

1,276,741.

2 SHEETS--SHEET 1.

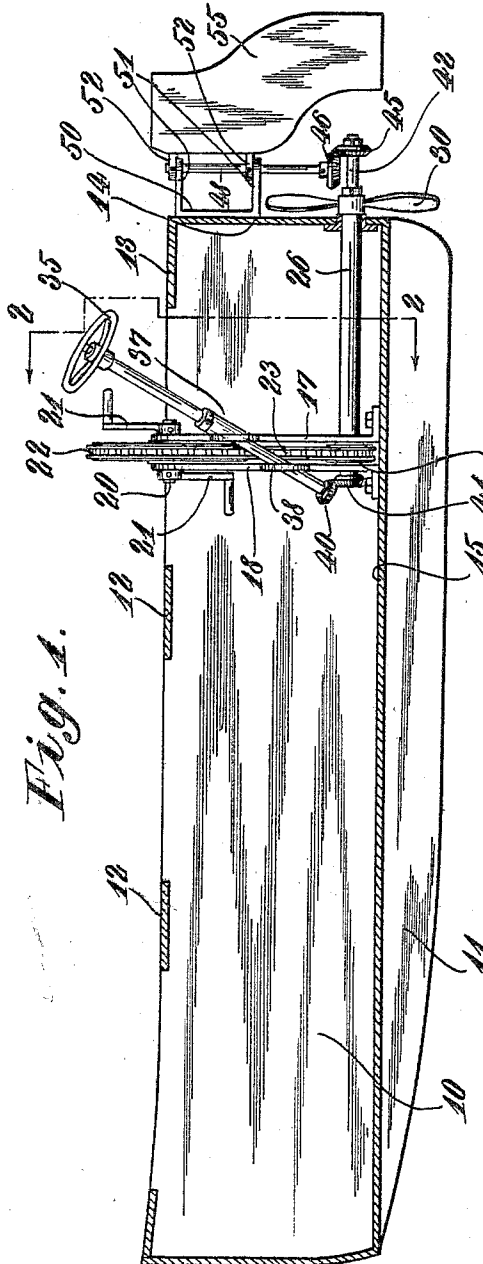


Fig. 1.

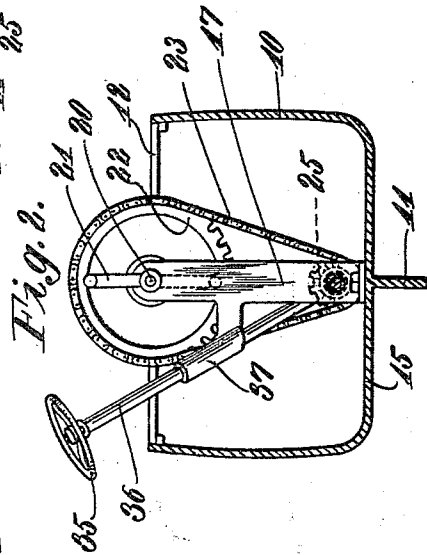


Fig. 2.

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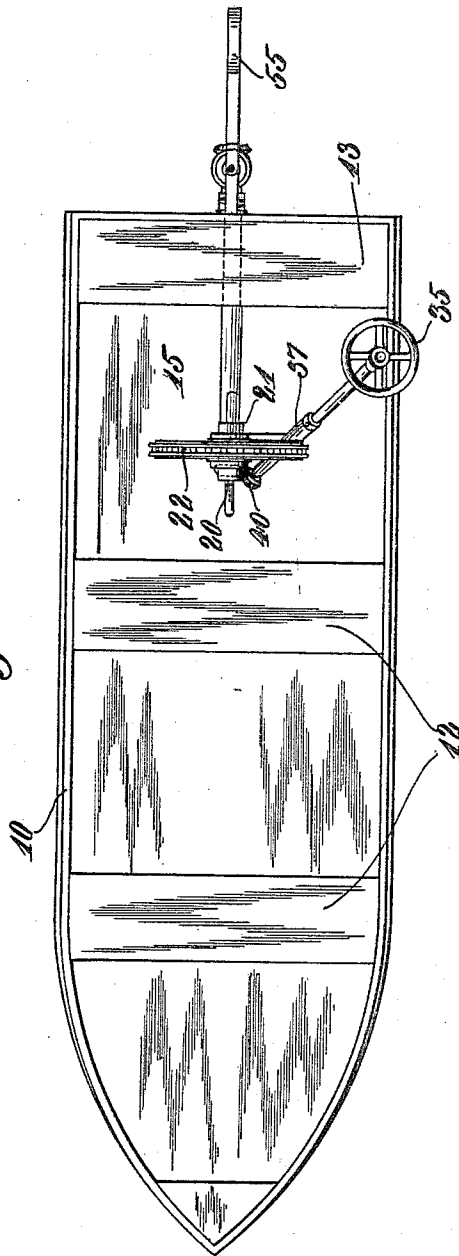
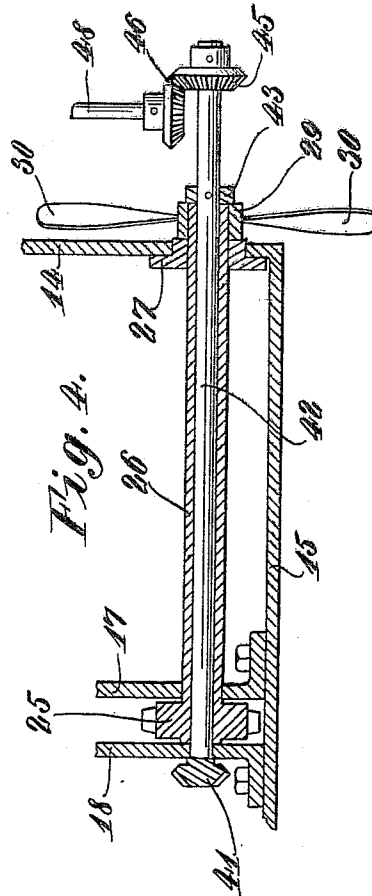
S. FAZEKAS.
BOAT PROPELLING AND STEERING DEVICE.
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1,276,741.

Patented Aug. 27, 1918.

2 SHEETS—SHEET 2.

Fig. 3.



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UNITED STATES PATENT OFFICE.

STEVEN FAZEKAS, OF NEW YORK, N. Y.

BOAT PROPELLING AND STEERING DEVICE.

1,276,741.

Specification of Letters Patent. Patented Aug. 27, 1918.

Application filed August 22, 1917. Serial No. 187,534.

To all whom it may concern:

Be it known that I, STEVEN FAZEKAS, a subject of the King of Hungary, resident of New York, county of New York and State of New York, have invented certain new and useful Improvements in Boat Propelling and Steering Devices, of which the following is a specification.

This invention relates to improvements in boats and particularly to types adapted to be manually propelled, the principal object of the invention being to provide means for operating a screw propeller and for steering the boat, the same being arranged in the form of an attachment which can be readily applied to any boat of existing construction.

This and other like objects are attained by the novel construction and combination of parts hereafter described and shown in the accompanying drawings, forming a material part of this specification and in which—

Figure 1 is a vertical central sectional view taken through a conventional form of small boat, indicating the application of the invention.

Fig. 2 is a transverse sectional view taken on line 2—2 of Fig. 1.

Fig. 3 is a top plan view of the boat, and

Fig. 4 is an enlarged longitudinal sectional view showing the arrangement of parts.

In all of the several views the numeral 10, designates a conventional type of boat having a keel 11, and provided with seats 12 and 13, the latter being at the stern 14 of the boat.

Secured to the floor or bottom 15, of the boat, near the stern, is a pair of oppositely disposed standards 17 and 18 in the upper ends of which is mounted a spindle 20, provided with extending crank handles 21 outside the standards by which rotary motion may be transmitted to the driving sprocket wheel 21, secured on the spindle over which runs a chain 23, transmitting rotary motion to a sprocket pinion 25, secured upon a tubular shaft 26, mounted in the standard 17, at one end and passing through a bushing 27, set in the stern 14, the extending end having rigidly secured to it the hub 29 of the screw or propeller blades 30.

From the foregoing it will be seen that

when the cranks 21 are actuated the propellers will be caused to rotate. A steering wheel 35 is mounted on the end of an angularly disposed shaft 36, set in bearings 37 and 38 formed with the standards and has secured at its lower end a skew bevel gear 40, meshing with a mating gear 41, on the shaft 42 rotatably mounted in the standard 18 and passing axially through the pinion 25 and the hollow shaft 26, being held against longitudinal motion therein by the collar 43, pinned to the shaft and has at its extreme outer end a bevel gear 45 meshing with the mating gear 46, secured at the lower end of a shaft 48.

This shaft is mounted vertically in a bracket 50, secured to the stern 14 of the boat and has extending arms 51 through which the shaft passes, the arms also serving to support the lugs 52, secured to the rudder 55.

By means of the hand wheel 35, which turns in either direction, obviously the rudder will be moved in a desired manner. Thus there is presented means for controlling the boat, which in addition to the propelling device, may be applied to a relatively wide range of types of light boats in the manner indicated.

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

1. A boat attachment comprising a pair of standards, a spindle mounted therein longitudinally of the boat, a pair of cranks attached to said spindle, a gear on said pinion a horizontal tubular shaft extending through the stern of the boat, a propeller rigidly engaged therewith, a pinion fixed upon the inner end of said shaft, driving connection between said gear and said pinion, and means for operating the rudder of the boat, said means extending through said tubular shaft.

2. In a boat operating device, the combination with a pair of brackets secured to the floor of the boat, a spindle longitudinally mounted therein, means for operating said spindle, a driving wheel secured on said spindle, a hollow shaft mounted in said brackets, a pinion on said shaft, a propeller secured to said hollow shaft, a support secured to the stern of the boat, a rudder hingedly engaged to said support, a steering wheel mounted in said brackets, a gear operated by said wheel, a shaft pass-

ing through said hollow shaft, said shaft having a gear meshing with the first named gear, and a pair of gears on the outer end of said spindle by which said rudder may
5 be operated.

3. In a boat propelling device, the combination with the boat, and its rudder, of a pair of oppositely disposed standards secured to the deck of said boat transversely
10 therein, a spindle mounted in said standards, a pair of oppositely disposed cranks attached to said spindle, a driving gear secured to said spindle between said standards, a pinion at the lower end of said

standards, driving connections between said 15 gear and said pinion, a hollow shaft engaged with said pinion, said shaft extending through the stern of the boat, a propeller engaged with said hollow shaft, a steering wheel, a spindle rotatably engageable in said 20 hollow shaft, operative connections between said spindle and said steering wheel from the inner side of the boat, and operative connection between said spindle and said rudder.

In testimony whereof I have affixed my
signature. 25

STEVEN FAZEKAS.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."