March 22, 1955 S. C. HULETT 2,704,529

HYDROPLANE

Filed April 20, 1953

Fig. 1

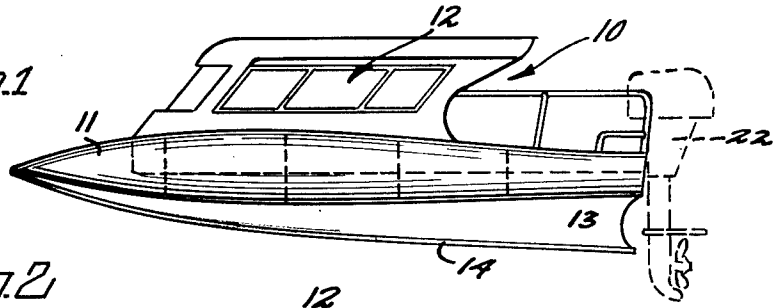


Fig. 2

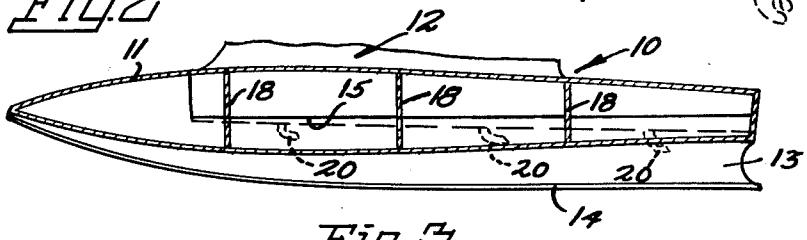
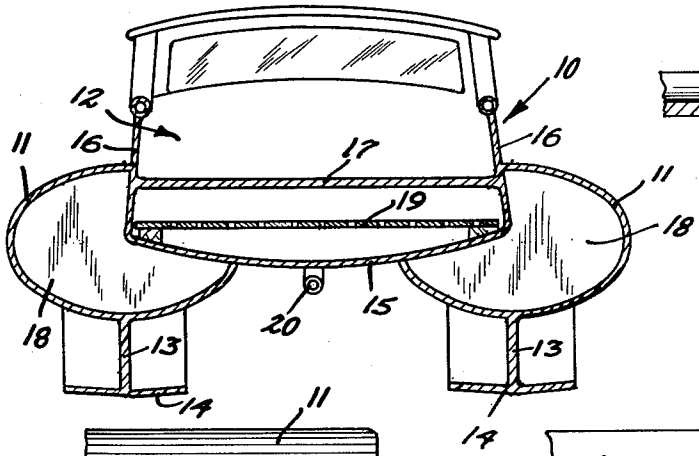


Fig. 3



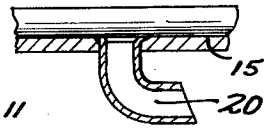


Fig. 4

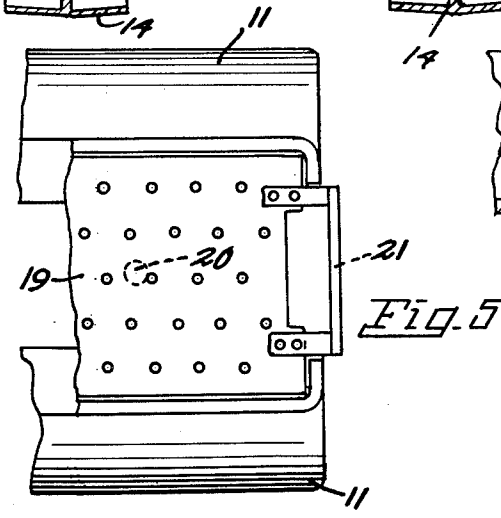


Fig. 5

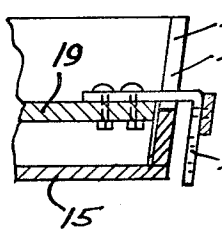


Fig. 6

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HYDROPLANE

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Application April 20, 1953, Serial No. 349,646

2 Claims. (Cl. 114—66.5)

This invention lies in the general class of boats and water vehicles and relates more particularly to a hydroplane.

One object of the invention lies in the provision of a hydroplane which is built and adapted to carry a considerable load without drawing too deeply and yet one which, upon reaching a predetermined speed, will present a very small surface to the water and permit its movement at high speeds.

Another object of the invention lies in the provision of a hydroplane having hermetically sealed pontoons for providing buoyancy to the craft, and hydroplane skis to support the craft while planing upon the surface of the water at high speeds.

Another object of the invention lies in the provision of a hydroplane so constructed and arranged to suitably brace the craft for support along its marginal edge portions, using the bottom of the cabin and the seats for bracing struts between the spaced pontoons.

Another object of the invention lies in the provision of a hydroplane having a wide beam and one which is very stable on turbulent or quiet waters.

Another object of the invention lies in the provision of a hydroplane having means for automatically draining any water shipped into the cabin area.

These and other objects of the invention will become apparent during the course of the following description.

In the accompanying drawing, forming a part of this specification, and in which like numerals are employed to designate like parts:

Figure 1 is a side elevation of my improved hydroplane;

Figure 2 is a fragmentary longitudinal vertical cross section taken through one of the pontoons;

Figure 3 is a transverse vertical cross section through the craft;

Figure 4 is a fragmentary longitudinal vertical cross section through one of the draining ports;

Figure 5 is a plan view of the rear portion of the craft; and

Figure 6 is a fragmentary vertical longitudinal cross section of the rear portion of the craft.

Referring now more particularly to the drawings, I have indicated the craft embodying my present invention by the numeral **10**. The craft is disclosed as having spaced, hermetically sealed cigar-shaped pontoons **11** which are disposed in parallel relation to each other and are held in this position by means of a cabin, indicated in general by the numeral **12**. Extending longitudinally, midway the width of each pontoon **11** and disposed in a vertical plane, is a depending web **13** which widens or deepens progressively toward the rear end thereof and merges with the pontoons at the forward end. Each web **13** supports a hydro-ski **14** which is disposed in substantially a horizontal plane along the bottom edge of the web **13**. Each ski **14** is secured to the web **13** at a point midway the width of the ski **14** and the transverse configuration of the ski is an obtuse angle sufficiently angled to steady the craft as it skis or planes upon the surface of the water and flat enough to provide the necessary lift.

The cabin **12** uniting the pontoons is provided with a downwardly arcuate bottom **15** and upwardly converging sidewalls **16**; spaced upwardly from the bottom **15**, are horizontally disposed transversely extending seats or struts **17** spaced from each other longitudinally of the craft. As the weight of the craft, supported by the pontoons or skis, tends to cause the pontoons to rotate inwardly, the seats **17** act as supporting struts and form a rigid body therebetween.

Each pontoon is internally strengthened by means of bulkheads **18**, defining hermetically sealed compartments within the pontoons. These bulkheads assist in supporting the cabin as well as strengthening the pontoons, permitting the use of a lighter gage metal for the skin of the pontoons. Also, in the event a pontoon is punctured on a rock or other obstruction, the water entering through the puncture will be confined to the single compartment.

To provide adequate footing and a level floor, I have inserted a removable, perforated false floor **19**, supported at its longitudinal side edges upon the bottom **15**. In the event that water should be shipped or rain should fall into the cabin area, the water will pass through the perforations of the false floor **19** onto the arcuate bottom **15**, and thence drain out the rearwardly opening elbows **20** into the water. Normally, the buoyancy of the pontoons will maintain the bottom **15** above the surface of the water and, with the elbows opening rearwardly, forward movement of the boat will prevent any splashing water from entering into the boat from the drain elbows **20**.

Secured to the removable false floor **19** is a motor mount bracket **21** upon which it is contemplated securing an outboard motor **22** for driving the boat. The bracket **21** extends outwardly of the boat through a cutaway portion **23** of the transom **24**.

Having thus described my invention, I claim:

1. A hydroplane comprising spaced hermetically sealed cigar-shaped, compartmented pontoons; a cabin for occupancy by one or more persons, uniting said pontoons in spaced parallel relation, whereby the cabin is supported upon said pontoons; each said pontoon having a longitudinally extending hydro-ski merging with the pontoon at its forward end above the normal water line and progressively diverging from the pontoon toward its rear end; a longitudinally extending web, disposed in a vertical plane, secured to each said ski and its companion pontoon intermediate their widths and supporting said ski; each said ski having in transverse cross-section a slight obtuse angle configuration; and means for propelling the hydroplane.

2. A hydroplane comprising spaced hermetically sealed cigar-shaped pontoons; weight-supporting partitions forming compartments in the pontoons and hermetically sealed one from another; a cabin uniting said pontoons in spaced parallel relation; transverse seats in the cabin forming struts spaced above the bottom of the cabin; longitudinally extending webs disposed in vertical planes secured to said pontoons intermediate their horizontal widths and depending therefrom; skis having obtuse angle transverse configurations carried by the web and having their apices disposed downwardly; said skis merging with their respective pontoons at the forward ends and diverging therefrom rearwardly; and means associated with said cabin for mounting a propelling motor.

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