

Jan. 29, 1957

H. J. ATKINSON

2,779,302

SPEED WING FOR MOTOR-DRIVEN BOAT

Filed Aug. 16, 1955

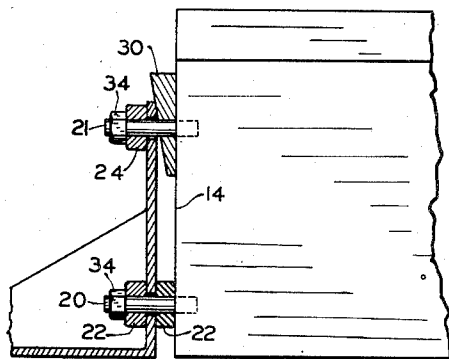
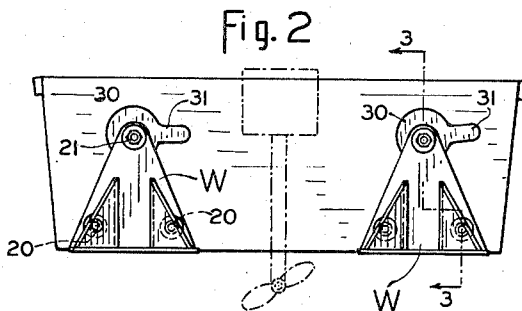
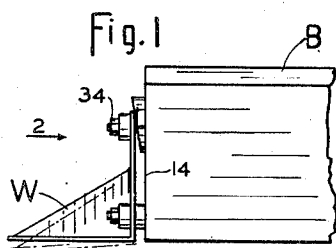


Fig. 3

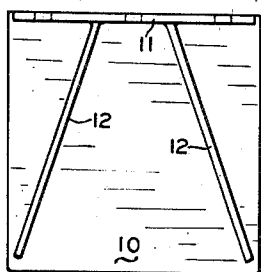


Fig. 5

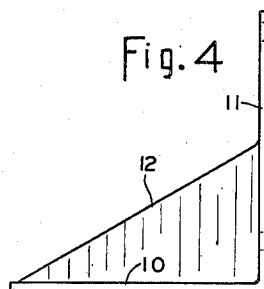


Fig. 4

INVENTOR.  
HERBERT J. ATKINSON.

BY

Chas. T. Hawley

ATT'Y.

1

2,779,302

## SPEED WING FOR MOTOR-DRIVEN BOAT

Herbert J. Atkinson, Sudbury, Mass.

Application August 16, 1955, Serial No. 528,720

1 Claim. (Cl. 114—66.5)

This invention relates to motor-driven boats and particularly to relatively small boats equipped with outboard motors.

When such boats are overpowered or are driven too rapidly, the bow of the boat tends to rise, so that the boat does not "plane" and there is a loss in speed and efficiency.

It is the general object of my invention to provide a pair of speed wing attachments to be mounted at the rear end of a motor-driven boat. These wings provide flat bottom surfaces which in effect prolong the bottom of the boat rearward of the propeller and react against the upward thrust of the water.

An important feature of the invention relates to the provision of means for manually adjusting the angle of each speed wing relative to the bottom of the boat. In the preferred form, cam-operated adjusting means is provided.

My invention further relates to arrangements and combinations of parts which will be hereinafter described and more particularly pointed out in the appended claim.

A preferred form of the invention is shown in the drawings, in which

Fig. 1 is a partial side elevation of a boat provided with my improved speed wings;

Fig. 2 is a rear elevation, looking in the direction of the arrow 2 in Fig. 1;

Fig. 3 is an enlarged sectional elevation, taken along the line 3—3 in Fig. 2;

Fig. 4 is an enlarged side elevation of one of the speed wings; and

Fig. 5 is a plan view thereof.

Referring to Figs. 1 and 2, I have shown a pair of wings W attached to the rear end of a boat B. Each wing W comprises a bottom 10 (Figs. 4 and 5), an upright front end 11 and a pair of triangular braces 12. The braces are angularly disposed as shown in Fig. 5.

Each speed wing W is secured to the rear end 14 of the boat B by studs 20 and 21 secured in the end 14. Two lower studs 20 are used with each wing and a single upper stud 21.

Rubber collars 22 are used on each lower stud 20 and a single rubber collar 24 on each upper stud 21.

2

A disc cam 30 is pivoted on each upper stud 21 and is of tapered cross-section. The disc cam 30 also has a handle portion 31.

Nuts 34 are provided on the outer end portions of the studs 20 and 21, and by tightening the nuts the speed wings W may be secured in place and held from rattling.

The disc cams 30 may be turned on the upper studs 21 to change the angle of the speed wings W relative to the boat end 14. The collars 24 on the upper studs 21 will yield to permit such adjustment, or the upper nuts 34 may be loosened to permit excessive adjustment. The result of such adjustment is shown in broken lines in Fig. 1.

By changing the angle at which each speed wing is held, the action of the wings may be varied and controlled to meet changes in speed, in water conditions and in amount and disposition of load. Smoothness in operation and more advantageous use of power is thus made available.

Having thus described by invention and the advantages thereof, I do not wish to be limited to the details herein disclosed, otherwise than as set forth in the claim, but what I claim is:

A boat comprising a body having a rigid upright rear end portion, a speed wing constituting a separate rigid unit and comprising a bottom portion to react against upward water thrust and a rigid upright front portion located adjacent and substantially parallel to the rear end portion of the boat but spaced therefrom, means to yieldably secure the lower part of the upright front portion of said wing to the lower part of the rear end portion of the boat, and manually-operated cam means to vary the spacing of the upper part of said upright front portion of said wing from the upper part of said rear end portion of said boat, and to thereby vary the angular position of the wing unit relative to the rear end portion of said boat, and said securing means comprising a bolt-and-nut construction and yieldable collars mounted on said bolt at each side of said upright portion of said wing and permitting small changes in the angular spacing of the upper portion of the wing unit from the rear end of the boat by said manually-operated cam means while substantially retaining the initial relationship of the lower part of said speed wing unit to said boat end portion.

### References Cited in the file of this patent

#### UNITED STATES PATENTS

1,752,406	Wetch	Apr. 1, 1930
2,576,744	Anderson	Nov. 27, 1951
2,603,179	Gardiner	July 15, 1952

#### FOREIGN PATENTS

408,123	Italy	Dec. 20, 1944
1,027,940	France	Feb. 18, 1953