 2 the keel. In the usual manner the boards are formed in a convenient shape and the edges are prepared so as to lie close to each other. Each board 1 is provided with a number of holes 3 running from one end to the other and the keel 2 is provided with transverse holes 4 running from one side to the other. The holes 3 and 4, which are suitably spaced along the whole of the boat, are arranged in such a manner that holes of adjacent boards bordering upon the keel coincide with the holes of the keel. Iron bars or wires 5 bent in accordance with the vertical section of the boat run through the coinciding holes from one railing to the other, the said bars or wires being threaded at their ends and provided with nuts 6. The nuts 6 are located in recesses 7 of the upper board. By straining the nuts 6 a good tightening is obtained between the boards. The recesses 7 and the nuts 6 are covered preferably by means of a covering fillet 8, which can be easily removed in order to make possible a further easy straining of the nuts if necessary.

In order to secure the shape of the boat it is suitable to provide cross stays 9. The said stays consist preferably of iron bars, having at their ends loops 10, which are introduced into recesses 11 of the opposite boards and threaded on the iron bars 5. The recesses may also be arranged between two adjacent boards. In row-boats the stays are provided preferably under or in the thwarts. It is obvious that bars or wire of other suitable metal may be used instead of iron bars or wire.

A great advantage of the new arrangement is that when the lower boards swell in the water the upper boards are displaced successively and pressed together in such a manner that a good tightening is obtained also between the boards above the waterline, which is difficult to obtain in cravel-built boats.

This invention may be advantageously used also in pontoons and like floating bodies.

Having now described my invention, what I claim as new and desire to secure by Letters Patent is:

In a wooden vessel having a keel and a plurality of curved wooden planks extending lengthwise of the keel and positioned in the contour of a vessel, each plank being grooved transversely and the keel being also grooved whereby the grooves in the series of planks on opposite sides of the keel are aligned, a metallic drawing member passing through said aligned grooves in the planks and keel from one side of the boat to the other, means at the ends of said drawing member for adjusting the tension of the drawing member and thereby tightening or loosening the planks, and a cross-stay transversely of the vessel, the ends of the cross-stay being threaded on the drawing member.

In witness whereof I have hereunto signed my name.

KARL GUNNAR SVENSON.