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C. J. THOMPSON
BOAT HULL CONSTRUCTION
Filed Nov. 6, 1925

Fig. 1.

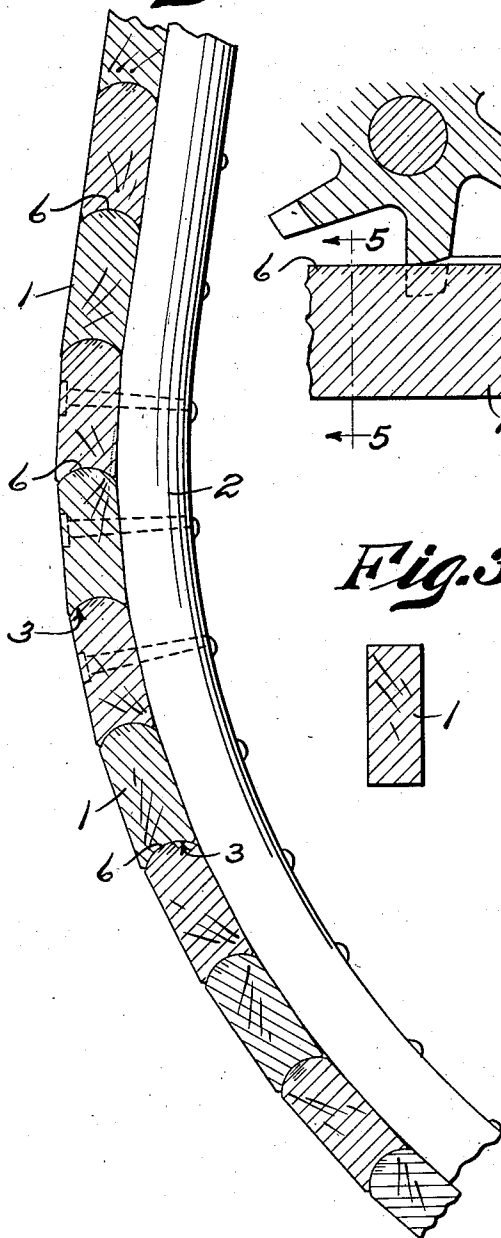


Fig. 2.

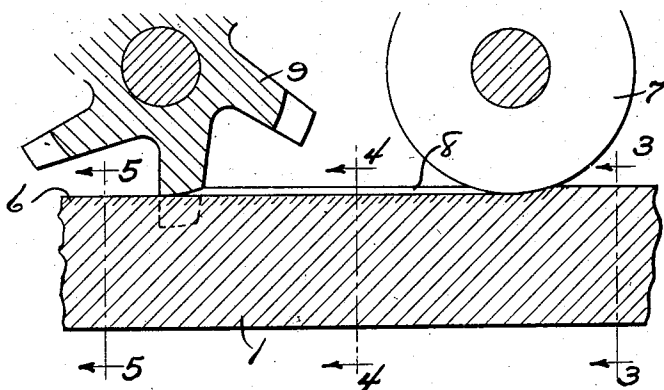


Fig. 3. Fig. 4. Fig. 5.

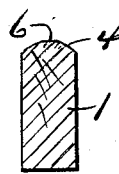
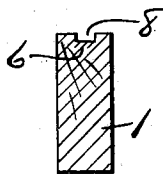
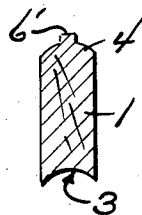


Fig. 6.



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CHRISTIAN J. THOMPSON, OF PESHTIGO, WISCONSIN.

BOAT-HULL CONSTRUCTION.

Application filed November 6, 1925. Serial No. 67,358.

This invention relates to improvements in ships, the general object of the invention being to provide a method of and means for building a ship whereby calking of the seams is unnecessary, due to the arrangement of the planking.

This invention also consists in certain other features of construction and in the combination and arrangement of the several parts, to be hereinafter fully described, illustrated in the accompanying drawings and specifically pointed out in the appended claim.

In describing my invention in detail, reference will be had to the accompanying drawings wherein like characters denote like or corresponding parts throughout the several views, and in which:—

Figure 1 is a sectional view through a portion of a ship's hull, showing how the invention is carried out.

Figure 2 is a sectional detail view, showing how the planking is operated upon to make the watertight joint between each pair of planks.

Figure 3 is a section on line 3—3 of Figure 2.

Figure 4 is a section on line 4—4 of Figure 2.

Figure 5 is a section on line 5—5 of Figure 2.

Figure 6 is a sectional view through a plank, showing how the compressed portion will expand after being wet.

As shown in these views, the planks 1 which are fastened to the ribs 2 of the hull are each formed with a concaved edge 3 and a convex edge 4, the edge 4 of one plank fitting in the concavity 3 of the next plank, which tends to make a watertight joint. The convex edge has its longitudinal center compressed, as at 6, though this must be done in such a manner that no depression is formed. Figure 2 shows one manner of forming this compressed part. The plank is

first passed under the disk 7 or other arrangement which forms a groove 8 in the top edge of the plank, as shown in Figure 4, this disk or other arrangement compressing the fibers in forming the groove, as shown in Figures 2 and 4. Then the planer sticker or moulder disk 9 engages the plank and rounds it off, as shown in Figure 5. This removes the groove but leaves a strip of the compressed part at the top of the rounded-off portion. When this compressed strip becomes saturated with water, it will expand to its original state, as shown at 6' in Figure 1, but when the planks are placed together as in Figure 1, the full expansion of the strip is, of course, prevented, but this expansion will form a tight joint between the planks so that the hull will be watertight and there will be no necessity for calking the seams.

With this invention, a boat's hull can be constructed quickly and with little expense and the hull will be thoroughly watertight.

It is thought from the foregoing description that the advantages and novel features of my invention will be readily apparent.

I desire it to be understood that I may make changes in the construction and in the combination and arrangement of the several parts, provided that such changes fall within the scope of the appended claim.

What I claim is:—

A ship having its hull planks each formed of a concavity in one edge and its other edge convex, the convex edge of one plank fitting in the concavity of another plank and the convex edge having a compressed portion extending through the longitudinal center thereof which will expand when it becomes wet the outer face of the compressed portion forming a portion of the convex edge before said portion is expanded.

In testimony whereof I affix my signature.

CHRISTIAN J. THOMPSON.