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SURF BOARD CONTROL MEANS

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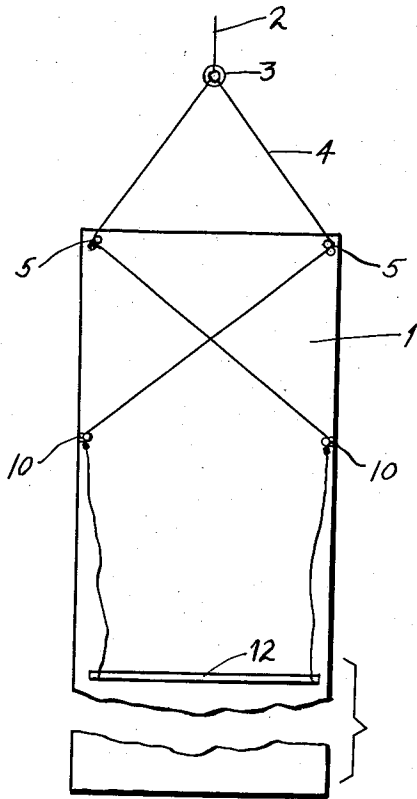


Fig. 1

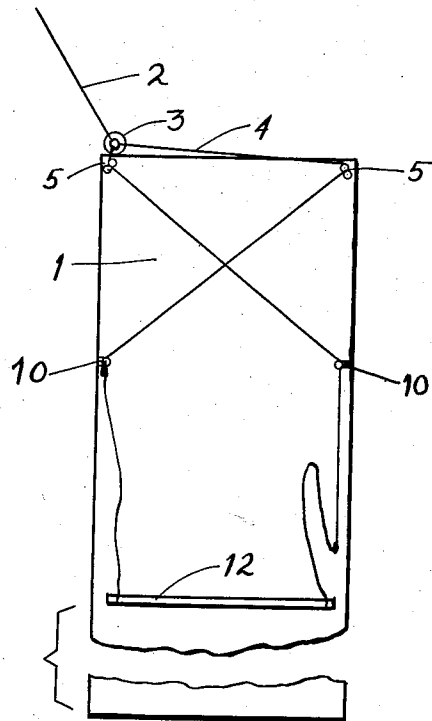


Fig. 2

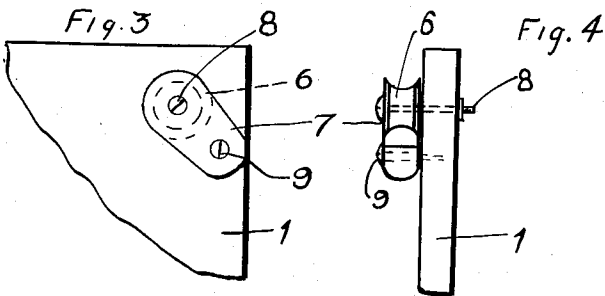


Fig. 3

Fig. 4

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SURF BOARD CONTROL MEANS

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1 Claim. (Cl. 9—11)

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The present invention is related to aquaplanes and surf boards and is more particularly concerned with a novel arrangement for controlling and steering the same when being towed by a boat.

Aquaplanes as are in use at the present time are principally used by towing behind a motor boat through the means of tow rope extending from the stern of the motor boat and connected at an end to the aquaplane. The rider on the aquaplane is positioned at the rear end thereof for maintaining the forward end of the aquaplane above the surface of the water. The balancing and steering of the aquaplane is controlled by the rider by placing pressure on one side or the other of the aquaplane and also by pulling backwardly upon one or the other of a pair of ropes, each extending from a forward side portion of the aquaplane. By this arrangement the rider steers the aquaplane from left to right against the movement of the tow rope which tends to extend straight backwardly from the motor boat. Thus this arrangement calls for a rider with an especially good sense of balance and also considerable strength to move the aquaplane against the forces thereon used by the tow rope and action of the water against the bottom of the aquaplane.

The principal object of the present invention is to provide a means for steering an aquaplane which is relatively easy to actuate and which permits the rider to guide the course of the aquaplane by steering to the right or left of the course of the towing boat as he desires.

A further object of the present invention is to provide means for steering an aquaplane while being towed which means is economical and easy to install and which renders the riding of the aquaplane safer and more thrilling than when using the conventional type as heretofore employed.

Referring now more particularly to the accompanying drawings wherein like parts are designated by similar reference characters:

Figure 1 is a top plan view of an aquaplane with the present steering arrangement mounted thereon.

Figure 2 is similar to Figure 1 with the exception that the steering arrangement is shown in the position assumed when steering the aquaplane to the right.

Figure 3 is an enlarged detailed view of one of the forward pulleys forming part of the present invention; and

Figure 4 is a side elevation of Figure 3.

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In the drawings numeral one refers to a conventional aquaplane or surf board normally formed from a flat board having a rectangular configuration. Numeral 2 refers to the usual tow rope extending from the rear of a motor boat for being connected to the aquaplane and towing the same.

The present steering mechanism consists of a metal ring 3 having said tow rope 2 attached thereto. From this ring 3 and extending therefrom is a steering and supporting rope 4 which extends from said ring to the opposite front ends of the aquaplane 1 and extends through each of the pulleys 5 mounted at said front ends. After passing through the pulleys 5 rope 4 extends diagonally across the aquaplane to and around rear pulleys 10 which are also carried by the aquaplane but at a medial portion thereof. The loose ends of said cord 4 are connected to a handle bar 12 with each end of said rope connected to an end of said bar.

Said front pulleys 5 consist of a wheel 6 mounted between a pair of flanges 7 which members are fastened flat upon the front corner of the aquaplane by a bolt 8 which extends through and forms the axle of said pulley. The opposite ends of each flange 7 are further retained to the aquaplane by a screw 9 which extends there-through.

The rear pulleys 10 are pivotally connected to the aquaplane in a conventional manner, that is, by means of a screw passing through an eye swingably connected to the flange 7 of the pulleys.

In use the rider assumes the conventional position upon the aquaplane, that is, by placing one foot on each side of the rear portion of the aquaplane and grabbing and pulling backwardly upon said handle 12. The tow rope 2 which is pulled taut by its connection to the motor boat will assume a straight line with reference to the longitudinal axis of both the motor boat and the aquaplane. The rider by pulling backwardly on the right hand side of the handle 12 will pull rope 4 through the right hand rear pulley 10 and the left hand front pulley 5, thus gradually drawing ring 3 and tow rope 2 towards the left front portion of the aquaplane. Thus the tow rope 2 gradually assumes an angle with respect to the aquaplane and the aquaplane is similarly tilted to the left due to the upward pull on the right pulley 10. Thus the aquaplane will be caused to move in a direction to the right of the tow rope 2 and the preceding motor boat. The rider can return to the first position by pull-

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ing on the left hand side of handle 12 and should he pull back far enough the tow rope will be drawn towards the right front end of the aquaplane thereby steering the same to the left, if desired.

It is obvious that intermediate positions can be assumed at the rider's desire.

The present device is capable of considerable modification and such changes thereto as come within the scope of the appended claim are deemed to be a part of the invention.

I claim:

A device for controlling the direction of an aquaplane when being towed comprising a tow rope, a pair of front guides mounted on the forward end of said aquaplane, a second pair of rear guides mounted on the medial portion of

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said aquaplane and a pair of steering and supporting lines for the rider of the aquaplane with each line extending through one of said rear guides across to and through one of said front guides on an opposite side of said aquaplane with both lines connected to said tow rope.

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The following references are of record in the file of this patent:

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