

The FASTEST BOATS IN THE WORLD.

RACER. 8 metres; 100 h.p.; Speed guaranteed over 38 miles per hour!
RACER. 15 metres; 500 h.p.; Speed guaranteed over 45 miles per hour!

Hydroplane Cruisers built to order, according to Monaco Racing Rules.

Hydroplane—5 metres, 15 h.p., for one or two persons. Price £240.

The explanation why the "FAUBER" Hydroplanes are 50% faster than ordinary boats of the same power and weight—or why they will make the same speed with less than half the power, is very simple.

- (i) The Hydroplane under speed has less draught—the displacement of water and frictional surface on the sides of the boat being greatly reduced.
- (ii) Only a part of the Hydroplane surfaces beneath the boat are in actual contact with the water.
- (iii) The frictional resistance of that part of the Hydroplane surfaces in actual contact with the water, is greatly reduced, because a strata of air is drawn in between the water and the Hydroplane surfaces.

Breveté S.G.D.G. en France et à l'Etranger.



POYER

(This size boat will carry 100 h.p. Motor, in the "8-metre" Class, or 180 to 200 h.p. in "Championnat de la Mer" or the "International" Races.)

DESCRIPTION.

The "FAUBER" Hydroplane combines the design and best features of the ordinary motor boat with new principles of Hydroplane construction, producing the only practical Hydroplane Boat that has Stability, and will navigate rough water without pounding.

The great stability and smooth-running are due to several patentable features, the most conspicuous being the "V"-shaped bottom, composed of concave hydroplane surfaces arranged in such a manner as to give a gradual and easy line of displacement

FIG. 1.

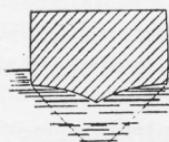
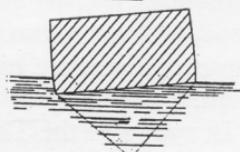


FIG. 2.



commencing at the bow, and widening and deepening towards the stern. The bow being pointed, as in ordinary boats, it cleaves the water without shock, and the sharp-edged "V"-shaped surface (Fig. 4) beneath the bow, cuts into rough water without pounding, as flat Hydroplanes do.

Fig. 1 shows the general form of the "V" concave hydroplane surfaces at the greatest width of the boat, it being understood that the angle of the "V," as well as the sharpness of the "V" beneath the bow, must be adapted to the length, weight, and speed.

The great stability of the "FAUBER" Hydroplane is due to the surfaces on the low side (as in Fig. 3) having momentarily a greater horizontal width, and also a more

free action, and being in deeper water than the inclined surface on the opposite side, the surfaces on the low side thus developing a greater lifting force, which acts immediately to right the boat.

This new element called "Hydroplane Stability," is not found in flat Hydroplane surfaces—it being quite evident from a study of Fig. 2, which represents the bottom of a flat Hydroplane, that the sustaining pyramid of water beneath, tends to upset rather than right the craft, and that at high speeds, when partially lifted out of the water, very little displacement stability remains—whereas the "FAUBER" Hydroplane has not only displacement stability, but the new element, "Hydroplane Stability."

Even on smooth water, flat surfaces have a brutal contact, causing the boat to "see-saw," and, in rough water, to pound to a disagreeable and dangerous extent.

The waves from other boats in racing, as well as rough water, which cause the "Pounding" and "See-sawing" action of flat-bottomed hydroplanes, is a fault not to be found with the "FAUBER" Hydroplanes.

The Hydroplane, like the Screw-propeller, involves many complicated problems, and the present space is far too limited for the explanation of a number of the special features which combine to make the "FAUBER" Hydroplanes so practical.

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Formerly Proprietor and Manager,
"Fauber" Manufacturing Company,
Chicago & Elgin, Ill., U.S.A.

Estimates furnished:—Hydroplane Torpedo Boats.

Length:—15 to 20 metres.

Speed:—35 to 40 knots.