No. 722,908. PATENTED MAR. 17, 1903.

E. C. ROSENAW.

BOAT.

APPLICATION FILED AUG. 26, 1902.

NO MODEL.

Fig. 1.

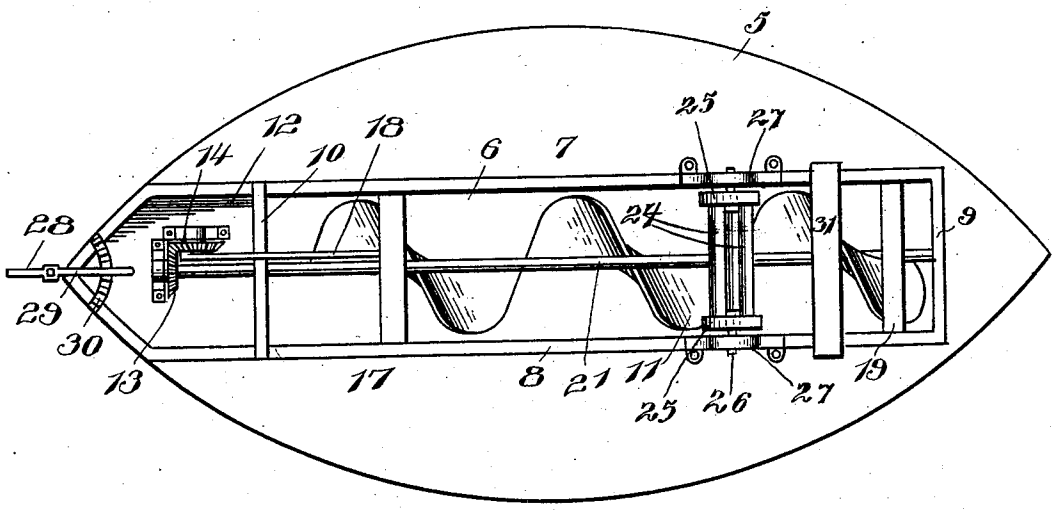
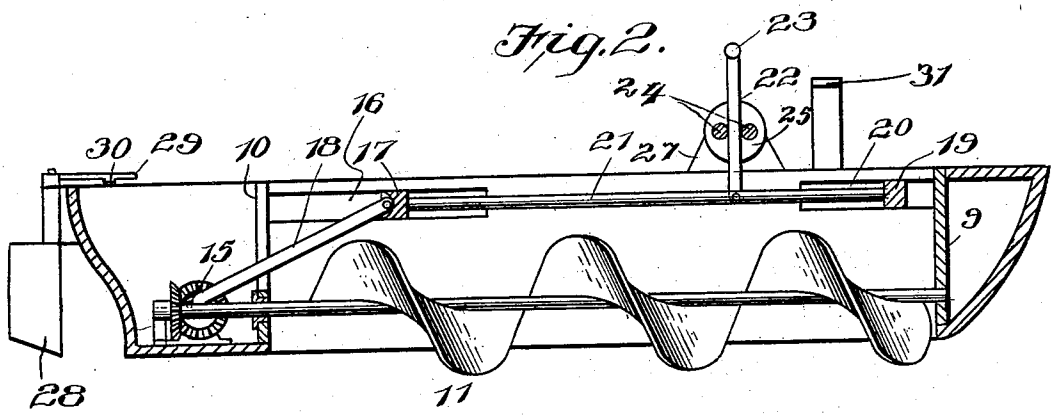


Fig. 2.



WITNESSES:

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BOAT.

SPECIFICATION forming part of Letters Patent No. 722,908, dated March 17, 1903.

Application filed August 26, 1902. Serial No. 121,130. (No model.)

To all whom it may concern:

Be it known that I, EDWARD C. ROSENAW, a citizen of the United States, residing at Fennimore, in the county of Grant, State of Wisconsin, have invented certain new and useful Improvements in 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.

This invention relates to boats, and more particularly to that class propelled by means of a screw; and it has for its object to provide a construction wherein the screw will be rotated manually and with a movement similar to that in rowing, other objects and advantages of the invention being understood from the following description.

In the drawings forming a portion of this specification, and in which like numerals of reference indicate similar parts in the several views, Figure 1 is a top plan view showing a boat embodying the present invention. Fig. 2 is a section taken longitudinally through the boat and showing the mechanism for operating the propeller and the seat for the operator.

Referring now to the drawings, there is shown a boat 5, longitudinally of which is formed a well 6, including the sides 7 and 8 and the ends 9 and 10, and in this well is mounted a screw 11, which projects below the bottom of the boat and drives the boat in the usual manner when rotated. At the after end of the boat is a cock-pit 12, into which one end of the shaft of the screw projects and is provided with a bevel-gear 13. To rotate the bevel-gear 13, a second bevel-gear 14 is provided and which rotates in a vertical plane longitudinally of the boat, and this second bevel-gear is provided with a wrist-pin or crank-pin 15.

Mounted in the guides 16 on the sides 7 and 8 of the well is a cross-head 17, to which is connected a pitman 18, connected in turn to the crank-pin 15. A second cross-head 19 is mounted upon guides 20 upon the sides 7 and 8 of the well and is connected to the cross-head 17 by means of the connecting-rod 21. Pivoted at its lower end to the connecting-rod 21 is a post 22, having a handle-bar 23, said post being disposed between rollers 24, mounted in bearings in pillow-blocks 25 at opposite sides of the well, so that as the post is rocked it may have a slight longitudinal movement. The blocks 25 have trunnions 26, which are journaled in the brackets 27, so that when the post is rocked it will not bind between the rollers.

A seat 31 for the operator is mounted near to the handle-bar, as shown.

A rudder 28 is provided and has a tiller 29, which may be held in different positions by engagement with a notched segment 30, or may have tiller-ropes, as preferred.

It will be understood that the connecting-rod 21 may be provided with any number of handles and that any number of corresponding seats may be employed, so that any number of persons may lend their energies to the operation of the boat.

In practice modifications may be made and any suitable materials and proportions may be used for the various parts without departing from the spirit of the invention.

What is claimed is—

1. A boat having a well, a propeller mounted in the well, a bevel-gear fixed to the propeller, a second bevel-gear meshing with the first bevel-gear, cross-heads slidably mounted upon the side of the well, a connecting-rod between the cross-heads, a pitman connected with one of the cross-heads and with the second bevel-gear for rotating the latter, a seat mounted upon the sides of the well, brackets mounted upon the side of the well, pillow-blocks journaled in the brackets spaced rollers journaled in the pillow-blocks and a handle passed between the rollers and fixed to the connecting-rod for operation by the occupant of the seat.

2. A boat having a well provided with longitudinal recesses at opposite points upon the inner walls thereof, a propeller mounted in the well, a bevel-gear fixed to the propeller-shaft, a second bevel-gear meshing with the first bevel-gear, cross-heads slidably mounted in the recesses in the sides of the well, a con-

necting-rod between the cross-heads, a pitman connected with one of the cross-heads and with the second bevel-gear for rotating the latter, a seat mounted upon the sides of the well, and a handle fixed to the connecting-rod for operation by the occupant of the seat.

In testimony whereof I affix my signature in presence of two witnesses.

EDWARD C. ROSENAW.

Witnesses:
JOHN J. SCANLAN,
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