

Jan. 14, 1930.

C. D. ALDERMAN

1,743,907

SPEED BOAT

Filed May-15, 1929

Fig. 1.

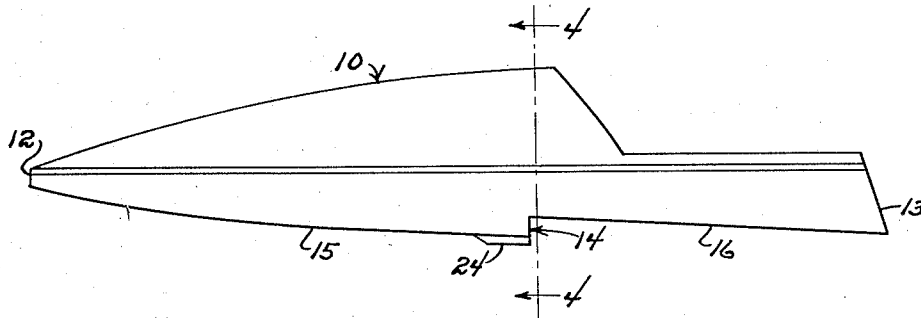


Fig. 2.

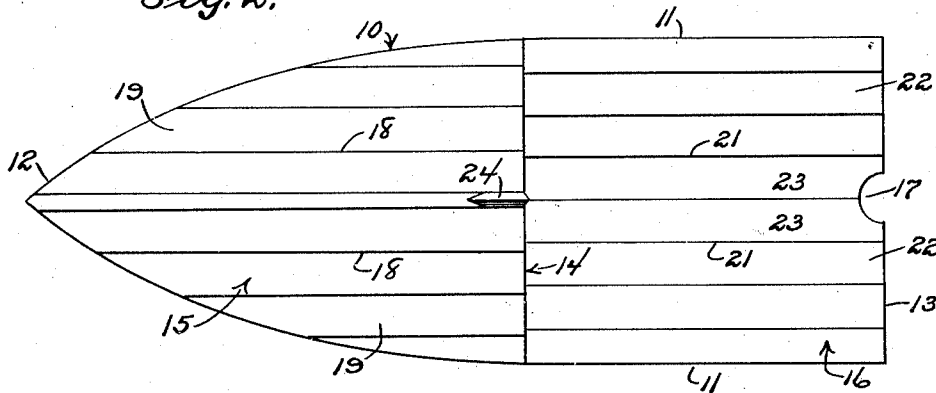


Fig. 3.

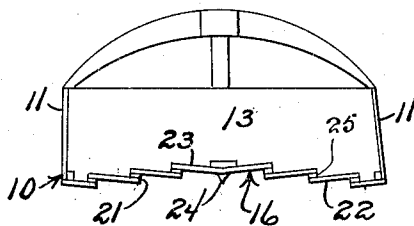
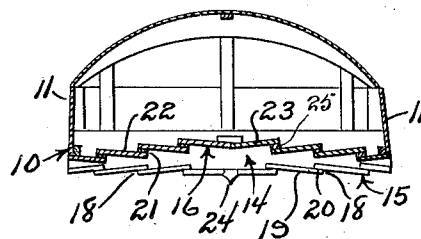


Fig. 4.



Carl D. Alderman
INVENTOR

BY *Vietor J. Evans*
ATTORNEY

UNITED STATES PATENT OFFICE

CARL D. ALDERMAN, OF MUSCATINE, IOWA

SPEED BOAT

Application filed May 15, 1929. Serial No. 363,174.

This invention relates to speed boats and has especial relation to the bottom construction thereof, an object being to provide a boat bottom which will direct a large volume of water to the propeller without increasing the bottom surface to any appreciable extent and thus provide a greater volume of water for the propeller to work against without increasing the drag of the bottom.

Another object of the invention is the provision of a boat bottom which will eliminate skidding at turns, so that the boat may be more readily handled at short turns.

Another object of the invention is to provide a boat bottom which will increase the strength and stability of the boat, as well as increase the boat's speed with an engine of a given power.

With the above and other objects in view, the invention further includes the following novel features and details of construction, to be hereinafter more fully described, illustrated in the accompanying drawing and pointed out in the appended claim.

In the drawing:—

Figure 1 is an elevation of a boat constructed in accordance with the invention.

Figure 2 is a plan view of the bottom of the boat.

Figure 3 is an elevation looking at the stern of the boat.

Figure 4 is a section on the line 4—4 of Figure 1.

Referring to the drawing in detail wherein like characters of reference denote corresponding parts, the boat which is indicated at 10 is provided with substantially straight sides 11, a pointed bow 12 and a square stern 13. It is to be understood however that the shape of the boat hull may vary, the invention residing in the construction of the bottom of the boat.

As shown in the drawing, the bottom of the boat is provided with a step 14 which extends transversely of the bottom amidships. This step divides the bottom into a forward planing surface 15 which curves slightly from the step to the stem of the boat, and a planing surface 16 which inclines downwardly from the step to the stern. The boat is especially

designed for use with an outboard motor and for this purpose the bottom is cut away as shown at 17 to accommodate the motor shaft.

The planing surface 15 is provided with spaced longitudinally disposed shoulders 18, the shoulders upon opposite sides of the longitudinal center of the boat being reversed and extending outward. These shoulders are formed by planking strips 19 whose edges are lapped as shown at 20 and as the individual strips 19 incline from one shoulder to the other, a plurality of relatively shallow longitudinally disposed grooves are provided in the planing surface which act as tracks and prevent lateral sliding or skidding.

The planing surface 16 is similarly constructed except that the shoulders 21 which are formed by the planking strips 22 are opposed with the shoulders upon opposite sides of the longitudinal center of the boat reversed. The keel planking strips 23 of the planing surface 16 have the same inclination as the planking strips 22 so that a plurality of longitudinally extending parallel guide grooves are provided in the bottom of the boat which not only act to stabilize and keep the boat on its course, but act to direct the water inward from opposite sides of the bottom toward the center of the boat and in the path of the boat's propeller. The propeller will thus have an increased volume of water to act upon.

While the shoulders 21 of the planing surface 16 are shown upon opposite sides of the longitudinal center as opposed and the shoulders 18 of the planing surface 15 reversed, it is to be understood that the arrangement of the shoulders of the planing surfaces may be transposed, that is, the shoulders 18 of the planing surface 15 may be opposed and the shoulders 21 of the planing surface 16 oppositely extended. Also, the step 14 may be dispensed with and the shoulders extend in an unbroken line from the stem to the stern of the boat.

As the boat is preferably constructed of light material, the thickness of the bottom planking will not be sufficient to provide proper depth for the longitudinal shoulders. Therefore, filler strips 25 are provided be-

tween the overlapped portions of the planking strips. The strips 25 are shown in connection with the rear planing surface 16, but it is obvious they may also be applied to the front planing surface 15.

5 The bottom of the boat may be provided with a fin 24 which extends longitudinally thereof from the planing surface 15 adjacent the step 14.

10 The invention is susceptible of various changes in its form, proportions and minor details of construction and the right is herein reserved to make such changes as properly fall within the scope of the appended claim.

15 Having described the invention what is claimed is:—

In a boat bottom, a step extending transversely of said bottom and defining forward and rearward planing surfaces, and shoulders disposed longitudinally of said planing surfaces, with the shoulders reversely arranged upon opposite sides of the center of each planing surface and the shoulders of one planing surface reverse with respect to the shoulders of the other planing surface.

In testimony whereof I affix my signature.

CARL D. ALDERMAN.

30

35

40

45

50

55

60

65