

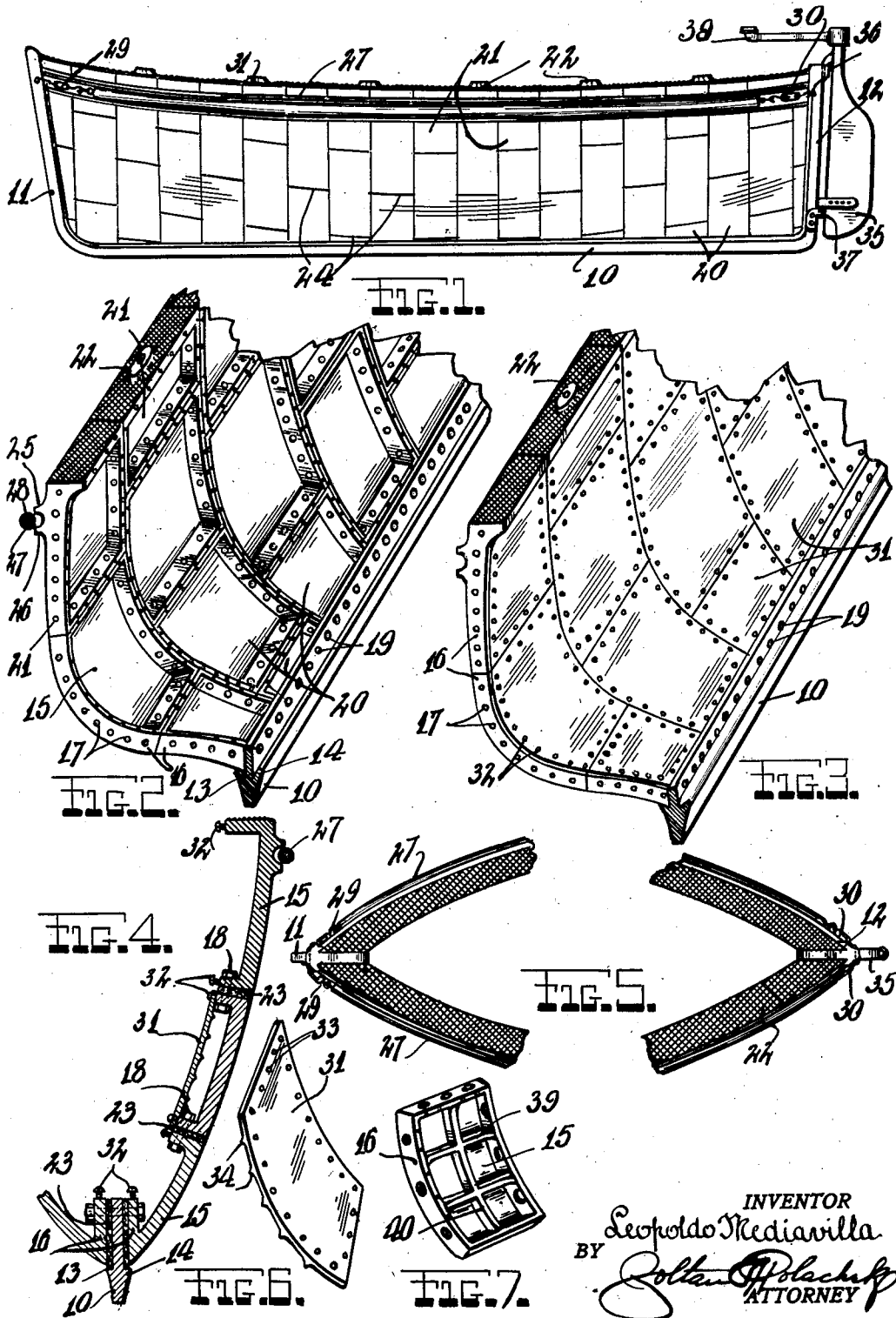
April 24, 1928.

1,667,561

L. MEDIAVILLA

DIE CAST BOAT CONSTRUCTION

Filed April 18, 1927



INVENTOR
Leopoldo Mediavilla
BY *Golden Polach*
ATTORNEY

UNITED STATES PATENT OFFICE.

LEOPOLDO MEDIAVILLA, OF NEW YORK, N. Y.

DIE-CAST-BOAT CONSTRUCTION.

Application filed April 18, 1927. Serial No. 184,457.

This invention relates to a new and useful device in the nature of boats of all classes and sizes, such as generally used for all purposes. The invention has particular reference to an improved type of die-cast boat construction.

The object of the invention is to provide an improved boat, comprising a plurality of plate members, as a means of providing economical construction.

A further object of the invention is to provide a boat, the construction of which may be readily duplicated, and which may be fabricated by unskilled labor and is held together by bolts, screws, or the like as a means of ready replacement.

Another object of the invention is to provide a boat, the construction of which provides rigid and strong qualities.

A still further object of the invention, is to provide a boat readily and easily repaired in event of accident, due to collision, or the like.

Fig. 1 is a side elevational view of a boat, constructed in accordance with the invention.

Fig. 2 is an enlarged fragmentary transverse view thereof, showing the cover members removed.

Fig. 3 is a similar view to that shown in Fig. 2 showing the cover members in place.

Fig. 4 is a fragmentary transverse sectional view thereof.

Fig. 5 is a fragmentary top plan view of my improved boat.

Fig. 6 is a detail view of the cover members, as embodied in my improved boat.

Fig. 7 is a further development of the plate members as embodied in my improved boat.

As here embodied my improved boat comprises a keel member 10, constructed of one piece of metal, shaped, or formed as may be desired, depending upon the design and type of the boat, so as to form the stern 11 and the stern 12. The keel member 10, is provided with side extended elements 13 and 14, intermediate thereto and oppositely positioned. The plate members 15, are provided with flanged elements 16, positioned at the four sides of the plate members 15. The flanged elements 16, are provided with a plurality of apertures 17, adapted to receive the bolts 18, as a means of removably attaching the said plate members 15 together. The keel member 10 is provided with apertures 19, adapted to receive bolts as

a means of removably attaching the lower plate members 20 to the keel member 10.

The upper plate members 21, are provided with an upper flanged element 22, somewhat wider than the flanged elements 16, so as to provide a gunnel, preferably knurled or roughened, so as to provide a means of preventing passengers from slipping when entering or leaving my improved boat.

As a means of providing a highly water tight boat, I have placed sealing members 23, preferably of water proof paper, composition material, rubber or the like, in strip form, provided with apertures adapted to receive the bolts 18, as a means of preventing leaks at the joints between the plate members 15, 20, 21, and the keel member 10. It will be understood that the plate members 15, 20, and 21, are preferably die-cast, from any non-corrosive metal, the dies employed being tooled, or formed so as to provide the necessary shape or contour, depending upon the design and type of the boat.

The plate members 15, 20 and 21, are of two distinct or different lengths, and are positioned so as to provide longitudinal seams 24, non-continuous or staggered, so as to provide additional strength to the construction of my improved boat.

The above mentioned upper plate members 21, are provided with extended portions 25 and 26, longitudinally positioned on the outside outer surface of the upper plate members 21, so as to provide a longitudinal groove, adapted to receive the flexible member 27, rubber tubing, or the like, extended longitudinally the entire length of my improved boat, and having a wire 28, positioned inside the flexible member 27. The wire 28, is secured at its extremities to the twin buckles 29 and 30, attached to the upper portion of the stern 11 and stern 12. The said flexible members 27 being similarly attached at both sides of my improved boat, so as to provide a guard against collisions, or the like.

The upper flanged elements 22, are provided with raised portions 31, having an aperture formed therein, adapted to receive oar locks, of the conventional type, which are ordinarily provided to accommodate oars, not shown in the accompanying drawing, as a means of propelling my improved boat. The usual rudder 35, is pivotally attached, as at 36 and 37, to the stern 12, and

is provided with the usual tiller 38, as a means of steering my improved boat.

It will be understood that I do not necessarily limit the use of my invention to row boats, as here described, but to all classes and types of boats including life boats, motor boats, barges, steam ships, and the like.

It will be further understood that all necessary equipment, such as seats, motor supports, air tanks, and such equipment, as may be desired, may be embodied in my improved boat, depending upon the size and type of boat constructed.

The above described construction, being such as will permit my improved boat to be constructed accurately, due to the die cast feature. The above referred to plate members may have stamped thereon, or otherwise affixed thereto, designating or identifying symbols, so as to facilitate the assembling thereof. I have also eliminated the necessity of paint, as a dry cloth may be used to keep the exterior and interior of my improved boat in good appearance.

As a means of providing separate compartments so as to prevent my improved boat from sinking in event a number of the said plate members are punctured, I have provided cover members 31, or plates, adapted to cover or enclose the plate members 15, 20 and 21. The cover members 31 are formed or bent, so as to conform to the contour of the said plate members. The cover members 31 are provided with apertures 33, positioned adjacent to the edges thereof,

adapted to receive the threaded members, 32, screws, bolts, or the like, as a means of attaching the cover members 31 to the said flanged elements of the above mentioned plate members. The cover members 31, are provided with inwardly extended portions 34, or ribs, as a means of providing a reinforcement for the said cover members.

In Fig. 7 of the accompanying drawing, I have shown the plate members 16, 20 and 21, provided with transverse and longitudinal ribs 39 and 40 respectively, formed or shaped concaved. The above described construction being such as will provide additional strength thereto, as is desirable particularly in steam ships, and larger types of boats.

Having thus described my invention what I claim as new and desire to protect by Letters Patent of the United States is as follows:

In a ship of the class described, a keel comprising an inner section and arcuately arranged series of side plates comprising flanges for joining the adjacent plates together and to said keel disposed adjacent each other throughout the entire length of said keel, each alternate series comprising an arrangement of individual plates joined together at substantially the same distance above said keel and at a different elevation from the joint of those series therebetween for providing irregular seams.

In testimony whereof I have affixed my signature.

LEOPOLDO MEDIAVILLA.