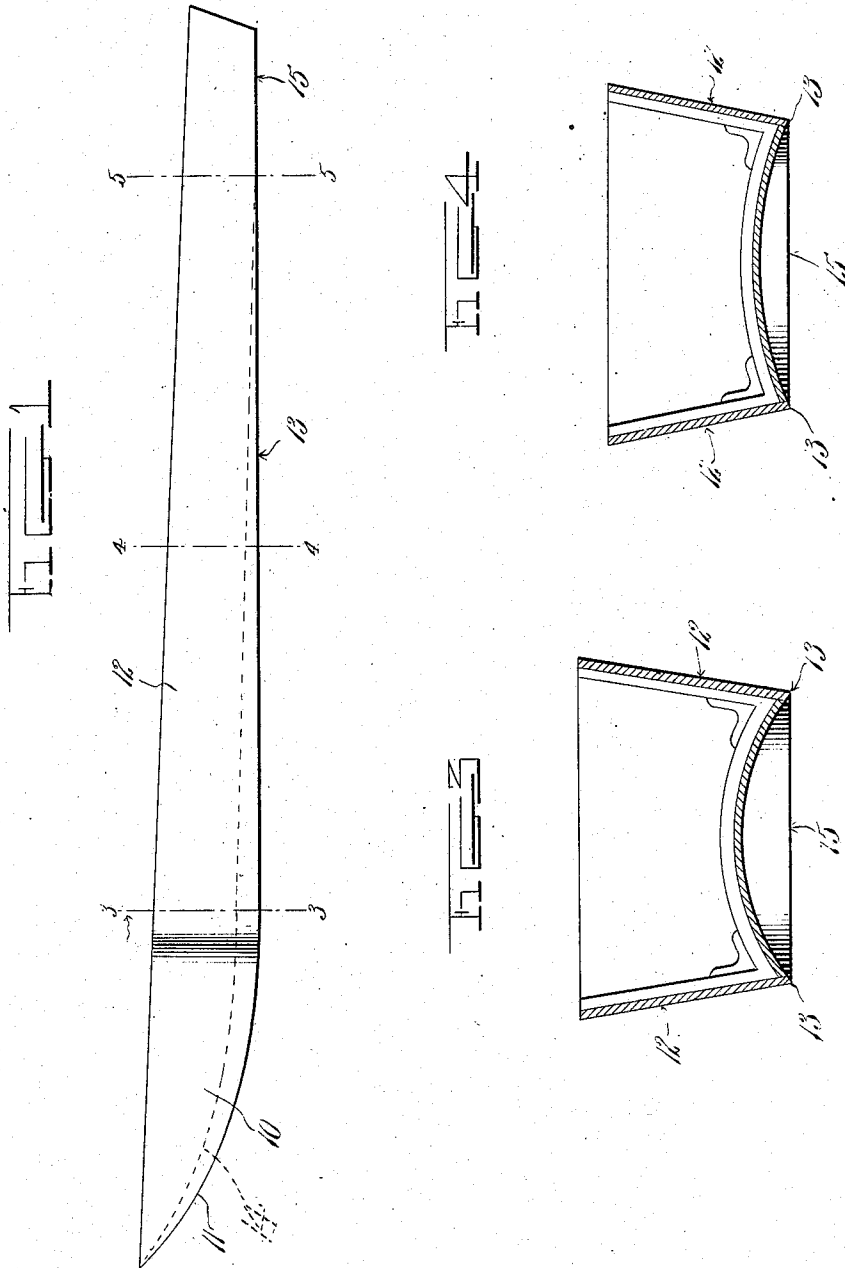


C. S. FROST.
BOAT.
APPLICATION FILED DEC. 10, 1908.

933,426.

Patented Sept. 7, 1909.
2 SHEETS—SHEET 1.



Witnesses

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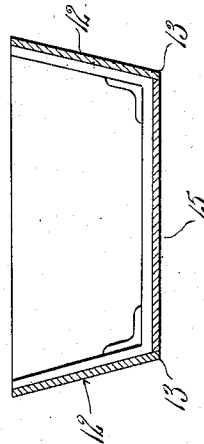
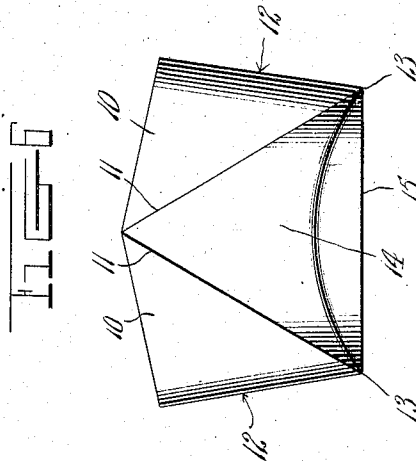
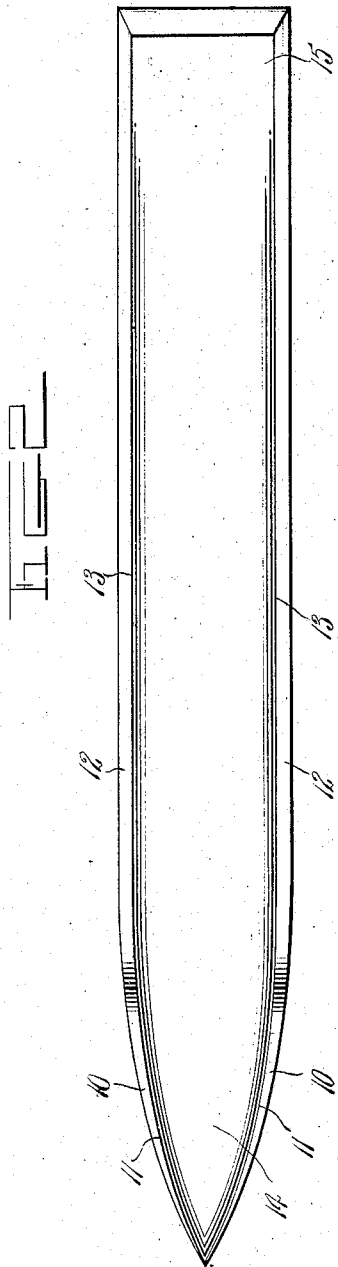
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UNITED STATES PATENT OFFICE.

CYRUS S. FROST, OF CENTRAL LAKE, MICHIGAN.

BOAT.

933,426.

Specification of Letters Patent.

Patented Sept. 7, 1909.

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To all whom it may concern:

Be it known that I, CYRUS S. FROST, a citizen of the United States, residing at Central Lake, in the county of Antrim, State of Michigan, have invented certain new and useful Improvements in Boats; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to the hulls of ships and boats and has special reference to a hull designed for high speed power launches.

One object of the invention is to provide a hull adapted especially for use in shallow water.

Another object of the invention is to provide a hull of such construction that the bow wave will be practically eliminated and the resistance due to the formation of this wave done away with.

With the above and other objects in view, the invention consists, in a boat of peculiar construction and of a novel form, as hereinafter fully described, illustrated in the accompanying drawings, and specifically set forth in the claims.

In the accompanying drawings, like characters of reference indicate like parts in the several views.

Figure 1 is a side elevation of a boat constructed in accordance with this invention. Fig. 2 is a bottom plan view thereof. Fig. 3 is a cross section on the line 3—3 of Fig. 1. Fig. 4 is a similar cross section on the line 4—4 of Fig. 1. Fig. 5 is a similar cross section on the line 5—5 of Fig. 1. Fig. 6 is a bow elevation of this boat.

The section 3—3 is taken through the plane of division between the fore body and after body, and this fore body is provided with sides 10 which are curved from the forward section 3—3 forward and toward each other. These sides are further provided with bottom edges 11 which curve upward from this forward section so that the sides terminate in a point at the bow. Aft the forward section 3—3 the sides are in the form of plane surfaces 12 having a straight bottom edge as indicated at 13. Throughout their entire length the sides tumble out slightly as clearly shown in the various sections and the bow elevation. The bottom of the boat is formed forward with a concaved and upwardly curving portion as indicated

at 14. Aft the forward section this concavity continues toward the stern with the radius of the concaved portion increasing until at the extreme after portion of the bottom as indicated at 15 the radius becomes infinity and the bottom consequently flat. The greatest depth of the boat is at the forward section before referred to and from this point the sides of the boat taper gradually until the stern is reached where the boat has the least depth.

By extended experiment with a full sized model it has been found that a boat having its hull constructed in accordance with this invention practically has no bow waves and that a considerable increase in speed is obtained with the same power.

There has thus been provided a simple and efficient device of the character described and for the purpose specified.

It will be obvious that minor changes may be made within the form and construction of the invention without departing from the material principles thereof. It is not, therefore, desired to confine the invention to the exact form herein shown and described, but it is wished to include all such as properly come within the scope of the appended claims.

Having thus described the invention, what I claim as new, is:—

1. In the hulls of ships and boats, a fore body provided with curved sides the lower edges of which are curved upwardly to the bow and terminate in a point at the bow, an after body provided with flat sides having straight bottom edges, and a bottom concaved at the bow and merging at the stern in a flat surface.

2. In the hulls of ships and boats, a fore body provided with curved sides the lower edges of which are curved upwardly to the bow and terminate in a point at the bow, an after body provided with flat sides having straight bottom edges, and a bottom concaved at the bow and merging at the stern in a flat surface, said bottom being of uniform width from the forward section to the stern.

In testimony whereof, I affix my signature, in presence of two witnesses.

CYRUS S. FROST.

Witnesses:

HARRY OLMSTEAD,
THOS. D. MEGGISON.