

A. EGE.

BOAT.

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964,627

Patented July 19, 1910.

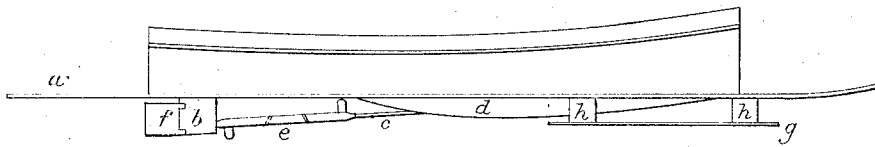


Fig. 1.

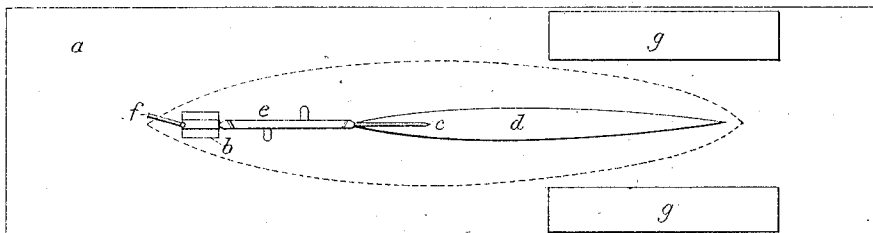


Fig. 2.

Witnesses

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BOAT.

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To all whom it may concern:

Be it known that I, ANDREW EGE, citizen of the United States of America, residing at the city of Duluth, in the county of St. Louis and State of Minnesota, have invented certain new and useful Improvements in Boats, of which the following is a specification.

My invention relates to improvements on boats.

It consists of three parts: first, a plane with upward curve in the front end; second, a new arrangement of propeller, which in conjunction with the plane, carries the boat, when in motion, on the surface of the water; third, a safety sheet to protect it against wind and waves.

The object of this invention is threefold; first to greatly increase the speed; second, to reduce the operating expenses; third, to add to the comfort and safety of passengers.

I attain these objects by the construction illustrated in the accompanying drawing.

Figure 1 is a vertical side view of the boat. Fig. 2 is an outside view of the bottom.

Same letters refer to same parts in both views.

a is a smooth plane secured to the boat. The upward curved end will rise and lift the bow. The straight part, being of sufficient size, will when in full speed carry the entire boat on the water surface.

b is a bracket in which the propeller shaft turns and secures shaft in the stern end to the plane and boat. The rudder *f* is also attached to this bracket. The bow end of the propeller shaft *c* passes through the boat-shaped body *d* and is there connected with the machinery.

e is an extended spindle shaped propeller boss which carries two or more propeller blades. These blades alternate along and around the boss equally spaced and in equal angles to each other. This boss cuts through the water like a fish while the ordinary boss acts in the water like a ball in motion would, meeting resistance and disturbing the water in proportion to rate of speed. It is plain this extended spindle shaped boss will overcome considerable resistance, and with the blades in position as herein described it is less inclined to churn the water than the

ordinary propeller, and consequently possesses greater propelling capacity. Another important gain with this arrangement of propeller is it propels in two directions, forward and upward in proportion to the angle of shaft to the water plane. The boat must be made so that it lies deeper in the water at the bow when not in motion. This gives the plane an upward slant toward the stern and makes it possible to move stern-ward.

g is a safety sheet, one on each side. Running parallel with the plane and being smooth and thin as strength will allow it will not make much resistance but render the overturning of the boat an impossibility. *h* is a bracket holding the safety-sheet firm to the plane.

Because the plane and arrangement of propeller, as illustrated and specified, carries the boat on the surface of the water and relieves it from the wave-making resistance, which is the principal hindrance to high speed and which also causes so much waste of power, it will be possible to increase the speed to double that obtained by boats hitherto. Higher speed is gained without increase of power, therefore it naturally decreases the operating expenses. The plane protects the boat from the play of the waves and so adds to the comfort of passengers. The safety sheets render it impossible for the largest waves and the strongest winds to overturn the boat, thus making life safer on water.

I claim:

A boat body, a plate surrounding the boat and attached thereto at the lower portion of the boat and having an upwardly curved forward end, safety sheets attached beneath the plate near the forward portion of the boat, and a propeller shaft with the specified form of propeller it carries and extending rearwardly and downwardly under the boat body, substantially as described.

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

ANDREW EGE.

Witnesses:

BURTON C. ROGERS,
E. V. ANDERSON.