Aug. 10, 1926. 1,595,949

L. KIRIN

BOAT

Filed Nov. 6, 1925

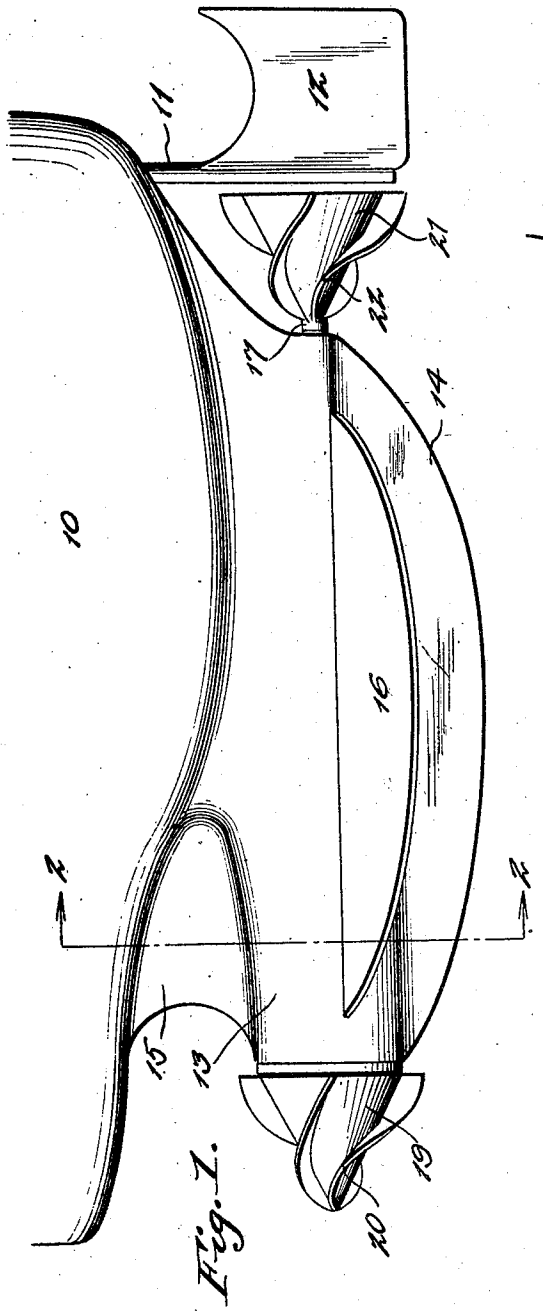


Fig. 1.

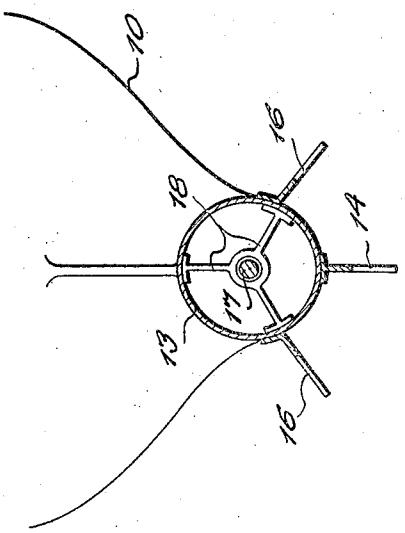


Fig. 2.

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WITNESS:

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UNITED STATES PATENT OFFICE.

LOUIS KIRIN, OF RIVERBANK, CALIFORNIA.

BOAT.

Application filed November 6, 1925. Serial No. 67,443.

This invention relates to improvements in boats, the general object being the construction of a hull therefor having a drill and propeller provided upon the fore and aft portions of the boat for facilitating greater speed and assurance of momentum against strong currents.

Another object of my invention residing in the construction of side fins extending downwardly and obliquely upon the opposite sides of the boat keel to eliminate side sway or rocking of the boat.

With the above and other objects in view, the invention further includes the following novel features and details of construction, to be hereinafter more fully described, illustrated in the accompanying drawing and pointed out in the appended claim.

In the drawings:—

Figure 1 is a fragmentary side elevation of the novel form of the boat hull.

Figure 2 is a vertical sectional view taken on the line 2—2 of Figure 1.

Referring to the drawing in detail, wherein like characters of reference denote corresponding parts, the reference character 10 indicates a boat hull having a rudder shaft 11 extending downwardly in a vertically disposed position with respect thereto and adjacent the aft end in supporting a rudder 12 upon its outer and lower end for facilitating the guiding of the boat 10 to various channels and water waves. The lower portion of the hull having a cylindrical portion 13 provided thereon and supporting a curved keel 14 thereupon while a reduced portion 15 being provided between the lower portion of the hull 10 and the cylindrical portion 13 for cutting the water and driving the same to the right and left of the hull while in transit and slightly merging into the remainder of the hull 10 at an appropriate distance adjacent an intermediate portion in the length of the hull 10. Side portions or fins 16 being arranged upon the outer sides of the cylindrical portion 13 and extending downwardly and obliquely therefrom upon the opposite sides of the keel 14 in eliminating the usual rocking and rolling effect of a boat, much to the discomfort of the occupants.

The propulsion means constituting a common drive shaft 17 mounted centrally within the cylindrical portion 13 through the instrumentality of bearing supports or arms 18 and having a conical-shaped member 19 arranged upon its forward end and having helically and spiraled pitched blades 20 radiating from the apex of the conical-shaped member 19 and rearwardly in spaced relation to the periphery thereof. The opposite and rear ends of the common drive shaft 17 having a correspondingly disposed conical-shaped member 21 with correspondingly disposed and constructed blades 22. As noted from the foregoing description and accompanying drawing, the relative arrangement of the respective conical-shaped members 19 and 21 having correspondingly pitched and disposed propulsion blades 20 and 22, respectively, fitted thereon in the manner described, provides a drill propeller upon the forward portion of the hull 10 and propulsion means upon the rear portion of the hull 10 whereby the hull 10 supporting the boat, not shown, will attain a great rate of speed and be used effectually well to great advantage against strong water currents, regardless of wind and water in so far as the side fins 16 obliterating any danger of the boat capsizing under any such condition relative to the water and speed of the hull 10.

The invention is susceptible of various changes in its form, proportions and minor details of construction, and the right is hereby reserved to make such changes as properly fall within the scope of the appended claim.

Having described my invention, what is claimed is:

A boat of the character described comprising a hull having a cylindrical portion and keel supported centrally upon the under side thereof; side fins arranged upon the opposite and outer sides of the cylindrical member and extending downwardly and oppositely and obliquely disposed upon the opposite sides of the keel for eliminating the upper locking and rolling effect of water craft, a

drive shaft mounted within the cylindrical member and having propulsion conical-shaped members arranged in like end to end relation upon the opposite ends of the drive shaft exteriorly of the cylindrical portion, and the outer sides of the conical-shape members having helically and spiralled positioned plates radiating from the apex of the conical-shaped members and rearwardly in spaced relation to the periphery thereof whereby the particular water craft may be propelled and impelled from both ends of the craft in a single operation upon the common drive shaft.

In testimony whereof I affix my signature.

LOUIS KIRIN.