July 10, 1962

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WATER SPORT RIDING DEVICE

Filed Nov. 28, 1958

Fig. 1

Fig. 4

Fig. 6

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Fig. 2

Fig. 3

Fig. 5

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This invention relates to aquatic sporting devices and more particularly to a device capable of carrying a passenger over water for the purpose of amusement and exercise.

An object of the invention is to provide an aquatic tow device adapted to be attached to a towing boat which will pull the aquatic sporting device at planing speeds.

A further object of the invention is to provide a maneuverable and reasonably stable aquatic device for performing various gyrations, for example, cross-backs and forth-crosses in the wake of a boat. The maneuvers of the aquatic device in accordance with this invention simulate the fun of water skiing, however, the passenger performs all of the maneuvers in the same position and without the use of the hands, and in the sitting position. This will make it possible for many people to enjoy a sport similar to water skiing or sledding at a much less strenuous position and without a heavy strain on the arms and legs.

One of the important features of the invention is the manner of attachment to the tow line of the boat. There is a three-point connection between the aquatic device and the tow line instead of the usual smaller number of attachment points. This aids in the stability of the aquatic device enabling it to more easily remain under the control of the passenger. Further, the device may be detached from the boat tow line very easily, that is, by unsnapping a clip on the tow line.

A further important feature of the invention is the way that the harness is rigged. The harness and reins of the device are so arranged as to take the tension of the tow line and transfer it to the arms of the rider yielding amazing maneuverability. When the rider tires he may release the back pressure on the reins and let the harness line to the body of the device do the pulling. All this is done in a sitting position.

These together with other objects and advantages which will become subsequently apparent reside in the details of construction and operation as more fully hereinafter described and claimed, reference being had to the accompanying drawings forming a part hereof, wherein like numerals refer to like parts throughout, and in which:

FIGURE 1 is a perspective view of the device shown in a towing position.

FIGURE 2 is a top view of the harness rig.

FIGURE 3 is a bottom view of the device in FIGURE 1.

FIGURE 4 is a longitudinal sectional view of the device in FIGURE 1.

FIGURE 5 is a transverse sectional view taken on the line 5—5 of FIGURE 4.

FIGURE 6 is a perspective view of a water tube.

In the accompanying drawings there is an aquatic device constructed to exemplify the principles of a planning member in the form of the invention. The aquatic device is composed of a ski 12 formed of an essentially flat panel which is turned up at its forward end 14 to assume the nature of a ski. As shown in FIGURE 3 the upturned angularity commences about at the 30% station as measured from the leading to the trailing edge thereof. In plan (FIGURE 3) the ski 12 has a smoothly curved leading edge, essentially straight side edges and tapering rear edges terminating at the aft edge 18 which is essentially transverse and slightly curved towards the bottom or side edges of the ski to prevent digging into the water when maneuvering.

An upstanding center board 20 is attached to the top surface of ski 12. It is preferred that this center board be flat for reduction in weight and for minimal interference to the legs of the rider who is located on seat 22. There is a central opening 24 in center board 20 to facilitate handling and manipulation of the device, and seat 22 is located on the board 20 above opening 24. The attachment between center board 20 and ski 12 is achieved in one of the simplest fashions. The essentially flat center board 20 is disposed between a pair of elongate plates 26 and 28 that are rigidly attached to the top surface of ski 12 and near the centerline thereof. Bolts 30 are passed through aligned openings in plates 26 and 28 and the sides of center board 20. With nuts fastened onto the bolts, the center board is rigidly affixed to ski 12. The purpose of bolts 30 is for ease in shipping and handling.

Seat 22 is made of a seat board or plate 34 which may be upholstered but which is preferably left in a plain condition. A pair of side plates 36 and 38 are attached to seat plate 34 and to the center board 20 by means of bolts 39 in selected apertures 41. If desired, center board 20 may be ornamented. For instance there may be a simulated head 40 of a swan, duck or some other figurehead may be applied thereto. As clearly evident from inspection of FIGURE 1, the upper surfaces of ski 12 constitutes footrests for the rider who is on seat 22.

Harness 42 constitutes an important part of the invention. The harness is adapted to be secured to a tow rope 44, for instance by attachment to ring 46 that is on the tow rope. Two rein means in the form of lines or members 48 and 50 are attached to ring 46 and to handle means in the form of a crossbar 52. Rings 54 may be used to attach the lines 48 and 50 to the crossbar 52. Tow line 56 is secured to ring 46 and to a clevis or clip 58. This is, in turn, secured to a U-shaped yoke 60, the latter being attached at its ends to a bolt 62 that passes through one of two openings 63 in the front of center board 20.

In use, the device is maneuvered in the manner described. To recapitulate, it is drawn to planing speed by means of a towing boat through the agency of the tow rope 44. As the device assumes a planing position, the aft end thereof contacts the water surface with tube 66 engaging in the water. This tube is generally L-shaped with one part fitting flush against the undersurface of ski 12 and another part passing through an opening in the plane of center board 20. The tube 66 conducts water for throwing a spray or roosting tail of water behind the device as it is pulled through the water. The maneuverability of the device is achieved by pulling to the left or the right on rein lines 48 and 50, causing the device to move to the left or the right. Raising and lowering of the device is caused by shifting the weight of the rider either fore or aft of the device.

With experience the rider may lean his weight to the left or right or may improvise other ways of changing the direction and attitude of the device.

Since the ski 12 has ample space for the feet, the rider may stand should he so desire, and the rider may use the rod 52 as a hand-grip. It is quite evident that the user of the device may at will improve various and sundry maneuvers to increase the pleasure derived from the device. At a minimum, the rider may be seated on the seat with his feet on the footrest formed by ski 12. From here, many other uses of the device will occur to those experiencing its various possibilities.

The seat 22 may be shifted fore or aft (FIGURE 4) by fitting the bolts that hold the seat in place in any pair of
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selected apertures in the group of the apertures at the top of center board 20. The same holds true for tow line 56. It may be attached in one of the group of apertures 63 at the front of center board 20.

The foregoing is considered as illustrative only of the principles of the invention. Further, since numerous modifications and changes will readily occur to those skilled in the art, it is not desired to limit the invention to the exact construction and operation shown and described, and accordingly all suitable modifications and equivalents may be resorted to, falling within the scope of the invention as claimed.

What is claimed as new is as follows:

1. An aquatic device adapted to be drawn by a tow rope secured to a boat, said aquatic device comprising a ski having an upturned forward end, a center board attached to said ski and rising from the upper surface thereof, portions of said ski on opposite sides of the center board constituting footrests, a seat, means securing said seat on said center board, harness lines attached to said device and adapted for securing to said tow rope, said harness lines including a tow line having means on one end adapted for securing to said tow rope, the other end of said tow line having means for attaching said tow line to said center board, a pair of rein lines each having one end secured to said securement means and extending rearwardly therefrom to a point spaced slightly forward of said seat, a crossbar, the rear ends of said rein lines secured to opposite ends of said crossbar whereby said crossbar may be pulled to transfer the pull of the tow rope from said tow line to said rein lines thereby enabling a person riding the device to then selectively pull on opposite ends of said crossbar to shift the attitude of the device relative to the water over which it is traveling thereby controlling its direction of travel to some extent.

2. The combination of claim 1 including means at the rear end of said ski for producing a spray behind the ski as the ski is drawn through the water.

3. The combination of claim 1 wherein said seat securing means includes means for securing said seat in selected positions on said center board so that said seat may be moved fore and aft of the center board to shift the combined center of gravity of the passenger and the device.

4. An aquatic device comprising the combination of a ski which has a lower surface adapted to plane on the water and an upper surface, a seat, a center board attached to said ski and supporting said seat, harness lines attached to said device adapted for securing to a tow rope, an essentially L-shaped tube attached to the rear part of said ski to conduct water as the ski is being moved in the water and discharge the water as a spray or rooster tail behind said ski, said harness lines including a tow line having means on one end adapted for securement to said tow rope, the other end of said tow line having means for attaching said tow line to said center board, a pair of rein lines each having one end secured to said securement means and extending rearwardly therefrom to a point spaced slightly forward of said seat, a crossbar, the rear ends of said rein lines secured to opposite end portions of said crossbar whereby said cross bar may be pulled to transfer the pull of the tow rope from said tow line to said rein lines thereby enabling a person riding the device to then selectively pull on opposite ends of said crossbar to shift the attitude of the device relative to the water over which it is traveling thereby controlling its direction of travel to some extent.

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