March 14, 1933. F. J. RAULERSON ET AL 1,901,357

SPEED BOAT

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Fig. 1.

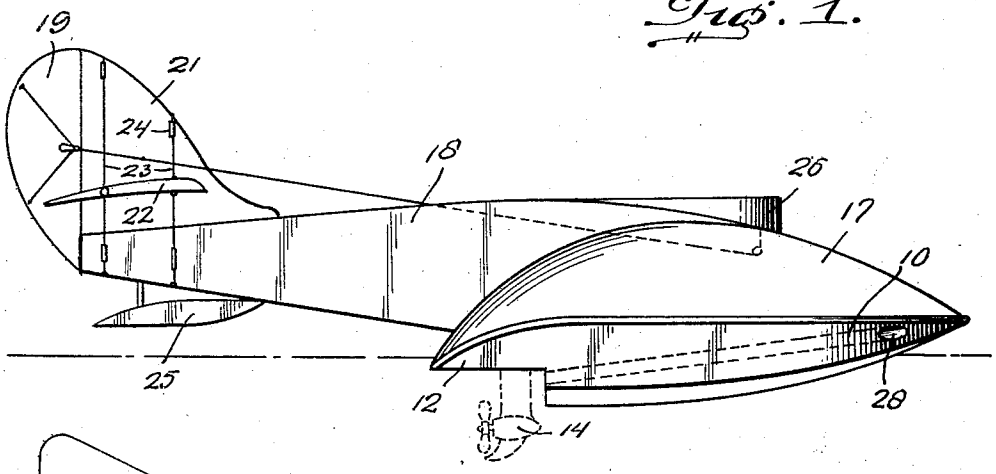
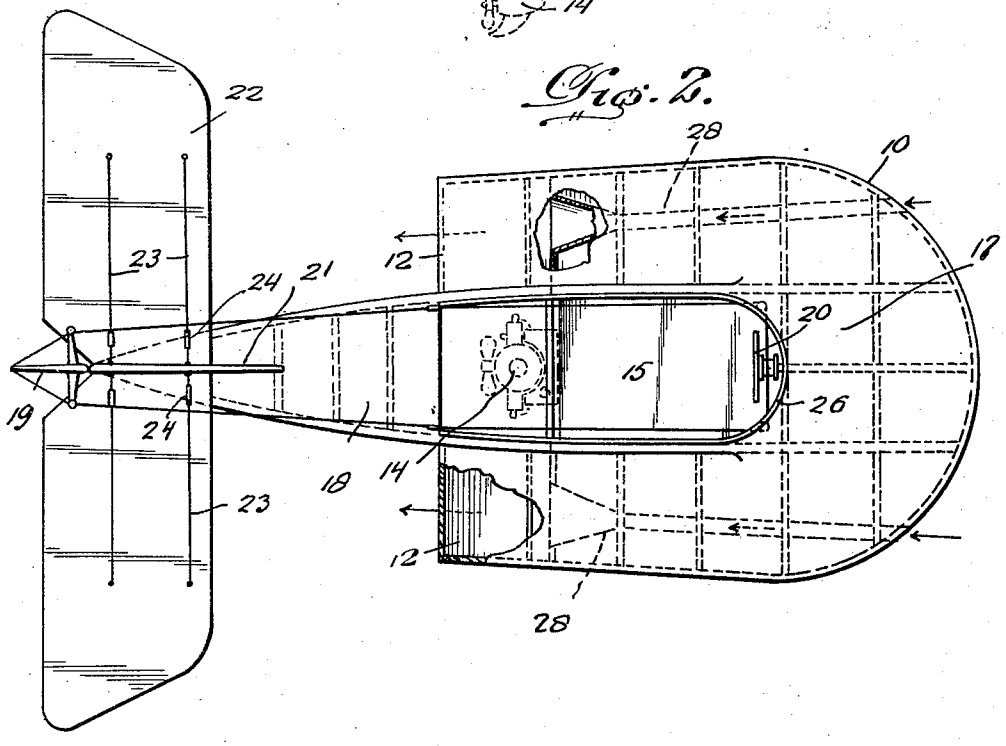


Fig. 2.



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Fig. 3.

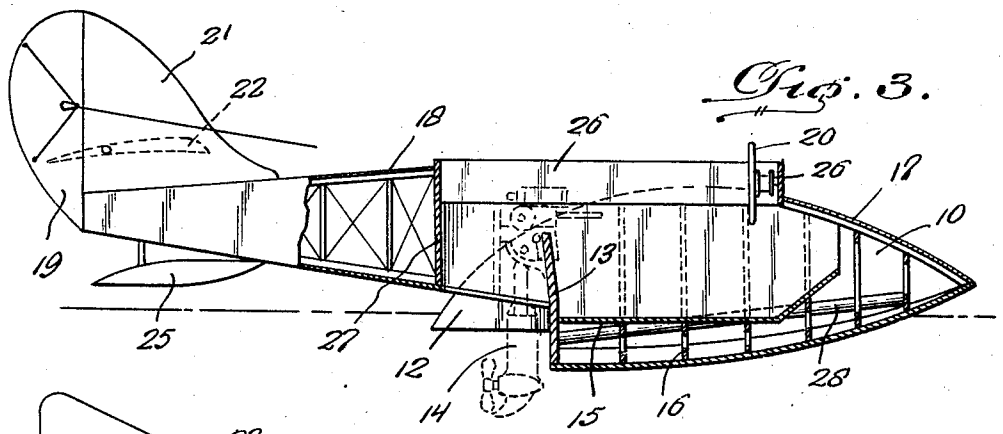


Fig. 4.

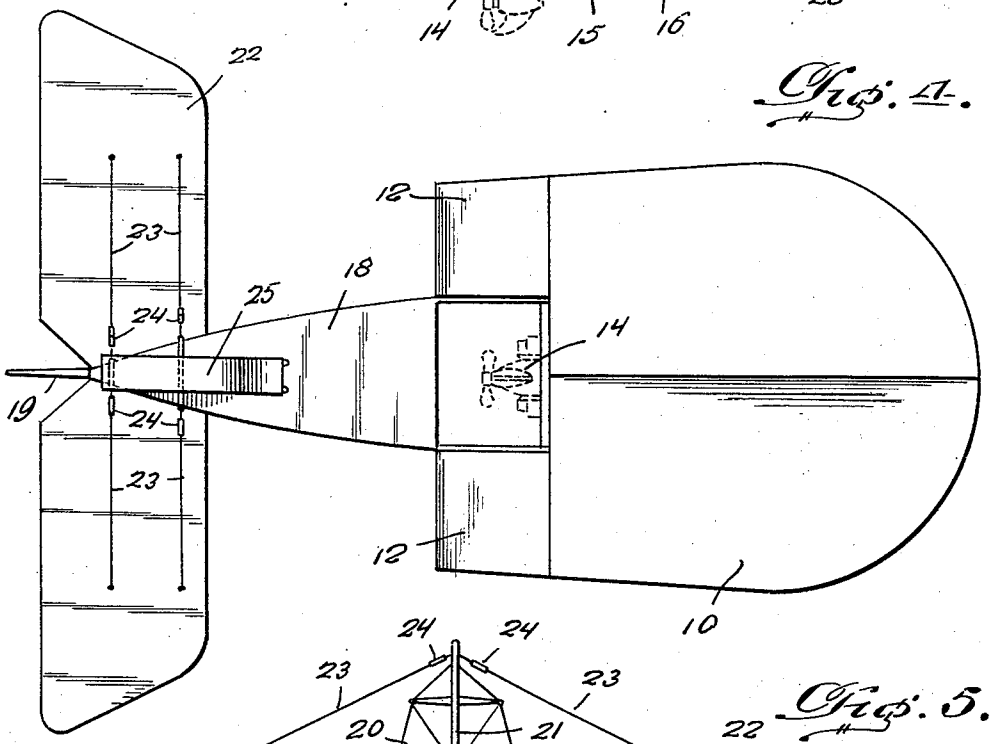
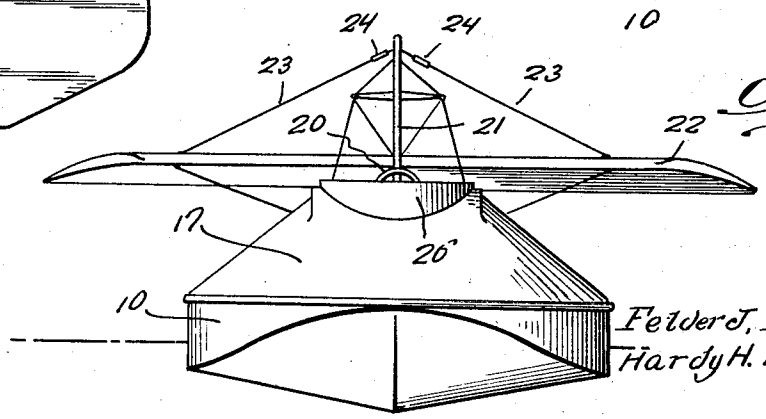


Fig. 5.



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Patented Mar. 14, 1933 1,901,357

UNITED STATES PATENT OFFICE

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SPEED BOAT

Application filed December 14, 1931. Serial No. 580,952.

The present invention relates to improvements in speed boats, of the types to be rocket-driven, or to be driven by inboard or outboard motors, and contemplates a structure designed to minimize water friction and air resistance with resultant increase of speed.

In carrying out the invention, we provide a hull of novel construction to enable the boat to properly plane over the surface of the water, instead of through the water, and to be easily handled to maintain the same in the desired position of travel, as well as to permit the installation of rockets, an inboard motor, or outboard motor, at the will of the owner.

The nature and advantages of the invention will be better understood when the following detailed description is read in connection with the accompanying drawings, the invention residing in the construction, combination, and arrangement of the parts of the completed boat as claimed.

In the drawings attached and forming a part of this application, like numerals of reference indicate similar parts in the several views and wherein:

Figure 1 is a side elevation.

Figure 2 is a top plan view.

Figure 3 is a view in elevation and partly in section.

Figure 4 is a bottom plan view.

Figure 5 is a front end elevation.

The boat consists of a relatively broad hull 10 having a substantially convexed bottom, which is curved upwardly at its forward end as shown in Figure 5, the bottom being stepped as at 11 to enable it to plane over the surface of the water, rather than go through the water. At the rear, this hull is provided with spaced parallel extensions or pontoons 12, while between these extensions or pontoons is arranged a space for the propeller of the inboard or outboard motor, the propeller being the only part of the boat that is really in the water during motion. In case an outboard motor is to be installed, a vertical wall 13 is built up centrally from the step 11. The cockpit is located directly forward of this wall 13, and the floor 15 is supported by spaced frame-like members connected to the bottom and sides of the hull, and is used to support the cowl 17.

The body 18 is of air-plane like construction of cloth on a frame-work, projects from the center of the rear of the hull, and is relatively narrow, of stream-line design, and is equipped with an air-actuated rudder 19, which is hung on a fin-like structure 21, which guides the boat, being controlled from the steering wheel 20 in any suitable manner. Rising from the rear of the body 18 is a stationary fin 21 of air-plane like construction, on which is adjustably mounted the horizontal wing 22 capable of being arranged in different positions angularly to balance and maintain the nose of the boat at the desired position or angle. Any suitable means may be employed for adjusting the wing, although we have shown rods 23 including turn-buckles 24. Suspended from the rear end of the body 18 is a pontoon, or float, 25.

The body is strengthened by a substantially U-shaped member 26 forming a part of the hull, and which member is partly surrounded by a cowl 17, while the ends of this member are connected with a vertical wall 27 spaced rearwardly from the wall 13. The space between the walls 13 and 27 respectively and the extensions 12 of the hull define a well for the reception of the motor, whether inboard or outboard 14. If an outboard motor is used, it may be clamped to the wall 13 in any suitable manner. It will be noted that the cowl 17 is curved downwardly in the direction of all edges of the hull and secured to said edges in any suitable manner. For the purpose of lessening the weight of the boat, the forward part of the cowl 17 should be of air-plane like design and construction.

Extending through the hull at opposite sides thereof are air conveying pipes 28, each having a flared or funnel-like outlet end 29 terminating at the step 11. Manifestly air passing through these pipes while the boat is in use prohibits the formation of a vacuum in the space immediately at the rear of the step or adjacent the motor. The construction and design is such that the boat is subjected to minimum water friction and air re-

sistance when in use, and can therefore attain maximum speed, and while comparatively light and simple in construction, it is relatively strong and durable.

While it is believed that from the foregoing description the nature and advantages of the invention will be readily apparent, we desire to have it understood that we do not limit ourselves to what is herein shown and described, and that such changes may be resorted to as fall within the scope of what is claimed.

What is claimed is:

1. A boat of the character described comprising a relatively broad hull, and a relatively narrow body projecting centrally therefrom, said hull including a stepped bottom and spaced parallel extensions projecting rearwardly beyond the step, a cockpit adapted for the installation of either an outboard or inboard motor, and a cowl partly embracing said body and curved downwardly and connected to the adjacent edges of the hull, both body and cowl being of frame-work, covered with air-plane cloth.

2. A boat of the character described comprising a relatively broad hull, and a relatively narrow body projecting centrally therefrom, said hull including a stepped bottom convexed from side to side, and spaced parallel extensions projecting rearwardly therefrom beyond the step, a cockpit for reception of either an inboard or outboard motor, and a cowl partly embracing said body and curved downwardly and connected with the adjacent edges of the hull, the cowl and body being of frame-work covered with air-plane cloth, the body supported above the water by a pontoon or float, the said boat being controlled by vertical and horizontal wings adjustably hinged to the body.

3. A boat of the character described comprising a relatively broad hull having a bottom convexed from side to side and stepped rearward, a cockpit for the reception of an inboard or outboard motor, a relatively narrow body projecting centrally from the hull, said hull being constructed as is usual for boats, a cowl or deck meeting the adjacent edges of the hull, both cowl and body of air-plane like construction, with vertical and horizontal wings for the control of the boat, and having air-vent tubes or pipes leading from the bow to the vertical edges of the steps for the reduction of air and water friction.

In testimony whereof we affix our signatures.

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HARDY H. RAULERSON.