United States Patent

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[54] **MOTORSKI**
1 Claim, 4 Drawing Figs.

[52] **U.S. Cl.** **115/70**
[51] **Int. Cl.** **B63b 35/00**
[50] **Field of Search** 115/70

[56] **References Cited**
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ABSTRACT: A craft for travel upon a water surface, the craft comprising a hull with a cockpit for carrying passengers, the hull carrying an outboard motor at its rear end, and the hull being mounted upon a single front ski and a single rear ski in longitudinal alignment with each other, the front ski being able to be steered manually.

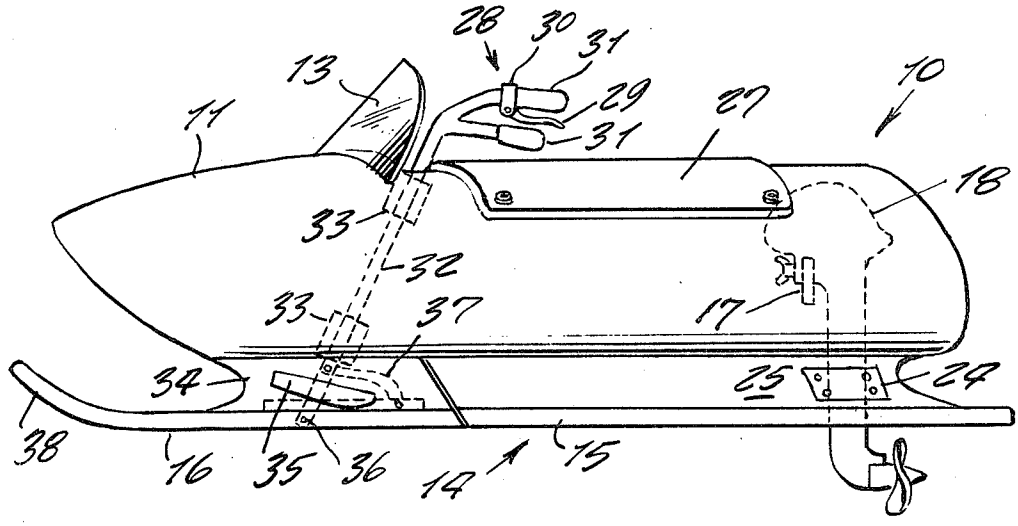


Fig. 1

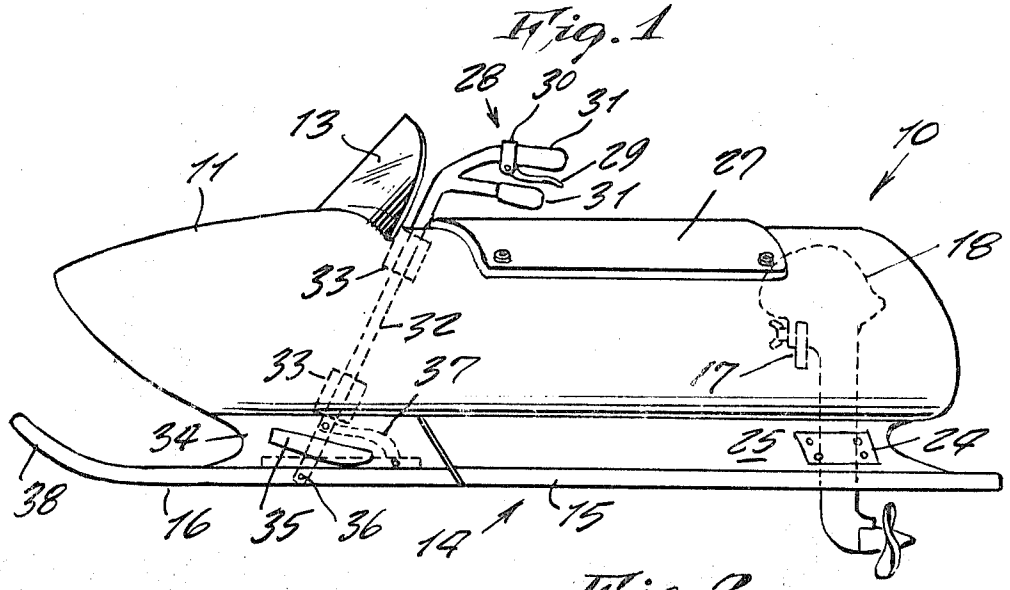


Fig. 2

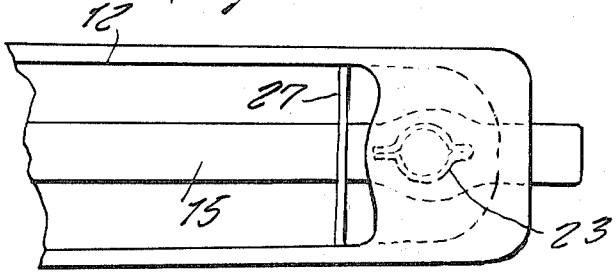


Fig. 3

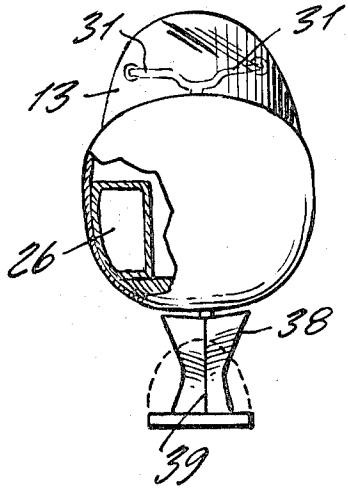
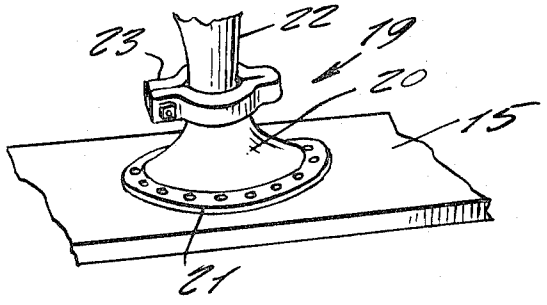


Fig. 4



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MOTORSKI

This invention relates generally to water craft.

A principal object of the present invention is to provide a new type of water craft which combines the features of a speed boat and a water ski, thus providing a novel vehicle embodying the principles of each.

Another object of the present invention is to provide a motor ski which like a conventional water ski must be maintained in motion so that it will ride along the surface of the water and wherein such motion should be at least approximately seven or eight knots.

Yet another object of the present invention is to provide a motor ski wherein a ski assembly is located below a hull, the ski assembly including a front and rear ski, the skis being in longitudinal alignment with each other and wherein the front ski may be pivoted by a steering mechanism so as to maintain the craft upright in a similar manner as a bicycle is maintained upright by steering a front wheel.

Other objects of the present invention are to provide a motor ski which is simple in design, inexpensive to manufacture, rugged in construction, easy to use and efficient in operation.

These and other objects will be readily evident upon a study of the following specification together with the accompanying drawing wherein:

FIG. 1 is a side elevation view of the present invention;

FIG. 2 is a fragmentary top plan view thereof;

FIG. 3 is a front elevation view shown partly in cross section so to illustrate a hollow float chamber; and

FIG. 4 is a perspective view of a watertight securement upon a ski.

Referring now to the drawing in detail, the reference numeral 10 represents a motor ski, according to the present invention, wherein there is a hull 11 which may be of a configuration of a ski boat or the like and which may be made of moulded plastic or other material generally used in the construction of watercraft.

The hull 11 includes a cockpit 12 within which a passenger or passengers may ride. A windshield 13 is mounted upon a forward potion of the hull and forwardly of the cockpit and through which the passengers may look ahead.

The hull 11 is mounted upon a ski assembly 14 which includes a stationary rear ski 15 and a steerable front ski 16.

The hull 11 includes a transverse extending board 17 to which a conventional outboard motor 18 may be clamped. The outboard motor extends downwardly through the rear ski 15 as shown. A clamp securement assembly 19 shown in FIGURE 4 is mounted upon the ski 15 and through which the outboard motor extends. The securement assembly includes a flexible rubber cover 20 secured along a lower edge between a bezel ring 21 and upper side of the ski 15. The upper edge of the rubber is secured in a watertight manner around the outboard motor shaft 22 by means of a clamp 23. A door 24 in a fin 25 formed below the hull provides access to the clamp hookup.

As shown in FIGURES 2 and 3 of the drawing, the hull comprises a generally hollow member which also includes flotation chambers 26 for the purpose of bouyance so as to maintain the craft in a floating position upon the water after a forward motion has ceased. A foam rubber pad 27 is mounted upon the upper side of the hull rearward of a steering assembly 28.

The steering assembly 28 includes a shift lever 29, a throttle control 30 and a handle bar 31 upon a steering post 32 supported in bearings 33, the lower end of the steering post being connected to the front ski 16. A fin 34 is located between the hull and ski, the fin supporting an elevator or rising plane 35 on each side thereof. Appropriate bolts 36 and a brace 37 are included in the hookup of the front ski to the steering post.

As shown in FIGURE 3, the leading end 38 of the front ski has a knife edge 39 along the longitudinal center thereof on the underside so as to cut the water.

In operative use, the rider of the craft positions himself in the cockpit where he can operate the outboard motor and steer the steering mechanism at the same time. As the motor ski develops speed, it will maintain its position upon the water surface in a same manner as a conventional water ski. Thus there has been provided a motor ski craft which gives all the thrill of water skiing within an independent craft that does not require to be towed behind another boat. It is of course understood that a rider of the present device can sit upon the foam rubber pad 27 thus straddling the hull much in the same manner as a cyclist upon a motorcycle. Thus the rider need not stand within a well such as in a conventional motorboat.

I claim:

1. In a Motorski, the combination of a hull, said hull being mounted upon a ski assembly, said ski assembly including a rear ski stationarily mounted to said hull and a front ski rotatable relative to said hull, and a steering mechanism for rotating said front ski, said hull comprising a streamlined body made of moulded plastic or like material, said hull comprising a hollow shell member including flotation chambers therewithin and along opposite sides thereof for the purpose of providing bouyancy, said hull being provided with a foam rubber pad upon an upper side thereof upon which a rider may sit, and said hull having a windshield in front thereof, said hull including a transverse board therewithin to which a conventional outboard motor is secured, said outboard motor extending downwardly through a lower portion of said hull and said rear ski, said front ski being secured to said steering mechanism, said steering mechanism including a steering post having a pair of handle bars at its upper end, a shift lever and a throttle control adjacent said handle bars, said steering post being supported within a plurality of bearings within said hull, and a lower end of said steering post being connected to said front ski, an elevator or rising plane being formed on each side of a vertical fin extending longitudinally between said front ski and said hull, said fin being integral with said ski, and each said plane comprising a generally flat foil that is slightly inclined upwardly toward its forward edge so to form an angle of attack during forward movement.