

E. K. FAILOR.
BOAT CONSTRUCTION.
APPLICATION FILED AUG. 2, 1918.

1,304,865.

Patented May 27, 1919.

Fig. 1.

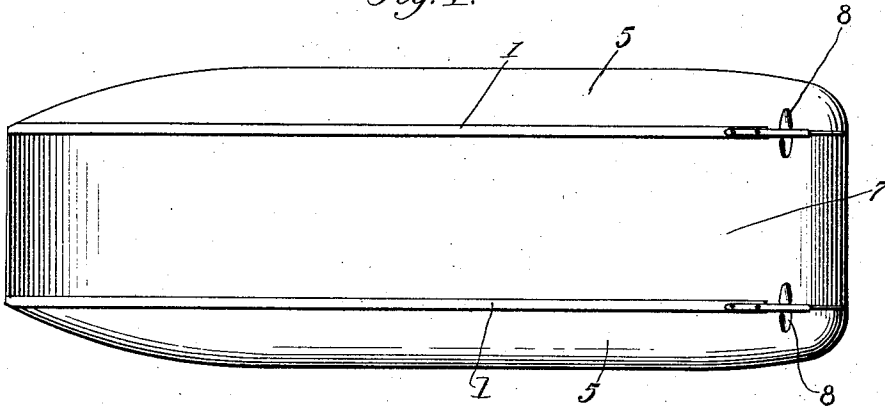


Fig. 2.

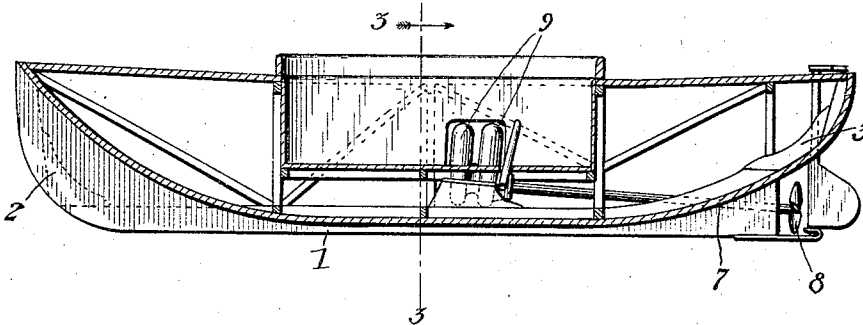
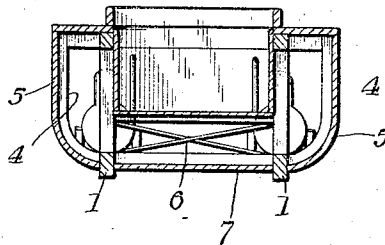


Fig. 3.



WITNESSES

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BOAT CONSTRUCTION.

1,304,865.

Specification of Letters Patent.

Patented May 27, 1919.

Application filed August 2, 1918. Serial No. 248,036.

To all whom it may concern:

Be it known that I, EZRA KELLER FAILOR, a citizen of the United States, and a resident of Springfield, in the county of Greene and State of Missouri, have invented certain new and useful Improvements in Boat Constructions, of which the following is a specification.

My invention is an improvement in boat constructions, and has for its object to provide a construction of the character specified, wherein is obtained a combination of speed, stability and capacity, with lessened draft and widened beam.

A further object of the invention is to provide a construction having great rigidity, and wherein twin or triple screws may be provided, and without outboard mountings for the propeller shaft.

A further object of the invention is to provide a construction wherein hydroplanes may be used without affecting the fine side lines, and wherein a plurality of centerboards may be used, if desired.

In the drawings:

Figure 1 is a bottom plan view of a boat constructed in accordance with the invention;

Fig. 2 is a longitudinal section;

Fig. 3 is a section on the line 3—3 of Fig. 2, looking in the direction of the arrows adjacent to the line.

In the embodiment of the invention shown, two keels 1 are provided, the said keels being laid in the usual manner, and having connected therewith the usual stem and stern posts 2 and 3. The usual framing 4 is connected with each keel at the outer side thereof, and this framing is covered by the usual planking, indicated at 5. Two half hulls are thus formed, each having a keel and stern posts, and these half hulls are connected by a truss construction indicated at 6.

Planking 7 completes the hull, the planking extending between the keels as shown, and it will be obvious that this portion of the boat between the half hulls and which connects the half hulls may be of any suit-

able or desired width, thus providing for any desired capacity, without materially increasing the draft.

Double propellers, indicated at 8, may be used, the said propellers being connected with the usual shafts and driven by any preferred form of motor, indicated at 9. There are no outboard mountings for the propellers and hence no drag from such mountings. The interior of the completed hull may be sub-divided in any suitable or desired manner, as, for instance, by bulkheads, and two center boards may be used if desired. It will be evident that that portion of the hull indicated at 7 and lying between the keels might be made up of a series of hydroplanes if desired, thus securing great speed without sacrificing the fine side line of the hull. Two center boards may be used if desired, thus providing for greatly increased sail capacity in sailing vessels.

The invention in its broadest form consists of half hulls spaced apart and rigidly connected by an intermediate or central hull section.

It will be understood that the framing connected with the keels may extend across between the keels if desired, and the truss construction will be in accordance with the size of the vessel. As many centerboards and propellers may be used as may be necessary or desirable.

I claim:

In a boat construction, a hull composed of a mid section and lateral sections, the lateral sections being half hull sections, and each having a keel, a stem and a stern post, the half sections being arranged in spaced relation, a truss connection between the half sections, the space between the hulls being sheathed to provide water tight cargo space, and said sheathing having a greater inclination at its ends than at the ends of the half sections.

EZRA KELLER FAILOR.

Witnesses:

C. F. WRIGHT,
C. E. RANDALL.