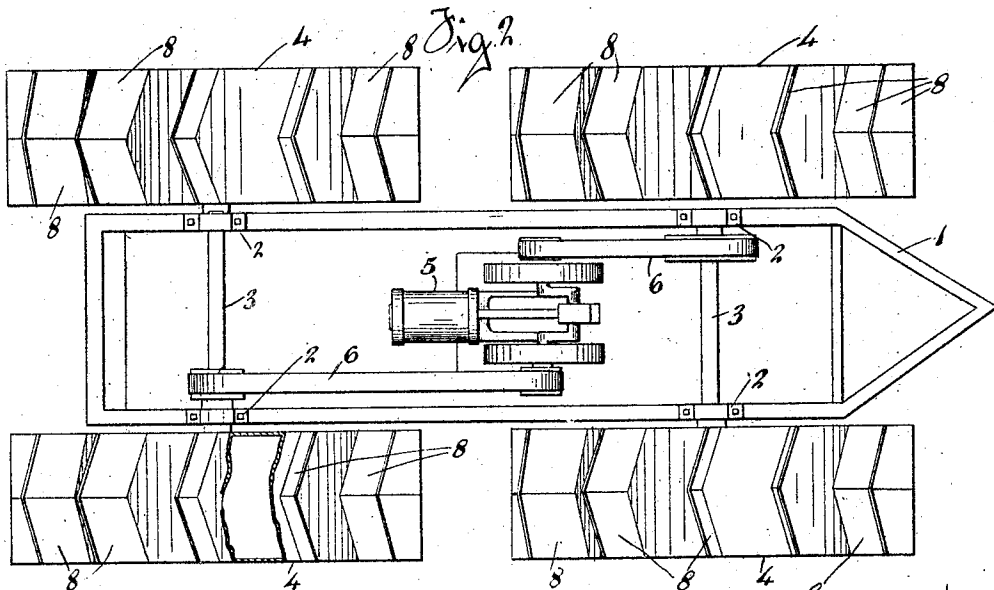
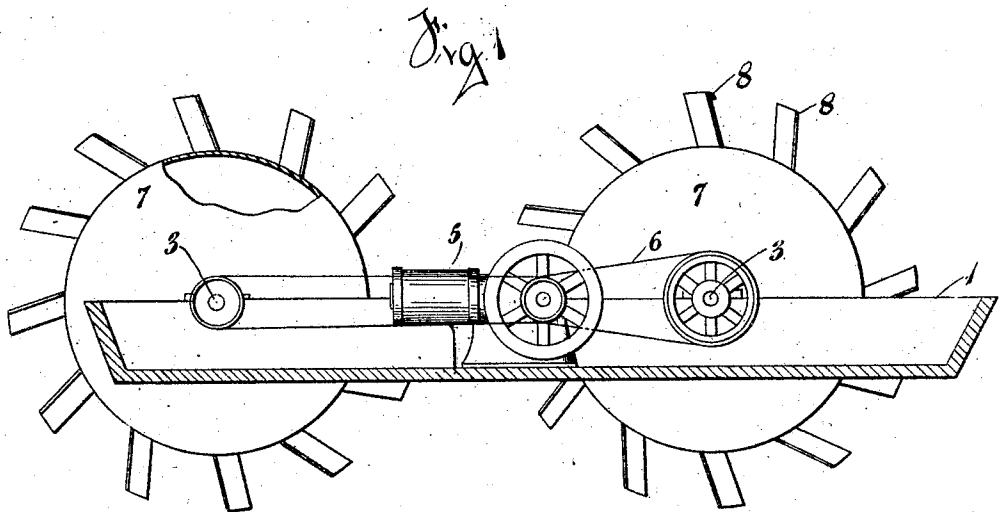


E. S. BRETNEY.
MOTOR BOAT.
APPLICATION FILED DEC. 26, 1911.

1,049,661.

Patented Jan. 7, 1913.



Witnesses

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UNITED STATES PATENT OFFICE.

EDWARD S. BRETNEY, OF SOUTH LEBANON, OHIO.

MOTOR-BOAT.

1,049,661.

Specification of Letters Patent.

Patented Jan. 7, 1913.

Application filed December 26, 1911. Serial No. 667,962.

To all whom it may concern:

Be it known that I, EDWARD S. BRETNEY, a citizen of the United States, and a resident of South Lebanon, county of Warren, State of Ohio, have invented a new and useful Improvement in Motor-Boats, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part of this specification.

My invention relates to motor boats, and has for its object especially the provision of a motor boat capable of exceedingly high speed.

In the drawings Figure 1 is a central, longitudinal section. Fig. 2 is a plan view.

The numeral 1 indicates the hull of my new motor boat which may be of any approved form. Journaled in the bearings 2 in the sides of said hull, are shafts 3, one of said shafts being near the front of the boat, and the other near the rear as shown in the drawings. The shafts carry paddle wheels 4, by means of which the boat is propelled, the power being transmitted from the engine 5 to the shafts 3, by the belts 6. The paddle wheels 4 comprise large cylindrical hollow drums 7, made of any suitable material, preferably, however, of sheet metal. The drums 7 are water tight and contribute largely to the buoyancy of the boat. Upon the peripheral surfaces of the drums 7 are the paddles 8. These paddles are mounted so as to incline slightly backward with reference to the direction of the revolution during the forward movement of the boat, the object thereof being to have the paddles strike the surface of the water at an easier angle than would be the case were said paddles radially mounted. The paddles extend across the entire width of the peripheral surfaces of the drums, and are V-shaped as shown in Fig. 2, the apices thereof being opposite to the direction of the revolution during the forward movement of the craft. Any suitable number of such paddles is provided on each of the four drums 7, and I prefer to have them mounted sufficiently near together so that a number of them will at all times be taking effect in the water.

The rear shaft 3 is geared to run at a higher speed than the front shaft, so that the rear paddle wheels when taking effect in the water churned and turned back by the front paddles, will not merely run idle, but will increase materially the power applied to the propulsion of the boat. The hull is shaped to have a very light draft as shown and the water tight drums of the paddle wheels contributing to the buoyancy of the craft, further reduce the draft of the hull so that the bottom thereof will be very slightly below the surface of the water. It will thus be seen that the buoyancy of the paddle wheels replaces largely, if not entirely, the buoyancy of the hull as has heretofore been customary in the construction of water craft.

From the foregoing description the operation of my invention will be apparent. The four buoyant paddle wheels will support the hull very nearly upon the surface of the water, and the V-shaped paddles of said wheels taking effect in the water as hereinabove described, will develop in my new craft a very great speed.

It will be understood, of course, that various departures may be made in the details of construction, the shape of the hull, and the number and design of the paddle wheels, without departing from the spirit and scope of my invention.

Having thus described my invention what I claim as new and desire to secure by Letters Patent, is:

In a motor boat the combination with a hull, of a forward and a rear propeller, said propellers comprising each a buoyant drum adapted to rotate and to sustain said hull in the water, V-shaped paddles mounted on said drums, said paddles being mounted on said drums at an angle with the radii thereof, and means whereby said rear propeller is caused to operate at a higher rate of speed than said forward propeller.

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Witnesses:

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