

Patented Apr. 16, 1912.
2 SHEETS—SHEET 1.

1,023,699.

Fig. 1.

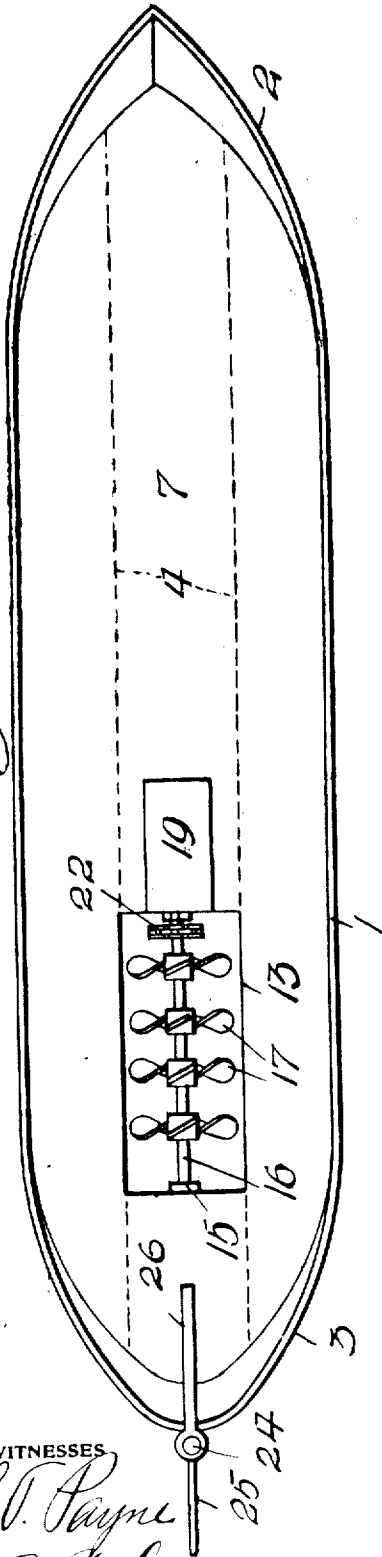
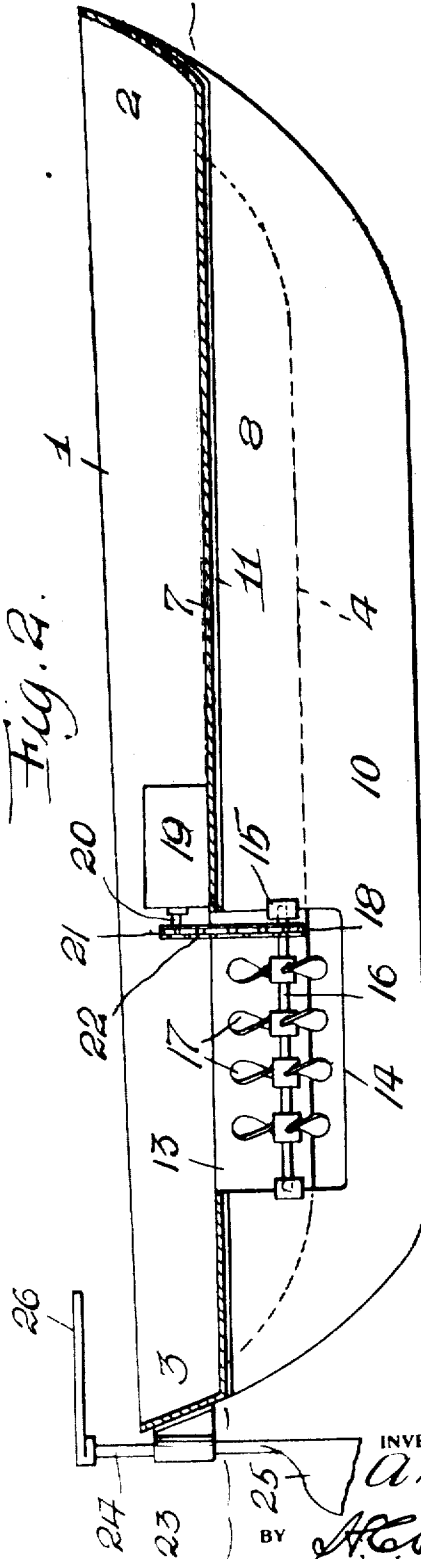


Fig. 2.



WITNESSES

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Fig. 3.

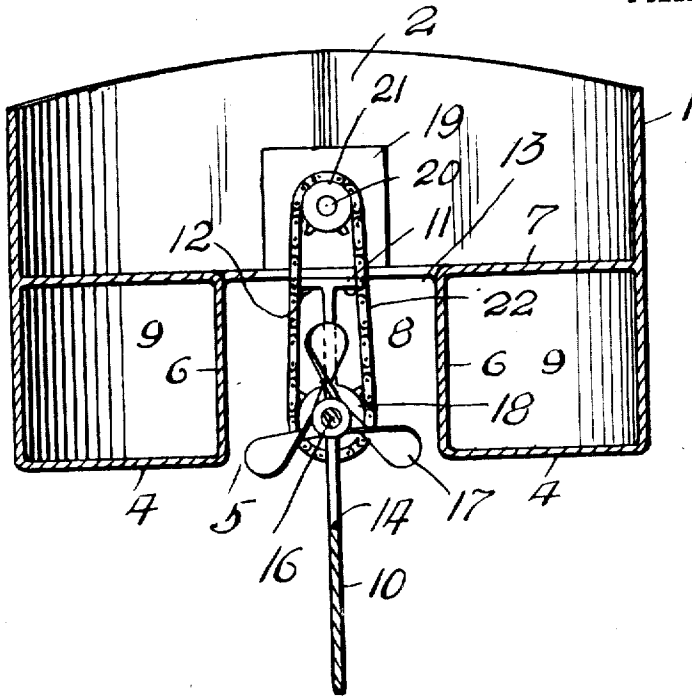
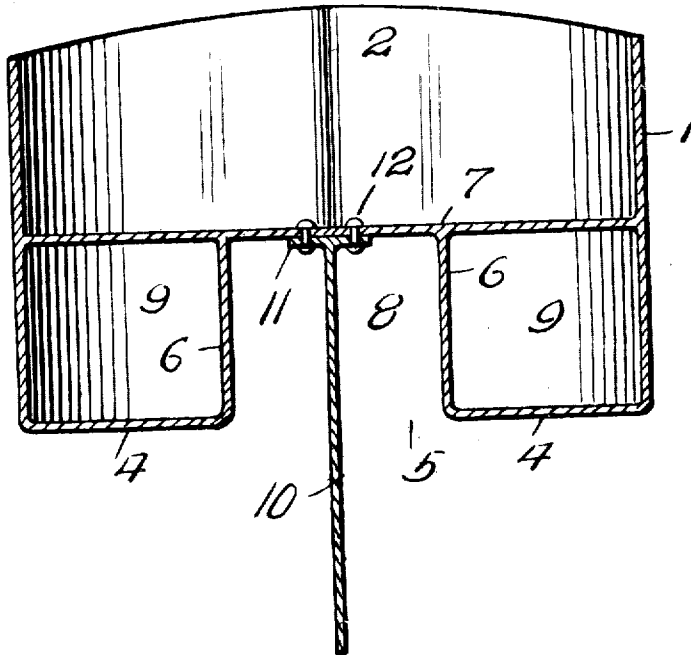


Fig. 4.



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UNITED STATES PATENT OFFICE.

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WATER-CRAFT.

1,023,699.

Specification of Letters Patent.

Patented Apr. 16, 1912.

Application filed January 4, 1912. Serial No. 669,369.

To all whom it may concern:

Be it known that I, ANTHONY WILK, a citizen of the United States of America, residing at Evanston, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Water-Crafts, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to water crafts, and more particularly to motor boats.

My invention aims to provide a boat with a central longitudinal water-way extending from the bow of the boat to the stern thereof, and protruding into the water-way are a series of propellers adapted to be driven by a motor for propelling the boat. Extending into the water-way is a rudder for steering the boat, and as the water within the water-way is confined, the efficiency of the propellers for moving the boat is materially increased, while the propellers are protected and prevented from injury by the boat running aground or contacting with snags, floating debris or other matter.

My invention further aims to provide a boat hull with airtight compartments that increase the buoyancy and stability of the boat upon a body of water, and to furnish the boat with a center board or keel that practically prevents the boat from capsizing upon a rough sea or body of water.

My invention still further aims to accomplish the above results by a construction that is simple, durable, inexpensive to manufacture and highly efficient for the purposes for which it is intended.

The invention will be hereinafter specifically described and then claimed, and reference will now be had to the drawings, wherein:

Figure 1 is a plan of a boat in accordance with this invention, Fig. 2 is a longitudinal sectional view of the same, and Figs. 3 and 4 are enlarged cross sectional views of the boat.

A boat in accordance with this invention comprises a hull or shell 1 having a bow 2 and a stern 3 and a flat bottom 4. The bottom 4 is provided with a longitudinal opening 5 extending from the bow of the boat to the stern thereof, and arranged over this opening is a rectangular casing having vertical longitudinal walls 6 and a top plate 7, said casing being in communication with the

opening 5 and providing a longitudinal water-way 8 extending from the bow of the boat to the stern thereof. The longitudinal casing is preferably formed integral with the flat bottom 4 of the hull and the top plate 7 is of a greater width than the water-way 8, said top plate having the longitudinal edges thereof connected or formed integral with the sides of the hull 1. This arrangement of the top plate 7 provides longitudinal side airtight compartments 9 that can be filled with hydrogen or a gas having buoyant properties. The top plate 7 serves as a floor for the occupants of the boat or other matter to be carried within the boat.

The top plate 7, within the water-way 8, is provided with a longitudinal center board or keel 10 extending from the bow of the boat to the stern thereof, the upper edge of said center board having lateral flanges 11 riveted or otherwise connected, as at 12 to the top plate 7.

The top plate 7, adjacent to the stern of the boat, is provided with a rectangular opening 13 and the center board or keel 10 is provided with an opening 14 in communication with the opening 13. The vertical walls of the opening 14 are provided with bearings 15 for a longitudinal propeller shaft 16. Mounted upon the shaft 16 is a series of propellers 17 and a sprocket wheel 18. The motor 19 or other source of power is arranged upon the top plate or floor 7 of the boat, at the opening 13, said motor having the armature shaft 20 thereof provided with a sprocket wheel 21. The wheels 18 and 21 are connected by a sprocket chain 22. In lieu of the sprocket chain any suitable transmission mechanism can be employed for transmitting a rotary movement to the propeller shafts 16 from the motor 19.

The stern of the boat is provided with a bearing 23 for a rudder post 24 having the lower end thereof provided with a rudder 25 and the upper end with a crank 26.

The propellers 17 are located within the water-way 8, and the boat can be easily driven upon a body of water.

The motor boat has a draft slightly less than the depth of the water-way 8, whereby water cannot enter the opening 13, especially when there is a cessation in the operation of the motor boat.

It is thought that the operation and utility of my invention will be apparent without

further description, and I reserve the right to make such changes as fall within the scope of the appended claims.

What I claim is:—

- 5 1. In a motor boat, a hull having a flat bottom provided with a longitudinal opening extending from the bow of the hull to the stern thereof, a casing arranged over said opening and having a top plate connect-
10 ing the sides of the hull and providing a floor, the top plate of said casing having an opening formed therein, a center board carried by the top plate of said casing and extending from the bow of said boat to the
15 stern thereof, said center board having an opening formed therein in communication with the opening of the top plate of said casing, propellers revolubly mounted in the opening of said center board, and means
20 carried by the plate of said casing adjacent to the opening thereof for imparting a rotary movement to said propellers.
2. A boat comprising a hull having a flat
25 bottom provided with a longitudinal opening extending from the bow of said boat to the stern thereof, a casing mounted over the

opening of said hull and having a top plate with the edges thereof connected to the side walls of said hull to provide longitudinal
30 airtight compartments at the sides of said hull, a center board secured to the top plate of said casing and extending from the bow of said boat to the stern thereof, and revoluble propellers supported by said center
35 board.

3. In a boat, a hull having a flat bottom provided with a longitudinal opening, a casing arranged in said hull over said opening and providing a water-way and airtight side
40 compartments, a center board arranged in the water-way of said casing and extending from the bow of the boat to the stern thereof, revoluble propellers supported by said center board, and means carried by said casing and adapted to impart a rotary move-
45 ment to said propellers.

In testimony whereof I affix my signature in the presence of two witnesses.

ANTHONY WILK.

Witnesses:

P. A. SIEMAN,
JOS. J. OSBOWSKI.