March 6, 1934. J. J. MURDOCH 1,949,757

TOY SPEED BOAT STRUCTURE

Filed Nov. 11, 1932

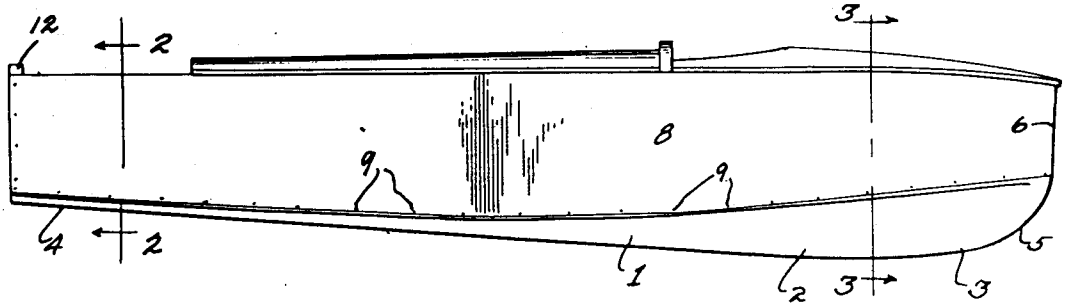


Fig. 1

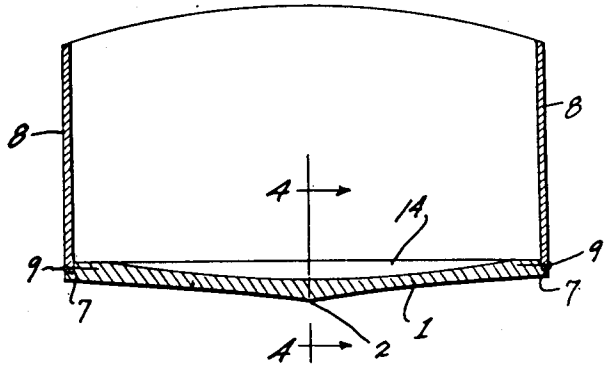


Fig. 2

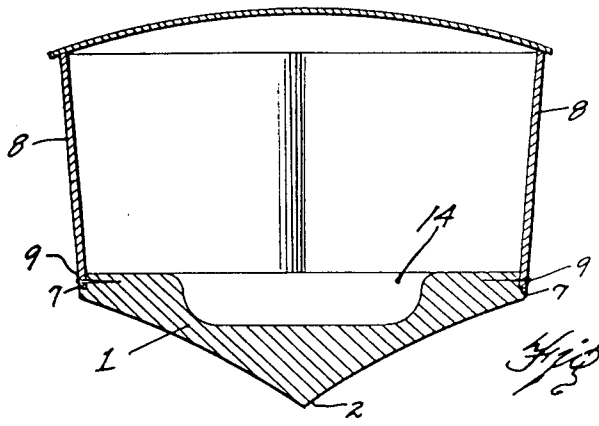


Fig. 3

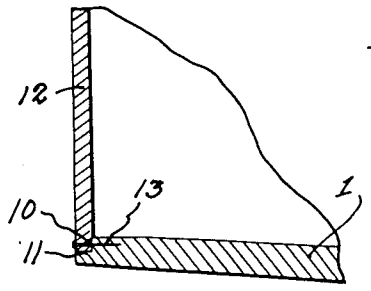


Fig. 4

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TOY SPEED BOAT STRUCTURE

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3 Claims. (Cl. 46—37)

This invention relates to toy, or model, boat construction. The principal object of the invention resides in the provision of a device of this character in which the hull is formed of a bottom and keel from one piece of wood and the planking.

Another object of the invention resides in the provision of a boat structure in which the bottom and keel are formed from one piece of wood and the side edges of the same are formed with an offset portion for receiving the planking thereby providing a smooth unobstructed outer surface of the boat.

Another object of the invention resides in the provision of a model boat structure of the speed boat type which is relatively cheap to manufacture and assemble and which is preferably of sufficient size to permit a small power plant to be installed therein.

These objects and the several novel features of the invention are hereinafter more fully described and claimed and the preferred form of construction by which these objects are obtained is shown in the accompanying drawing in which—

Fig. 1 is a side elevational view of my improved boat structure.

Fig. 2 is an enlarged sectional view taken on line 2—2 of Fig. 1.

Fig. 3 is a similar view taken on line 3—3 of Fig. 1.

Fig. 4 is a sectional view taken on line 4—4 of Fig. 2.

Due to the peculiar formation of the bottom of a model speed boat it is impractical to make the same in a manner similar to that employed in making the bottom of a full sized speed boat as the cost involved would be too great to permit the finished article to be sold at a reasonable price. In making a boat bottom, however, of one piece of wood it is a relatively easy matter to form the bottom to the desired shape and then secure the planking of the boat thereto. This method of making a boat is relatively inexpensive and permits the same to be sold at a reasonable price.

Referring now to the drawing, it will be seen that the bottom 1 is formed from one piece of wood practically the full width of the boat and the keel 2 is formed integral therewith and the depth of the forward portion 3 of the keel is greater than the depth of the rear portion 4 and the forward portion of the keel is curved upwardly as is indicated at 5 to meet the prow 6 of the boat. It will be understood that the shape of the bottom 1 closely conforms to the shape of the bottom of a full sized speed boat but differs therefrom in the fact that the hull is formed of one piece of wood instead of being made with a plurality of strips as is the usual custom. By referring to Figs. 2 and 3 it will be seen that the vertical side edges of the bottom 1 are rabbeted out to form an offset portion 7, the width of the rabbeted portion being substantially the same as the thickness of the side walls or planking 8 to form a smooth outer surface when assembled with the bottom 1.

The planking forming the sides is preferably secured to the bottom by the use of waterproof glue and the nails 9. The rear end of the bottom 1 is also formed with a similar rabbeted portion 10 forming a shoulder 11 for receiving the rear wall 12 of the boat the same being also secured to the bottom 1 by means of waterproof glue and the nails 13. The top of the boat may be made to simulate the appearance of a full sized speed boat but the structure of the same forms no part of this invention. The boat is preferably of a size to permit a small electrical driven power plant to be installed therein for driving the boat through the water. The upper surface of the bottom 1 will preferably be routed out as indicated at 14 to reduce the weight of the hull.

The sides 8 of the boat, ordinarily termed "planking", are each formed of a single piece of wood which meet at the forward end or prow of the boat and are secured to the rear end wall or stern 12 and thus the total boat structure consists of the three pieces, the bottom, the two side walls 8 and the rear wall 12. Due to the shape of the bottom, the same may be hollowed out from the stern to prow to increasing depth and the under face of the bottom shaped to provide an integral keel 2 which is of the greatest vertical thickness at the prow and decreases toward the stern and correspondingly shaped to the design of an ordinary speed boat.

From the foregoing description it is believed evident that, by providing a bottom and keel hollowed out on the upper face and shaped on the under face to provide an integral keel and with the bottom of practically the full width of the boat and the side edges rabbeted as stated to receive the single piece of planking at each of the opposite sides and stern of the boat, I have secured a boat structure that is not only of neat appearance, simulating the usual speed boat in shape, but have also secured a structure of such inexpensive form as to enable it to be

sold cheaply and in the form of a toy or model boat structure.

Having thus fully described my invention, its utility and mode of operation, what I claim and desire to secure by Letters Patent of the United States is—

1. A toy speed boat comprising a one piece bottom of the full width of the boat having a laterally projecting ledge extending completely around the peripheral edge of the bottom, and a planking consisting of two opposite side walls and a stern wall supported on the laterally disposed edge of the hull, and means for securing the planking to the bottom.

2. A toy speed boat comprising a one piece bottom of the full width of the boat having a keel formed integral therewith, and having a laterally projecting ledge extending completely around the peripheral edge thereof, and a planking supported on the laterally disposed edge of the projecting ledge.

3. A toy speed boat comprising a bottom formed of a single piece of wood of the full width of the boat having the greatest thickness toward the prow and shaped on its under surface to provide an integral keel and its upper surface hollowed out intermediate the side edges to thereby lessen the weight, the two edges of the bottom being rabbeted and meeting at a point at the prow, the stern end of the said bottom also being rabbeted, and a planking for each of the said sides and stern, each formed of a single piece secured to the rabbeted side edge of the boat bottom, the planking forming the side walls meeting and being secured together at the prow and the planking forming the stern wall also secured in the said rabbeted edge at the stern of the bottom, and to the rear ends of the planking forming the side walls.

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