Feb. 16, 1926. 1,572,976

F. F. VON HOININGEN-HUENE

CONSTRUCTION OF SAILING CRAFT

Filed June 30, 1924

Fig. 1.

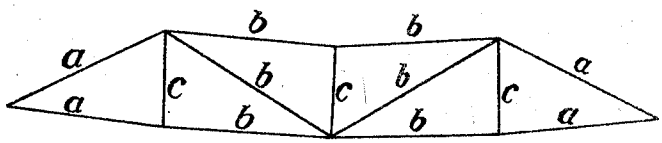
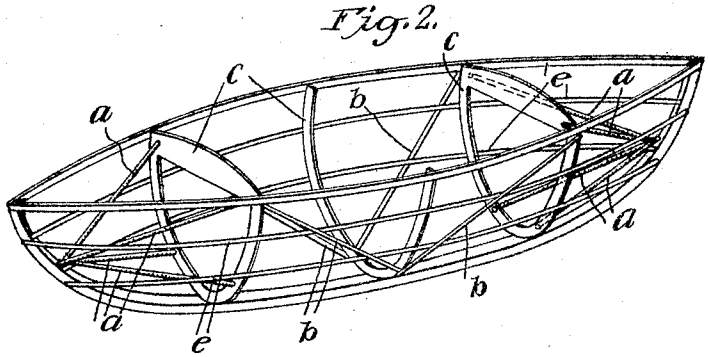


Fig. 2.



Inventor
F. F. von Hoiningen-Huene
By Marks & Clerk
Attys.

Patented Feb. 16, 1926. 1,572,976

UNITED STATES PATENT OFFICE.

FRANZ FREIHERR VON HOININGEN-HUENE, OF SCHLOSS THORN, NEAR TALZERN, GERMANY.

CONSTRUCTION OF SAILING CRAFT.

Application filed June 30, 1924. Serial No. 723,338.

To all whom it may concern:

Be it known that I, FRANZ FREIHERR VON HOININGEN-HUENE, a citizen of Germany, residing at Schloss Thorn, near Talzern, Trier, Germany, have invented certain new and useful Improvements in the Construction of Sailing Craft, of which the following is a specification.

The present invention relates to improvements in the construction of sailing crafts and in particular to a device destined for eliminating torsional stress on the body of the craft, such stress on the body being caused by the wind pressure transferred to the body from the mast and the load of the ship acting in an adverse sense. This can be easily understood when reference is made to a sail boat in which the wind acting on the sail tends, by means of the mast, to tip the boat over. This will result in the keel of the boat being moved in the other direction from that of the mast but the keel tends to right the boat but not sufficiently and strains are set up which tend to loosen the various parts of the boat. It has been found that the customary connections would not resist such torsion of the ship's body for any length of time and that the wear caused by it in concerted action with the force of the waves will lead to a slackening of the plank connections, the latter becoming untight sooner or later. Even diagonal struts between the ribs of the vessel did not remedy this drawback sufficiently, since they cannot prevent the ribs from being subjected to torsional stress.

It has therefore been discovered that the tendency of the boat to turn can be materially reduced by providing one of the transverse ribs of the boat with a system of rods, one end of each rod being secured to the transverse rib while the other end of each rod is secured to each other to form a common point.

The characteristic feature of the present invention consists therefore in that to some ribs rigid so-called pyramidal members are secured utilizing the face of the ribs as a base. Said pyramidal members may consist of rods, pipes or the like, which are rigidly secured to a rib of the vessel on one end and to one another on the other end. Provided that the ribs are sufficiently supported mutually, in most cases the provision of a single pyramid at one single rib will be sufficient. The top of the pyramidal structure may point either to the front or rear according to the space available.

On the drawing in Figure 1 the invention is illustrated diagrammatically as used with a folding or collapsible dinghy, in which the stems and the boards used for carrying the outside cover are removed and Fig. 2 shows a perspective of the frame of a boat.

The boats illustrated possess three transverse ribs *c* which are reinforced against one another on either side and from below by means of the diagonal members *b*. The pyramids *a* are secured to the fore and aft transverse rib, said pyramids consisting in the present instance of four rods, but any other number of rods may conveniently be utilized. The tops of the said pyramids may be situated at any desired point above the face of the rib of the craft and if necessary they may be utilized for supporting the stem of the boat. In the cases illustrated they are situated at the ends so that they will not take up too much of the available space of the boat. If the construction of the craft will permit it, the pyramid or one of them can be secured to one of the central ribs.

I claim:

1. A sailing craft comprising a plurality of transverse ribs; and a plurality of rods secured at one end to one of the ribs and the other ends secured together to form a rigid pyramid-like structure.

2. A sailing craft comprising a plurality of transverse ribs; and a plurality of rods secured to two of said ribs, each set of the rods having one end of each rod secured to the rib and the other end secured to each other to form a rigid pyramid-like structure.

3. A sailing craft comprising a plurality of transverse ribs; and a plurality of rods secured at one end to one of the ribs and the other ends secured together to form a rigid pyramid-like structure, and the transverse rib forming the base of the pyramid.

4. A sailing craft comprising a framework; and a plurality of rods secured to the framework, said rods forming a pyramid-like structure.

5. A sailing craft comprising a plurality of transverse ribs; and four rods secured at

one end to one of the ribs and the other ends secured together to form a rigid pyramid-like structure, said transverse rib forming the base of the pyramid.

6. A sailing craft comprising a plurality of transverse ribs; a plurality of rods secured at one end to one of the ribs and the other ends secured together to form a rigid pyramid-like structure; and a plurality of members for staying the transverse ribs.

In testimony whereof I have affixed my signature.

FRANZ FREIHERR von HOININGEN-HUENE.