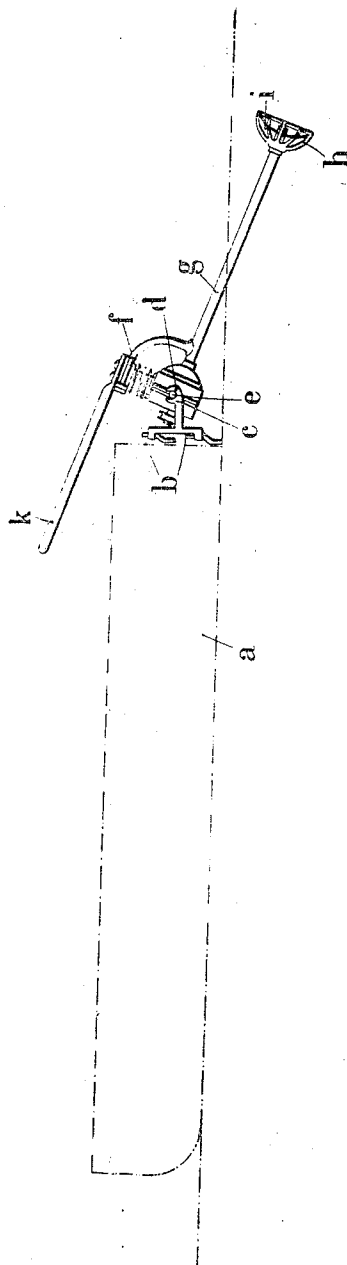


G. TROUCHE.
MOTOR MORE ESPECIALLY APPLICABLE FOR DRIVING BARGES, WHERRIES, FLATBOATS,
AND THE LIKE.

APPLICATION FILED AUG. 24, 1905.

941,827.

Patented Nov. 30, 1909.



Witnesses
Stanley Wood
Henry William Blake

Inventor
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By
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UNITED STATES PATENT OFFICE.

GABRIEL TROUCHE, OF PUTEAUX, FRANCE.

MOTOR MORE ESPECIALLY APPLICABLE FOR DRIVING BARGES, WHERRIES, FLAT-BOATS, AND THE LIKE.

941,827.

Specification of Letters Patent.

Patented Nov. 30, 1909.

Application filed August 24, 1905. Serial No. 275,662.

To all whom it may concern:

Be it known that I, GABRIEL TROUCHE, citizen of the French Republic, and resident of 4 Place de l'Eglise, à Puteaux-on-the-
Seine, France, have invented certain new and useful Improvements Relating to Motors More Especially Applicable for Driving Barges, Wherries, Flatboats, and the Like, of which the following is a specification.

This invention relates to an arrangement enabling boats, barges, wherries and the like, which are generally propelled by cars or sails, to be at any time easily converted into motor vessels. This is effected in the manner that the driving arrangement which consists of a motor and propeller is attached to the boat in such a manner that by means of the cross link like bearings, the device can be adjusted at any suitable height, also in lateral positions in relation to the body of the boat.

According to the invention, the bearing for adjusting the height is arranged behind that which permits of lateral movement of the device. By these means it is possible to place the driving shaft at a very small angle in relation to the level of the water.

In the accompanying drawing is shown a constructional form of the object of the invention.

In the supports *b*, attached to the rear of the boat *a* and adapted to support the rudder, is mounted a fork-like supporting piece *c* which at the rear is provided with a bearing *d*. In this bearing are mounted the pivots *e* of the casing of the motor *f*. The shaft of the motor *f* is prolonged toward the rear and is guided in a tube *g* which terminates at its outer end in a protecting frame *h*. Within this protecting frame revolves the propeller screw *i* attached to the outer end of the motor shaft. The motor shaft can advantageously be used for leading away

the exhaust gases of the motor. At the upper end of the motor *f* is provided a lever *k* by means of which the device can be moved both in a vertical and horizontal plane.

By arranging the bearings *d* for the vertical movement of the device behind those for the horizontal position, it is possible to arrange the motor, together with the propeller, very close to the water level, and thus keep the angle formed between the direction of the driving power and the horizontal, as small as possible, which is of great advantage to the efficiency of the device. The bearings of the driving device can naturally be also mounted at different parts than that shown in the drawing, for example, when it is to be applied to barges, or very flat vessels, it can be mounted on the frame of the vessel itself. In this case, the bearing permitting of movement in a horizontal direction may be a channel bearing. In certain cases, two such driving arrangements can be arranged on the sides of the vessel.

What I claim as my invention and desire to secure by Letters Patent is.—

A driving device for vessels consisting of a propeller and propeller shaft and a motor mounted on a vertical pivot from which two fork prongs extend rearwardly, whose ends support the motor on a horizontal pivot to permit both vertical and lateral adjustment of the device, the horizontal pivot being arranged behind the vertical pivot for the purpose of reducing the angle between the propeller shaft and the water level, substantially as described.

In testimony whereof I have hereunto set my hand to this specification in the presence of two subscribing witnesses.

GABRIEL TROUCHE.

Witnesses:

HENRI BLOUIN,
HANSON C. COXE.