

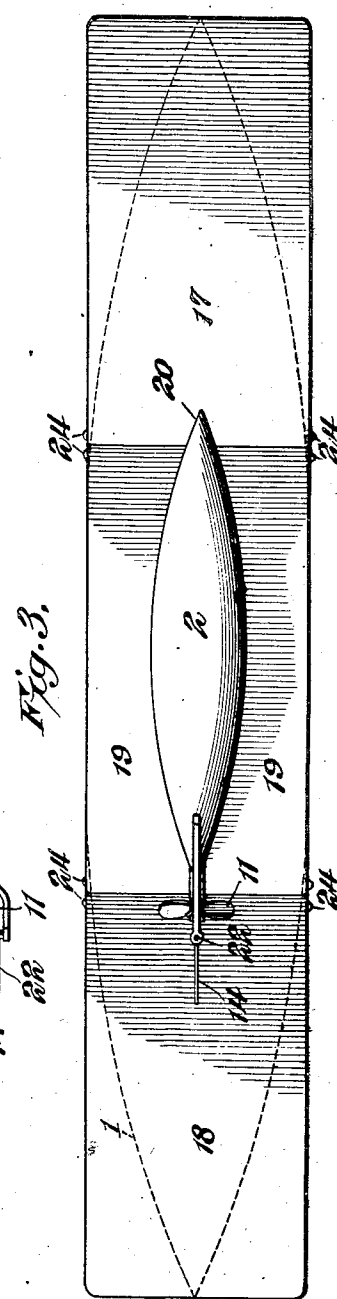
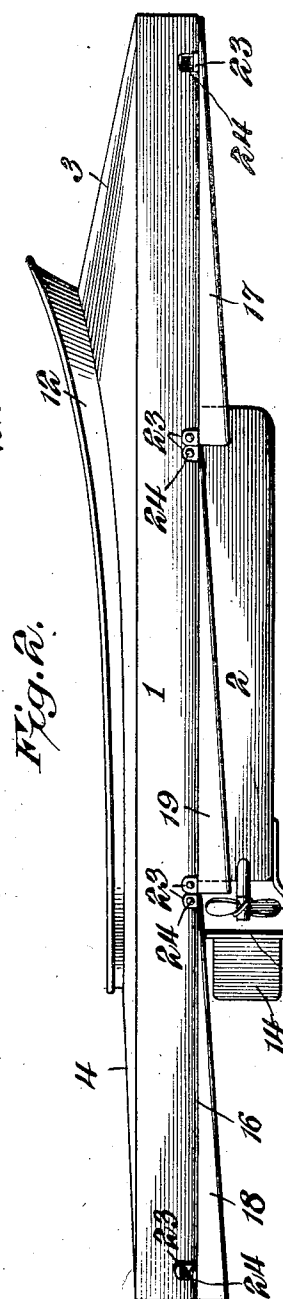
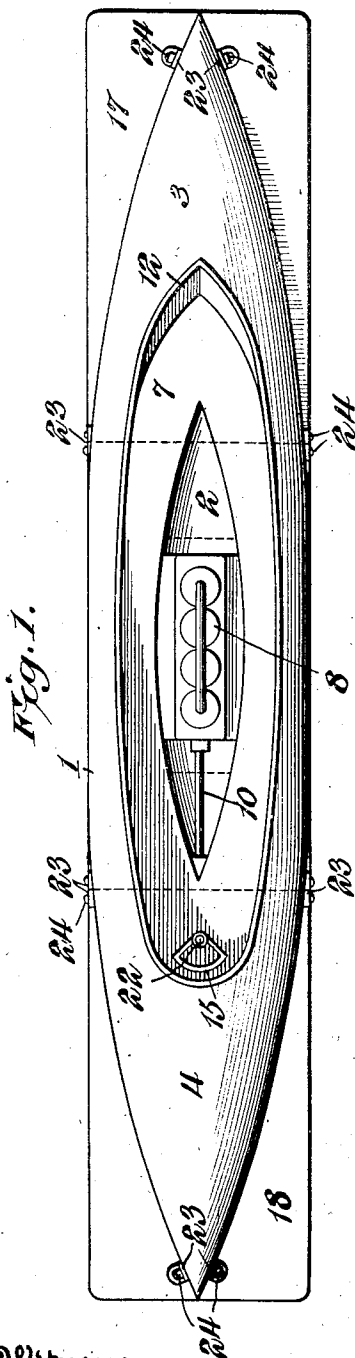
C. H. MYERS.
MOTOR BOAT.

APPLICATION FILED MAR. 23, 1910. RENEWED MAR. 14, 1912.

1,041,849.

Patented Oct. 22, 1912.

2 SHEETS—SHEET 1.



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2 SHEETS—SHEET 2.

Fig. 4.

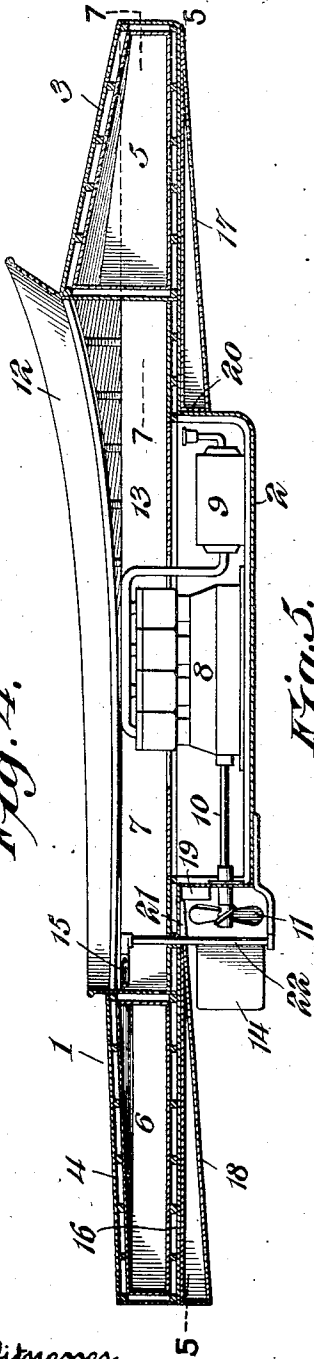


Fig. 5.

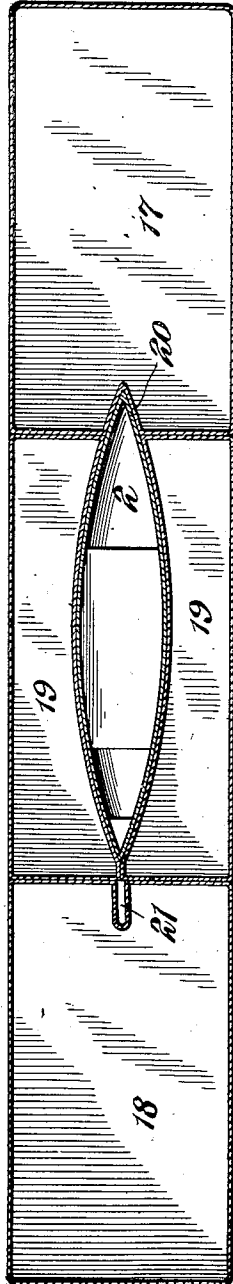


Fig. 7.

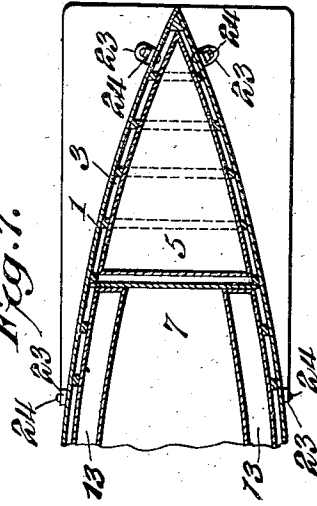
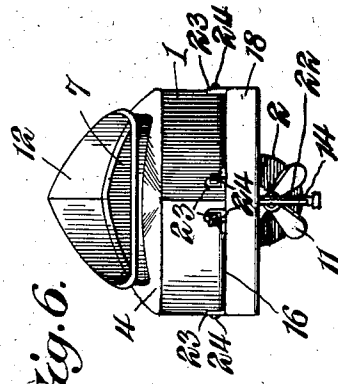


Fig. 6.



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MOTOR-BOAT.

1,041,849.

Specification of Letters Patent.

Patented Oct. 22, 1912.

Application filed March 23, 1910, Serial No. 551,056. Renewed March 14, 1912. Serial No. 683,717.

To all whom it may concern:

Be it known that I, CHARLES H. MYERS, a citizen of the United States, residing at Buffalo, in the county of Erie and State of New York, have invented a new and useful Motor-Boat, of which the following is a specification.

The invention relates to improvements in motor boats, more especially those of the racing type.

The object of the present invention is to improve the construction of motor boats, and to provide a boat of this character, constructed to offer a minimum resistance to the water, and equipped with simple and efficient means for enabling it to skim the surface of the water, whereby a higher rate of speed will be developed with a minimum amount of power.

Another object of the invention is to provide detachable skimming devices, adapted to be removed to permit the boat to be used as a pleasure craft when not employed for racing purposes.

With these and other objects in view, the invention consists in the construction and novel combination of parts hereinafter fully described, illustrated in the accompanying drawing, and pointed out in the claims here-to appended; it being understood that various changes in the form, proportion, size and minor details of construction, within the scope of the claims, may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

In the drawing:—Figure 1 is a plan view of a motor boat, constructed in accordance with this invention. Fig. 2 is a side elevation of the same. Fig. 3 is a reverse plan view. Fig. 4 is a central longitudinal sectional view. Fig. 5 is a horizontal sectional view, taken substantially on the line 5—5 of Fig. 4. Fig. 6 is a rear elevation. Fig. 7 is a horizontal sectional view of the front portion of the boat, taken substantially on the line 7—7 of Fig. 4.

Like numerals of reference designate corresponding parts in all the figures of the drawing.

In the embodiment of the invention illustrated in the accompanying drawing, the boat comprises in its construction an upper main hull or body 1, and a lower hull or hull section 2 of a length and width less than

the upper main hull or body. The upper main hull or body, as hereinafter more fully explained, is supported practically out of the water, while the lower hull or hull section, which is submerged, offers comparatively little resistance to the water with respect to the dimensions of the upper main hull or body. For instance, with a motor boat thirty feet in length and five foot beam, the lower hull will be approximately eleven feet in length and eighteen inches wide. The thirty foot boat when the skimming devices are attached will have practically only the hull resistance of an eleven foot boat. The hull may be constructed of any suitable material and the lines thereof may be varied as desired. The upper main section or body is preferably tapered at each end, as shown, and the lower hull section is correspondingly shaped. Air tight compartments 3 and 4 are preferably provided at the bow and stern of the upper main hull or body, and they, in practice, will be equipped with air tight tanks 5 and 6, fitted against the ribs of the upper main hull or body and forming air tight compartments having two walls and providing an inner and outer skin to the same, so that should the outer skin or shell be punctured, there will not be sufficient water in the boat to cause even a listing of the same. The reduced lower hull 2 communicates with the cock pit 7 of the main hull or body and is designed to contain the propelling machinery, which in the accompanying drawing is shown consisting of a motor 8 and a generator 9. The location of the motor within the lower hull or hull section permits the shaft 10 of the propeller 11 to be arranged horizontally. The cock pit of the main hull or body is equipped with a high coaming 12, and suitable fuel tanks 13 preferably extend around the entire cock pit. The boat is also equipped with a suitable rudder 14, and any preferred form of steering gear 15 may be employed.

The upper main hull or body is provided with a flat bottom 16, and in order to enable the boat to skip or skim the surface of the water, it is equipped with a skimming device consisting of front, rear and intermediate hydroplanes 17, 18 and 19, arranged in a continuous series and having their adjacent ends fitted together and forming an oblong skimming device of uniform width, extending the entire length of the boat and

projecting laterally from the bow and stern thereof. The oblong skimming device is of a width equal to the greatest width of the upper hull or body, the outer sides or edges of the hydroplane sections being arranged in flush relation with the intermediate portion of the upper hull or body, as clearly shown in Figs. 1 and 3 of the drawing. The hydroplanes, which may be constructed of any suitable material, preferably sheet metal, are hollow and have a vertical taper forwardly and present horizontal upper faces to the flat bottom of the boat, and upwardly and forwardly inclined lower faces to the water, whereby when the boat is propelled forwardly, the tendency of the hydroplanes will be to force the boat upwardly and cause the same to skip or skim the water. By fitting the flat horizontal upper faces of the hydroplane sections against the flat bottom of the upper hull or body, water is not permitted to pass between the hydroplanes and the bottom of the upper hull or body and interfere with the forward progress of the boat through the water. The hollow air tight character of the hydroplanes increases the buoyancy of the boat and is adapted to cause the same to positively and quickly rise to the surface should the boat plunge its nose in a wave. The employment of the lower auxiliary hull and the arrangement of the propelling machinery within the same render the boat perfectly stable and effectually resist any tendency of the same to capsize.

The front section or hydroplane 17 is provided at its rear end with a centrally arranged tapering recess 20, which receives the stem or front end of the lower auxiliary hull. The side sections or hydroplanes 19, which are located at opposite sides of the lower or auxiliary hull, have inner concavely curved side faces to conform to the configuration of the same. The rear hydroplane 18 is oblong and has its front end abutting the rear ends of the intermediate sections. It is provided at the center with a narrow slot 21 to receive the stem or post 22 of the rudder. The hydroplane sections of the skimming devices are provided adjacent to the sides of the upper main hull or body with front and rear ears 23, preferably formed by angle plates and receiving bolts 24, fixed to the boat and equipped at their outer ends with nuts, which clamp the ears on the bolts. Any other suitable means, however, may be employed for detachably securing the sections of the oblong skimming device rigidly and detachably to the boat. This will permit the sections of the skimming device to be readily detached when it is desired to use the boat only as a pleasure craft. The removal of the hydroplane sections may be effected without taking the boat out of the water by simply taking off the nuts of the

bolts and pulling the sections from under the upper main hull or body. The sections may be replaced by reversing the operation.

While I have shown the upper main hull or section tapered at each end, its form may be changed. The arrangement of the skimming device in line with the top of the auxiliary hull provides a boat of light draft with little surface exposed to the resistance of the water, and a high rate of speed may be developed with minimum power.

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

1. The combination of a boat including a tapered upper main hull or body, and a lower auxiliary hull of a length and width less than the upper hull or body, and an oblong skimming device rigidly and detachably connected with the boat and fitted around and interlocked with the lower hull, said skimming device being of uniform width and of substantially the same length as the boat.

2. The combination of a boat including an upper main hull, and a lower auxiliary hull, and an approximately oblong skimming device rigidly connected with the boat and composed of a continuous series of detachable buoyant sections adapted to be floated into position and assembled one at a time.

3. The combination of a boat including an upper tapering hull or body, and a lower hull of a length and width less than the upper hull or body, and an oblong skimming device of a uniform width equal to the greatest width of the upper hull or body and of a length substantially the same as that of the boat and projecting laterally therefrom at portions thereof, said skimming device being composed of a continuous series of abutting sections entirely surrounding the lower hull.

4. The combination of a boat including an upper tapering hull or body having a flat bottom, and a lower hull of a length and width less than the upper hull or body, and a skimming device composed of rigid hydroplane sections fitted against the flat bottom of the upper hull or body and rigidly connected with the same and entirely surrounding and interlocked with the lower hull.

5. The combination of a boat including a tapered upper tapering hull or body having a flat bottom, and a lower hull of a length and width less than the upper hull or body, and a skimming device composed of hollow tapering detachable sections having horizontal upper faces fitted against the flat bottom of the upper hull or body and rigidly secured to the boat and entirely surrounding and interlocked with the lower hull and presenting inclined lower faces to the water.

6. The combination of a boat including an upper main hull, and a lower auxiliary hull, and a skimming device consisting of a continuous series of detachable tapering sections presenting inclined lower faces to the water, said sections being buoyant and adapted to be floated into and out of position one at a time.

7. The combination of a boat including an upper tapering hull, and a lower tapering hull of a length and width less than the upper hull, and a skimming device of a length substantially the same as the length of the boat and entirely surrounding the lower hull and forming laterally projecting portions and comprising front, rear and intermediate hydroplane sections arranged in a continuous series and abutting against each other and adapted to be placed in position and removed therefrom one at a time.

8. The combination of a boat including an upper tapering hull or body, and a lower tapering hull of a length and width less than the upper hull or body, and a continuous skimming device of a length substan-

tially the same as the length of the boat and entirely surrounding the lower hull and comprising front, rear and intermediate hydroplane sections, the front section being provided at its rear end with a tapered recess to fit the front end of the lower hull and interlocked therewith and the intermediate sections being fitted against and conforming to the configuration of the said lower hull.

9. The combination of a boat including an upper hull or body, and a lower hull of a length and width less than the upper hull or body, threaded fastening devices projecting from the boat, a skimming device comprising a plurality of hydroplane sections having ears to receive the fastening devices, and nuts for securing the ears to the said fastening devices.

In testimony, that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

CHARLES H. MYERS.

Witnesses:

HAROLD H. CLARK,
ALBERT HOENER.