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(Under International Convention.)

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#### COMPLETE SPECIFICATION.

##### Improvements in and relating to Hydroplane Boats.

I WILLIAM HENRY FAUBER, of 95, Boulevard de la Seine, Nanterre (Seine), in the Republic of France, Manufacturer, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

5 My invention relates to improvements in and relating to that class of water craft known as "hydroplane" boats, which are equipped with inclined surfaces or planes designed to act on the water when the boat is travelling at high speed in a manner to lift the boat and lessen the submerged area of the hull thereof, with consequent reduction of wave making and skin resistance, and the attainment of high speeds in proportion to the propelling power employed. It has already been proposed to provide the bottom of a hull with a series of hydroplanes, the adjacent ends of which merge into one another.

10 Craft of this character heretofore proposed have mostly the form of flat-bottomed boats, or boats having a flat bottom provided partly or at certain points with inclined surfaces or planes designed to ride or skim the top of the water. So far as I am aware, this is open to the objection that such hydroplane surfaces are practically available for use in smooth waters only; for the reason that craft having flat bottoms are not stable in disturbed waters, and do not respond promptly and accurately to the steering mechanism.

15 20 Now, the object of my present invention is to obviate these disadvantages by producing a hydroplane boat which is capable of successful use under conditions of high winds and in seas more or less rough or disturbed, and which is constructed so as to give greater stability and carrying power to the boat and to respond more promptly to the steering mechanism, under such conditions, than a boat having a flat bottom; as heretofore constructed.

25 To these ends my invention consists in a boat provided with hydroplane members which constitute the bottom of the hull, and which are laterally inclined downwardly toward the keel line of the boat.

30 To accomplish this result, I make the bottom of the boat, which is preferably built up of hydroplane surfaces, deeper in the centre than at the sides, so that its cross-section presents a shallow "V" with the angle of inclination of the lateral walls of the bottom, and the depth of the successive hydroplane members gradually increasing from front to rear of the boat, as will be hereinafter described.

35 Based upon the hypothesis that, up to certain speeds, a boat moves with less expenditure of power as a displacement boat, I make the "V"-shaped bottom deeper behind than in front, and gradually increase the depth from front to

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