

No. 850,034.

PATENTED APR. 9, 1907.

U. R. MILLER.  
BOAT.

APPLICATION FILED AUG. 16, 1906.

Fig. 1.

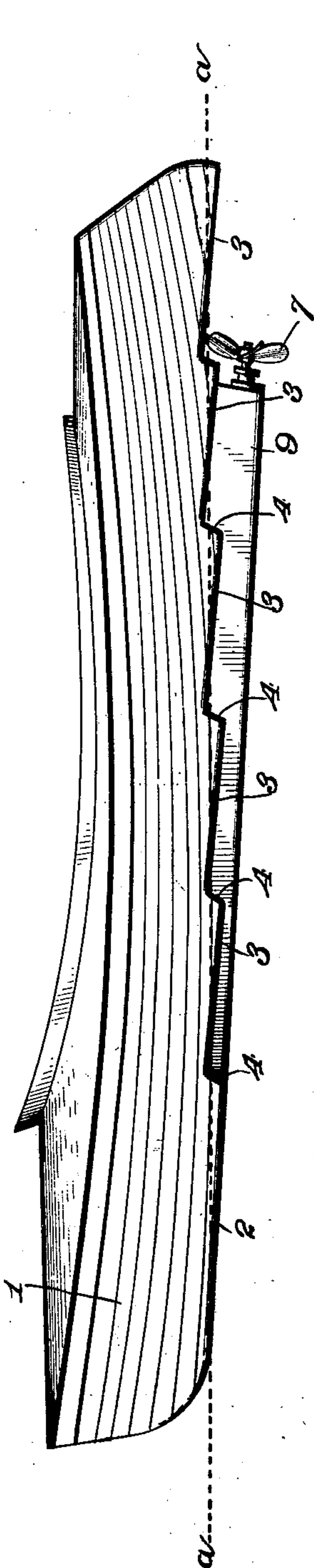


Fig. 2.

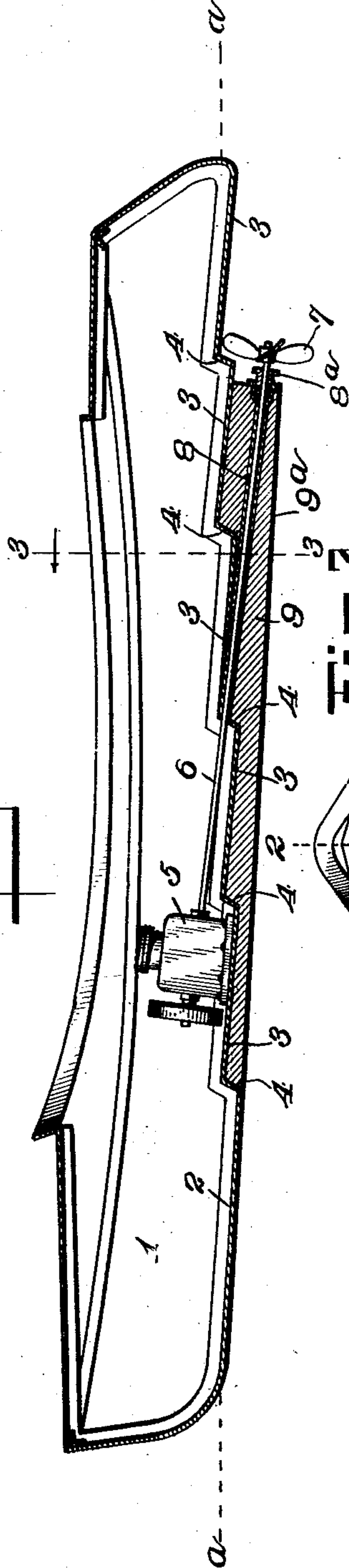
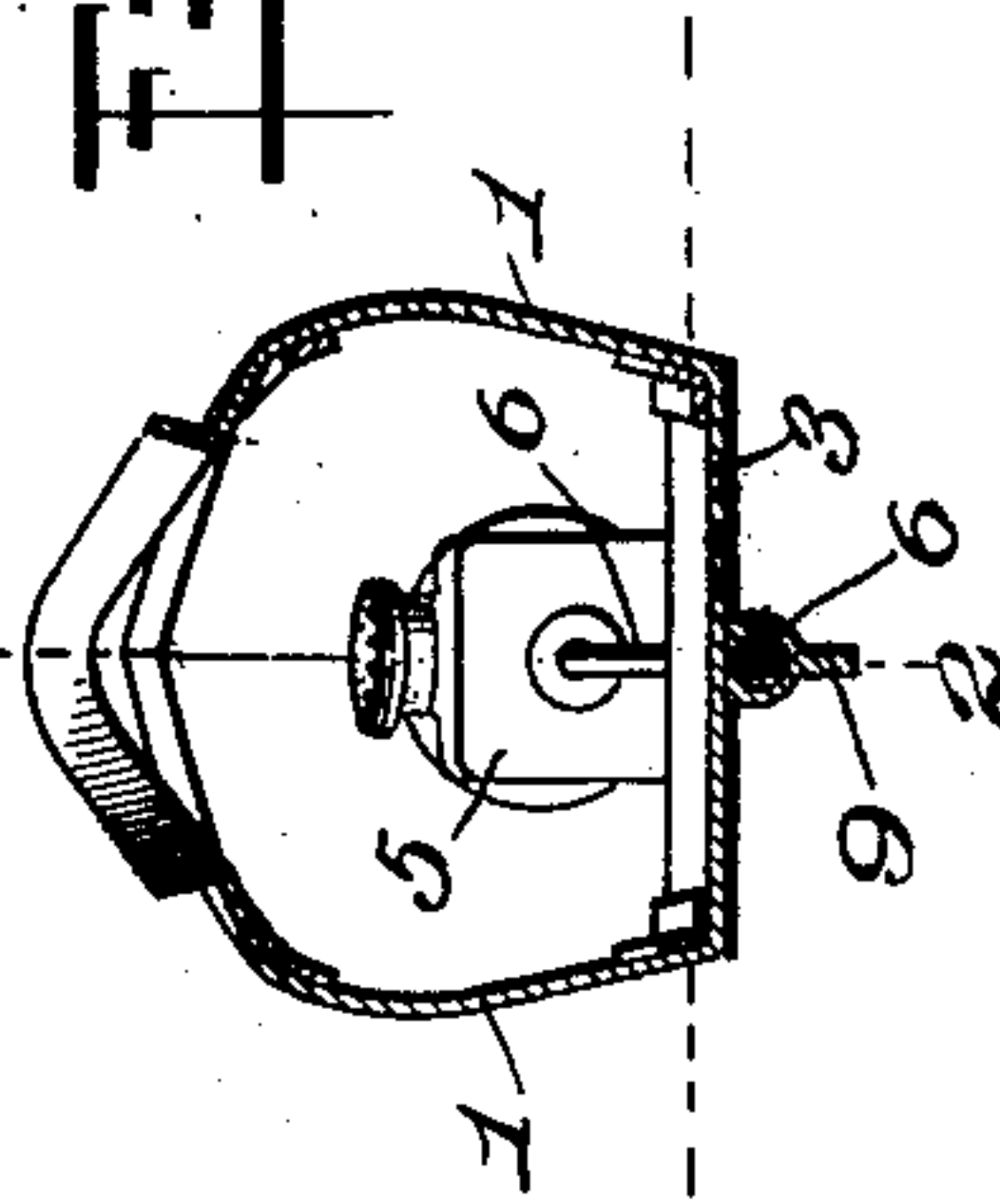


Fig. 3.



WITNESSES  
*W. B. Miller*  
*R. Handie*

INVENTOR  
*Uriah R. Miller*  
BY *Wm. H. Co.*  
ATTORNEYS



# UNITED STATES PATENT OFFICE.

URIAH R. MILLER, OF SALEM, OHIO.

## BOAT.

No. 850,034.

Specification of Letters Patent.

Patented April 9, 1907.

Application filed August 16, 1906. Serial No. 330,824.

*To all whom it may concern:*

Be it known that I, URIAH R. MILLER, a citizen of the United States, and a resident of Salem, in the county of Columbiana and State of Ohio, have invented a new and Improved Boat, of which the following is a full, clear, and exact description.

My invention has for its object to provide means adapted to increase the speed, decrease the draft, and maintain the stability of a boat. This I accomplish by the means illustrated in the accompanying drawings, in which drawings like characters of reference indicate like parts throughout the views, and in which—

Figure 1 is a side elevation of a boat embodying my invention. Fig. 2 is a central vertical longitudinal section of the boat shown in Fig. 1, taken on the line 2 2 of Fig. 3; and Fig. 3 is a vertical transverse section taken on the line 3 3 of Fig. 2.

As illustrated in the drawings, 1 represents the sides of the hull of a boat. The bottom of the boat is preferably constructed with a flat forward portion 2, extending across the bow of the boat, and the body and stern portions of the bottom are constructed with a plurality of planes 3, inclined transversely and connected together by means of risers 4, which are preferably arranged at substantially a right angle to the planes 3. The transversely-inclined planes 3 are offset from the flat forward portion 2, and thereby arranged above the plane of the forward portion 2 of the boat, and said planes are of considerable width, so as to present a gradually-inclined surface to the water, and the connecting risers 4 are considerably narrower than the width of the planes 3. A keel 9 extends lengthwise of the central portion of the bottom of the boat, with its lower edge 9<sup>a</sup> preferably in line with the bottom 2 of the bow of the boat. The boat may be provided with an engine 5, having a shaft 6 journaled thereon and provided on its outer end with a propeller 7. The propeller-shaft 6 is journaled in a sleeve 8, which is secured in any suitable manner to the keel 9. A stuffing-box 8<sup>a</sup> is secured to the end of the sleeve 8, so as to hold the packing in place in the end of the said sleeve. The extent of the inclination of the planes 3 and the number of such planes must necessarily depend on the length and breadth of the hull of the boat, speed required, and the amount of power used. The keel 9 is made of sufficient depth to insure the

stability of the boat when moving at its highest speed, and for this purpose I prefer to make the keel of greatest width at the stern of the boat, so that the lower edge 9<sup>a</sup> of the keel will be inclined to a plane passing through the lower edges of the planes 3. When constructed and arranged in the manner described, a boat in operation has a tendency to ride out of the water when moving at a high speed, thereby decreasing the draft and causing the boat to ride on the surface of the water instead of crowding its way through the water. Although the draft of the boat is thereby decreased, the keel 9, together with the flat inclined planes 3, provide ample stability to the boat even when the planes 3 are riding on the surface of the water, which is represented in the drawings by the dotted line *a a*.

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

1. A boat having its bottom provided with a flat forward portion, and a plurality of transversely-inclined planes connected together by risers narrower than said planes and arranged above the plane of the forward portion, substantially as shown and described.

2. A boat having its bottom provided with a flat forward portion, a plurality of transversely-inclined planes arranged above the plane of said forward portion and connected together by risers narrower than said planes, and a keel extending from said flat forward portion transversely of said inclined planes, substantially as shown and described.

3. A boat having a bottom provided with a flat forward portion and a plurality of transversely-inclined planes connected by risers narrower than said planes, and a keel extending transversely of said planes with its lower edge continuous with said flat forward portion, substantially as shown and described.

4. A boat having its bottom provided with a flat forward portion and a plurality of transversely-inclined planes connected together by risers narrower than said planes, and arranged at a right angle therewith, and a keel extending transversely of said planes continuous with said flat forward portion and increasing in width toward the stern of the boat, substantially as shown and described.



5 5. A boat having its bottom provided with a plurality of transversely-inclined, broad planes connected by narrow risers, and a keel extending transversely of said planes and risers, and provided with a sleeve extending longitudinally of said keel, inclined to the lower edge thereof, and adapted to support a propeller-shaft, substantially as shown and described.

10 6. A boat having its bottom formed with a plurality of transversely-inclined broad planes connected by narrow risers, a keel extending transversely of said planes and risers, an engine having a shaft journaled therein, and a propeller secured to the end of said shaft and arranged in line with the junction of one of said planes with its adja-

cent riser, substantially as shown and described.

7. A boat having its bottom formed with a flat bow portion, and with a plurality of transversely-inclined broad planes connected by narrow risers, and a keel extending transversely of said plane and risers with its lower edge in line with the flat portion of the bow of the boat, substantially as shown and described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

URIAH R. MILLER.

Witnesses:

FRANK MERCER,  
FRANK A. COOK.