

W. H. FOLK.
 HYDROPLANE BOAT.
 APPLICATION FILED SEPT. 27, 1909.

966,000.

Patented Aug. 2, 1910.

2 SHEETS—SHEET 1.

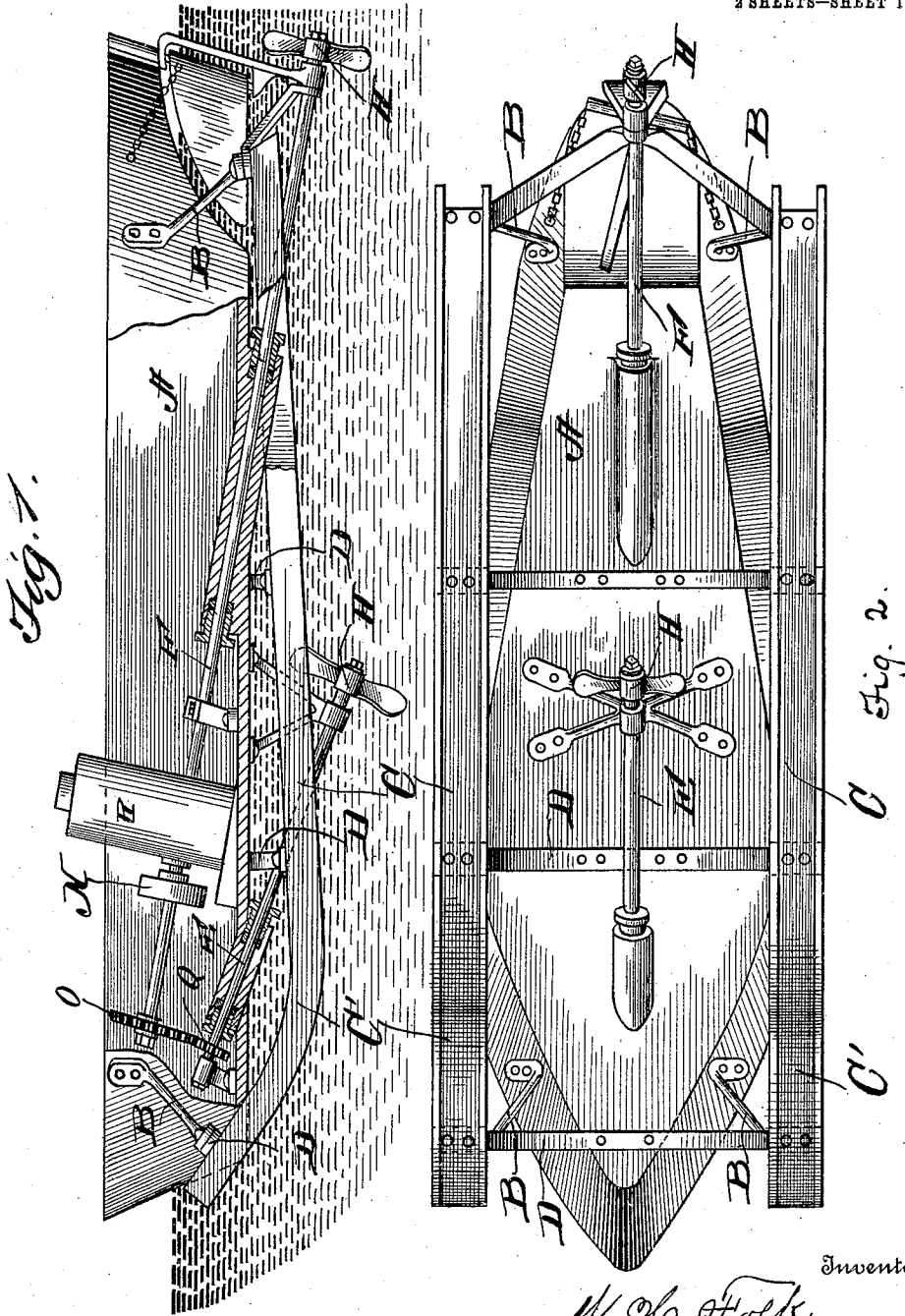


Fig. 1.

Fig. 2.

Witnesses

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A. L. Hough

Inventor

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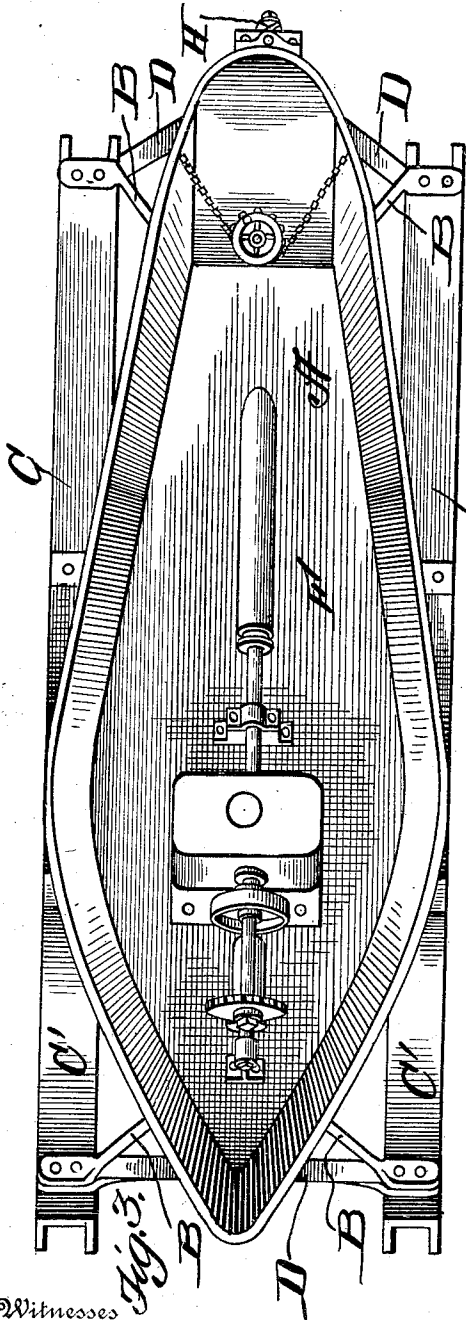


Fig. 5.

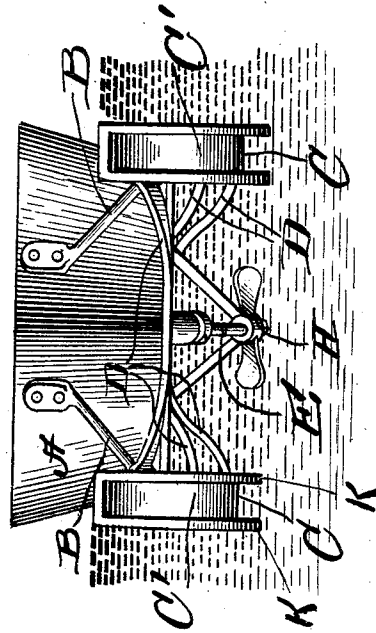
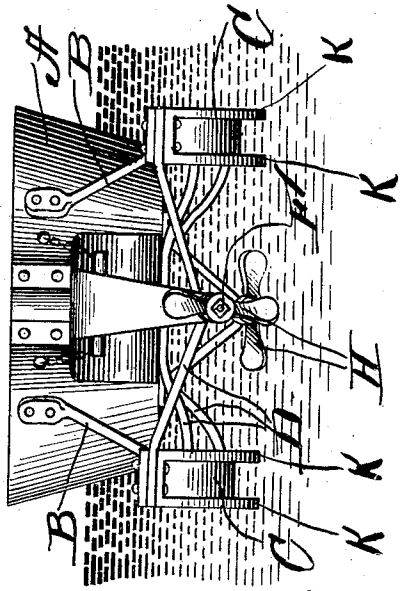


Fig. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

WILLIAM HENRY FOLK, OF SUFFOLK, VIRGINIA.

HYDROPLANE-BOAT.

966,000.

Specification of Letters Patent. Patented Aug. 2, 1910.

Application filed September 27, 1909. Serial No. 519,767.

To all whom it may concern:

Be it known that I, WILLIAM H. FOLK, a citizen of the United States, residing at Suffolk, in the county of Nansemond and State of Virginia, have invented certain new and useful Improvements in Hydroplane-Boats; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in hydroplane boats and the object in view is to produce an attachment to hulls of boats whereby the boat may be steadied while in the water.

The invention comprises various details of construction, combinations and arrangements of parts which will be hereinafter fully described and then specifically defined in the appended claim.

I illustrate my invention in the accompanying drawings, in which:—

Figure 1 is a side elevation of a boat showing a hydroplane attached thereto, parts of the boat being shown in section. Fig. 2 is a bottom plan view of the boat. Fig. 3 is a top plan view. Fig. 4 is a rear end view, and Fig. 5 is a forward end view.

Reference now being had to the details of the drawings by letter, A designates the hull of a boat which may be of any shape or size and fastened to the opposite sides of the boat are the brace arms B.

C, C designate hydroplanes which comprise channel members extending nearly the length of the boat and parallel to each other. Said channel members are curved upwardly at C', shown clearly in Fig. 1 of the drawings, and bars D connect and hold said members in the position shown in the drawings spaced apart with the outer marginal edge of each of said channel members preferably flush with the outer marginal edge of the hull. Said brace arms B are fastened to said bars D and also to the chan-

nel members, thus securely holding the same in place. It will be noted that the side walls K, K of the channel members C extend downward a suitable distance into the water, thus serving to hold the boat true to her course and prevent the same from skidding or ricocheting sidewise.

Mounted in suitable bearings in the hull of the boat are the two propeller shafts, designated respectively by letters E and F, disposed at any suitable angles and having propeller wheels H fixed to their ends. Pinion wheels O and Q are fastened one to each of said shafts and intermesh with each other, and R designates a motor where- by power may be applied to one of the shafts and transmitted through the gear connections to the other. It will be noted that the portions of the grooved members forming the hydroplane are inclined upwardly, preferably adjacent to the parts of the hull where the bow tapers forward.

By the provision of a boat having hydroplanes as shown and described, the inclined portions of the channel members will tend to raise the boat in the water as it is driven through the same, thus lightening the draft of the boat and steadying the same as it is driven through the water.

What I claim to be new is:—

In combination with the hull of a boat, braces projecting from the sides thereof, channel members fastened parallel to each other and secured to said braces, said members having their forward ends upwardly curved and portions thereof rearward of the curved parts inclining upwardly toward the stern of the hull, the opposite ends of said channel members spaced laterally from the sides of the bow and stern of the hull, bars connecting the rear ends of the channel members, and propeller shaft bearings connected to said bars.

In testimony whereof I hereunto affixed my signature in the presence of two witnesses.

WILLIAM HENRY FOLK.

Witnesses:

E. L. FOLK,
WM. H. HOWELL.