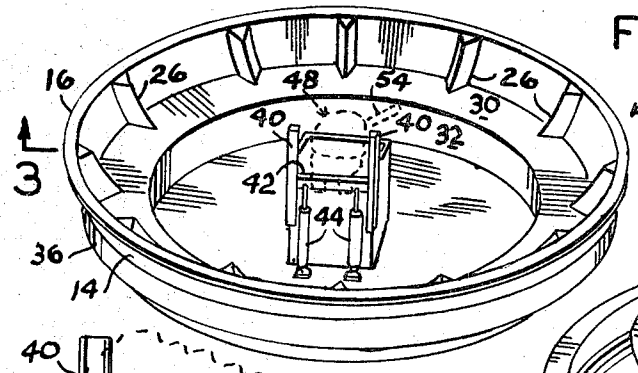
Dec. 22, 1970 C. E. EADES 3,548,428

CIRCULAR PLEASURE BOAT

Filed Jan. 15, 1969

FIG. 1



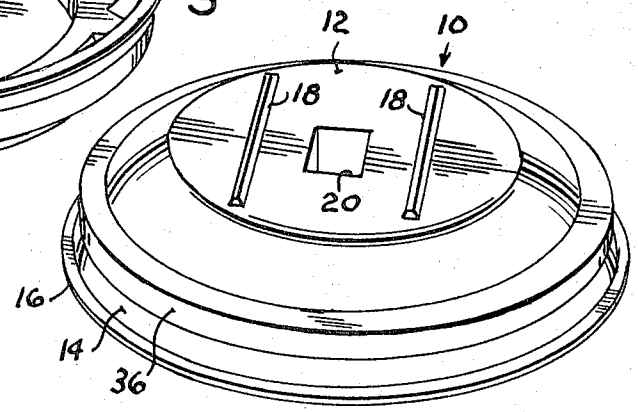


FIG. 2

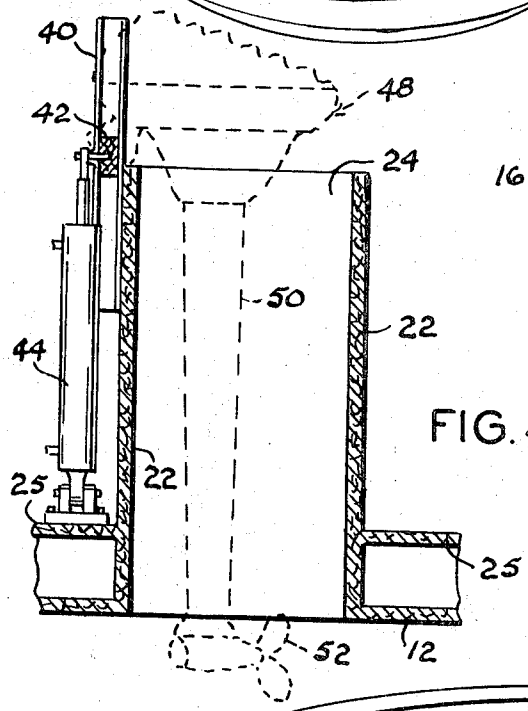
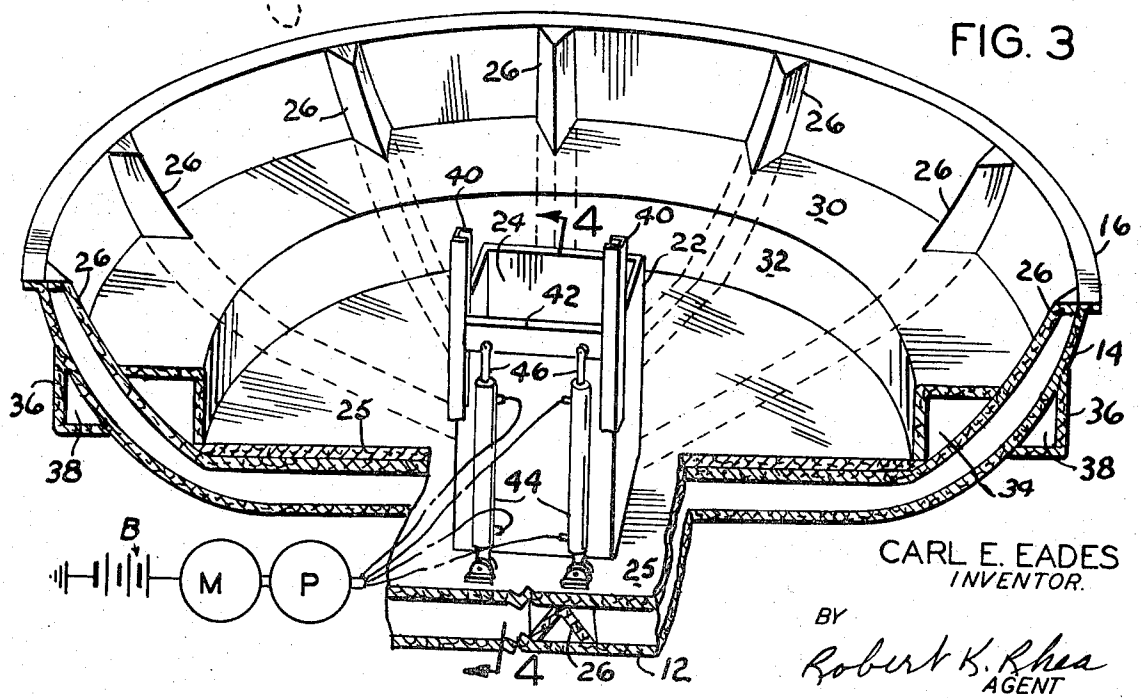


FIG. 4

FIG. 3



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CIRCULAR PLEASURE BOAT

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U.S. Cl. 9—1 4 Claims

ABSTRACT OF THE DISCLOSURE

A substantially cup-shaped hull is provided with a seat extending around the inner periphery of its wall. Upstanding walls centrally connected to the bottom of the hull, define a vertical motor accommodating opening extending through the bottom of the hull. Rams raise and lower the motor.

BACKGROUND OF THE INVENTION

The present invention relates to boats and more particularly to a substantially cup-shaped boat hull.

This boat is intended to enhance the pleasure of water sports and is formed in circular cup-like fashion for accommodating a plurality of users in a relatively safe manner. The boat includes facilities for mounting a small outboard type motor for moving the boat and manipulating the boat so that the boat will spin or rotate about its vertical axis. Furthermore, the configuration of the boat permits its use in relatively shallow waters adjacent the shore. Airtight compartments, forming the seats and reinforcing ribs, add to the buoyancy of the boat.

SUMMARY OF THE INVENTION

The boat hull is substantially cup or dish-like in general configuration having a flat bottom integrally joined to an arcuately upwardly projecting wall. Hollow reinforcing ribs are radially formed on the inner wall and bottom surface of the hull. An airtight peripheral seat extends around the inner wall surface of the hull while a stabilizing air chock surrounds the outer peripheral wall. Central upstanding vertical walls form a well opening through the bottom of the hull which supports an outboard motor, or the like. Hydraulic rams, mounted on the hull bottom, are connected with a wall supported transom to raise and lower the motor within the well.

The principal object of this invention is to provide a circular boat hull for enjoying water sports.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a perspective view of the boat illustrating the relative position of an outboard motor by dotted lines;

FIG. 2 is a perspective view of the boat when inverted;

FIG. 3 is a vertical cross-sectional view, partially in elevation, taken substantially along the line 3—3 of FIG. 1 and diagrammatically illustrating a motor driven pump for actuating hydraulic rams; and,

FIG. 4 is a fragmentary vertical cross-sectional view taken substantially along the line 4—4 of FIG. 3 illustrating the relative position of an outboard motor by dotted lines.

DESCRIPTION OF THE PREFERRED EMBODIMENT

Like characters of reference designate like parts in those figures of the drawings in which they occur.

In the drawings:

The reference numeral **10** indicates the boat, as a whole, which is cup or dish-like in general configuration and is preferably formed of molded fiber glass material having a substantially flat-like bottom **12** integrally joined to an arcuate side wall **14**. The upper edge of the side wall

14 terminates in an annular outstanding flange **16**. The depending surface of the bottom **12** is provided with a pair of parallel spaced-apart reinforcing ridges **18**. The bottom **12** is provided with a central aperture or opening **20** and integral upstanding walls **22** are connected with the bottom **12** around its edges forming the opening **20** to form a well **24** coextensive with the vertical height of the boat. A circular seat is formed by a substantially right angularly shaped section defining a horizontal seat surface **30** and a vertical seat supporting surface **32** respectively joined to the inner surface of the hull wall **14** upwardly of its juncture with the bottom **12**. The seat forms a hollow airtight area or chamber **34** which adds to the buoyancy of the boat. The hull is provided with a false bottom **25** overlying, in spaced relation, the bottom **12**. The inner surface of the hull is provided with a plurality of hollow airtight integral ribs **26** substantially triangular in cross section projecting radially outward from the well walls **22** between the bottom **12** and the false bottom **25**, under the seat and terminating upwardly in the plane of the flange **16**. A similarly shaped air chock **36** is connected with and surrounds the perpihery of the outer surface of the wall **14** to form an airtight chamber **38** spaced downwardly of the flange **16** for the purpose of stabilizing the hull.

A pair of upstanding substantially U-shaped channels **40** are connected in parallel spaced-apart relation to one of the well forming walls **22**. The legs of the U-shaped channels **40** face toward each other. A transom **42** extends between and is slidably received by its respective end portions between the legs of the channels **40**. A pair of hydraulic cylinders **44** are mounted on the false bottom below the transom **42**. Each of the hydraulic cylinders have a piston **46** which is connected with the transom **42** so that the transom may be moved vertically. The hydraulic cylinders **44** are operated by a pump P driven by a motor M connected with a source of electrical energy such as a battery B. The motor, pump and battery may be positioned between the false bottom **25** and the hull bottom **12**, if desired, or within the air space **34** formed by the seat.

The transom **42** supports an outboard type motor **48**, indicated by the dotted lines in FIGS. 1 and 4. The motor **48** has a depending drive shaft **50** connected with a propeller **52** so that when the transom is lowered, by operating the cylinders **44**, the propeller is disposed below the depending surface of the hull bottom **12**. The motor **48** is normally provided with a handle **54** for rotating the motor drive shaft **50** and changing the position of the propeller **52**. By turning the motor **48** from right to left by means of the handle **54** a spinning action will be imparted to the boat hull **10** so that it rotates about its vertical axis as a result in the change in the direction of thrust of the propeller **52**. When approaching a shoreline, or the like, the hydraulic cylinders **44** are operated in the other direction to raise the transom **42** and position the propeller **52** within the bottom end portion of the well **24**.

Obviously the invention is susceptible to changes or alterations without defeating its practicability, therefore, I do not wish to be confined to the preferred embodiment shown in the drawings and described herein.

I claim:

1. A pleasure boat, comprising: a substantially dish-shaped hull having a flat bottom portion, said bottom having a central opening, an upstanding wall integrally connected to the bottom edges forming the opening and defining a well, outboard motor mounting means secured to the wall forming the well, said means including channel-like supports secured to the wall forming the well and projecting upwardly thereabove, a transom extending horizontally between said supports, pressure operated cylin-

ders for raising and lowering said transom, and motor driven pump means for operating said pressure cylinders.

2. Structure as specified in claim 1 in which said boat hull is further characterized by radially projecting ribs extending outwardly of the well wall on the inner surface of said hull.

3. Structure as specified in claim 2 and a seat support extending around the inner periphery of said hull between its upper limit and said bottom, said seat having a depending wall forming an airtight chamber.

4. Structure as specified in claim 3 and an air chock secured to the outer periphery of said hull in downward

spaced relation wtih respect to the plane formed by its upper rim.

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