

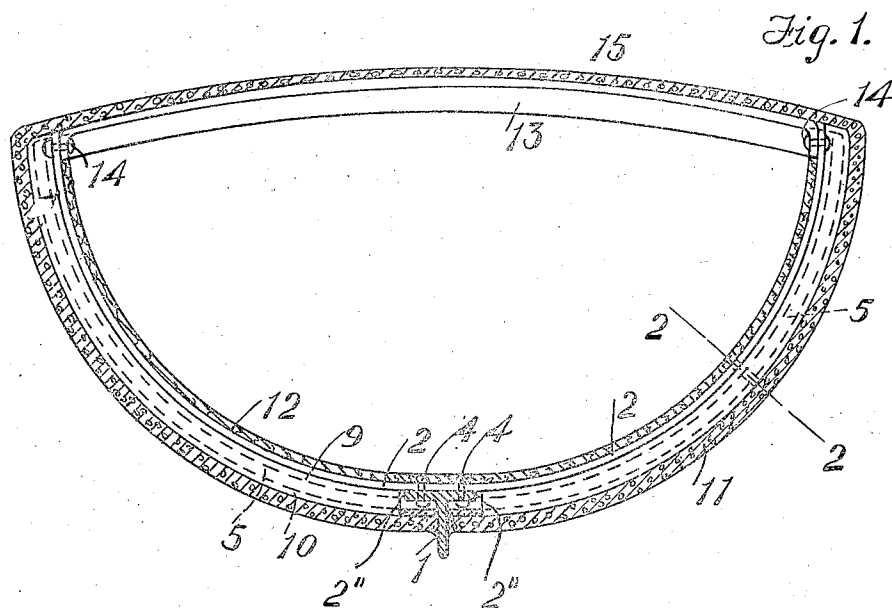
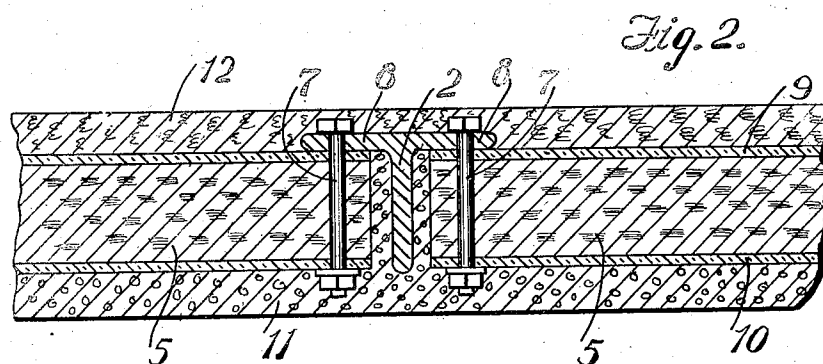
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BOAT CONSTRUCTION

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BOAT CONSTRUCTION.

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This invention relates to improvements in boat construction or other floating apparatus. More especially it relates to the substitution and use of materials which are lighter in weight, incombustible, and less expensive than the materials now usually employed in the construction of the hull of boats. Heretofore, it has been a common practice to construct the hull of longitudinal strips of wood or metal of various kinds which are required to be carefully fitted together and bent to conform to the shape of the ribs, bow and stern. Also, concrete hulls have been constructed with the use of forms or moulds.

The present invention broadly considered, resides in the use of a material in combination with structural shapes such as channels, I beams, angle or T shaped ribs which extend transversely from one side to the other of the hull and to which are secured the strips of cork board, gypsum blocks, "Lith" material, which is a trade name of a product that is composed of grasses, metal lath, or other materials and to which material a plastic substance will adhere. These materials may be formed and treated in the same manner as a boat hull which is constructed of wood or metal. Located on the outer surface of the cork board or other material is a coat or layer of damp or waterproofing material which may consist of asphalt or other waterproofing compounds. Outside of the layer or coat of the waterproofing material is a layer of cement, plaster, or other plastic materials, which may be applied in any suitable way as by hand, the floating or spreading process, or with a spraying apparatus without the use of forms or moulds and which may or may not be reinforced with a metal lath. The inner surface of the cork board or other material has applied thereto a coat or layer of water-proofing material, and, on this material is a layer of plastic material which may, or may not be reinforced with a metal lath.

Referring to the drawings:

Fig. 1 is understood to be a transverse sectional view on a plane which is parallel with one of the transverse ribs showing the keel in section to which the ribs are secured and the cross connecting bar at the top of the ribs when necessary or desired, and the layers of cement plaster in section.

Fig. 2 is a sectional view substantially on

a plane indicated by the line 2—2 of Fig. 1 showing the metal or wooden rib to which the cork board or other material is secured, also, the cork board and the waterproofing material which is applied to the cork board, and also the plastic inner and outer coating.

Referring to the drawings in detail:

1 designates the keel; 2 one of the transverse ribs which is secured to the keel 1 by means of rivets, bolts, or other means. These ribs are arranged about twelve inches from center to center lengthwise of the boat. 5 designates strips of cork board or other materials which extend lengthwise and cross wise of the boat and are secured to the ribs 2 by means of bolts 7 or other means which are secured to the ribs. 9 and 10 are inner and outer layers respectively of water or damp proofing material which are applied to the opposite surfaces of the strips of cork board 5. This layer may consist of asphalt or other waterproofing compound. 11 designates a layer of cement plaster, or other plastic material, that is applied to the outer surface of the waterproofing material 10 by any suitable way as by hand, floating or spreading process, or forced thereon by means of a pressure pump. 12 is a layer located on the inner side of the hull which may consist of a layer of cement plaster, or other plastic material which is applied directly to the layer of waterproofing material 9. It is understood that the plastic materials may be tinted any desired color and the surface rubbed down and painted or that hardening and waterproofing compounds may be added to the same. The cork board or blocks of gypsum material may be sawed in the same manner as wood and will firmly retain a nail. 13 designates a transversely located connecting bar which comprises a metal or wooden member that is attached to the upper ends of the rib 2 when necessary or desired. 15 is a layer of cement plaster or wood. The webs of the ribs 2 are, as shown, notched at 2" for spanning the keel 1.

It is to be understood that I may, if desired, make use of metal lath in the construction of the hull, which lath is secured to the ribs by any suitable means, as bolting, lacing, or with metal wire. The lath, will of course, be secured to the keel of the boat. The inner and outer coats of cement plaster or other plastic material would be applied to the metal lath by hand, or spraying proc-

ess, and, without the use of forms or moulds of any kind.

It is to be understood that the cork board may be reinforced with metal fabric in place of metal lath.

What I claim is:

1. A boat construction comprising transversely located T-shaped rib members, strips of cork board, located between the rib members, the outer surface of which strips are covered with a coating of waterproofing material, a layer of cement plaster material on the waterproofing material, and means for securing the corkboard to the T-shaped rib member of the boat.

2. A boat construction comprising strips of cork like material, the inner surface of which material is coated with a layer of water proofing material, a layer of plastic material in contact with the water proofing material, a keel, and T-shaped ribs to which the keel is secured, and means for securing the cork-like materials to the ribs.

3. A boat construction comprising in combination, a keel, transversely located ribs secured to the keel, a filling material secured to the ribs, an inner and outer layer of plastic material secured to the filling material, waterproofing material located between the plastic material and the filling material.

4. A boat construction comprising a hull composed of strips of cork material, T-shaped ribs between which the strips of cork material are supported, means for securing the said strips to the T shaped ribs, a T shaped keel, the vertical webs of the ribs being notched at their inner ends for spanning the vertical web of the keel, means for securing the horizontal webs of the ribs to the horizontal web of the keel, a waterproofing asphalt material on the inner and outer surfaces of the cork material, and a cement substance on the inner and outer surfaces of the water-proofing asphalt material.

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