No. 803,768. PATENTED NOV. 7, 1905.

J. LOCKWOOD.

STEAMBOAT.

APPLICATION FILED MAR. 23, 1905.

2 SHEETS—SHEET 1.

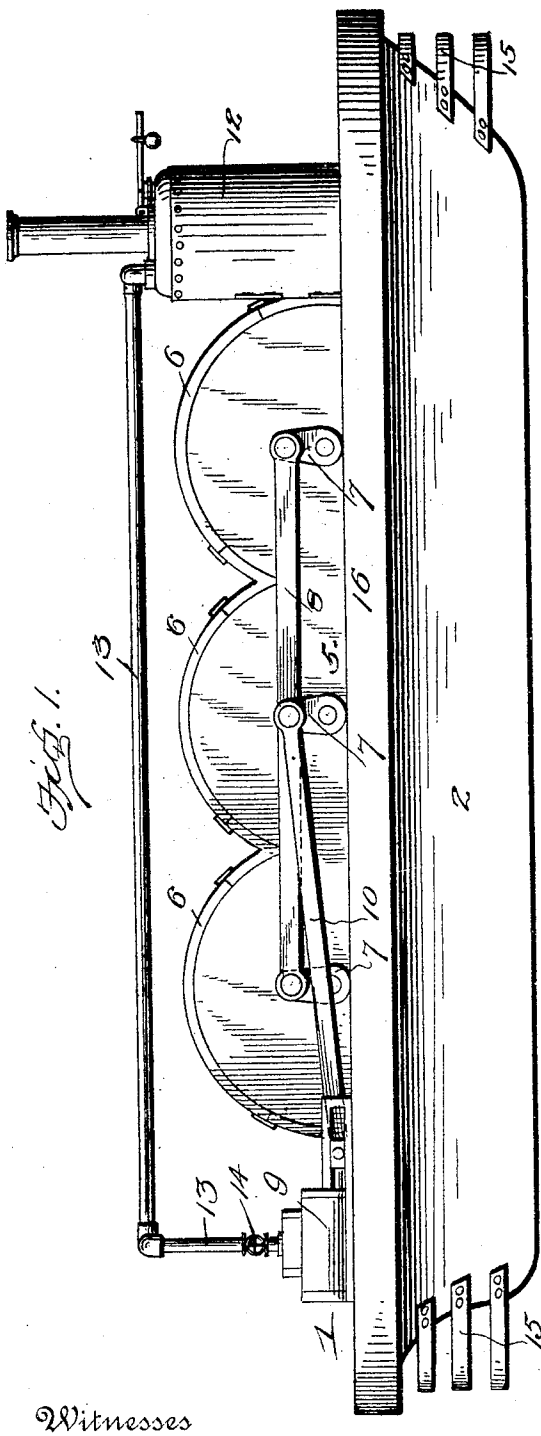

Fig. 1.

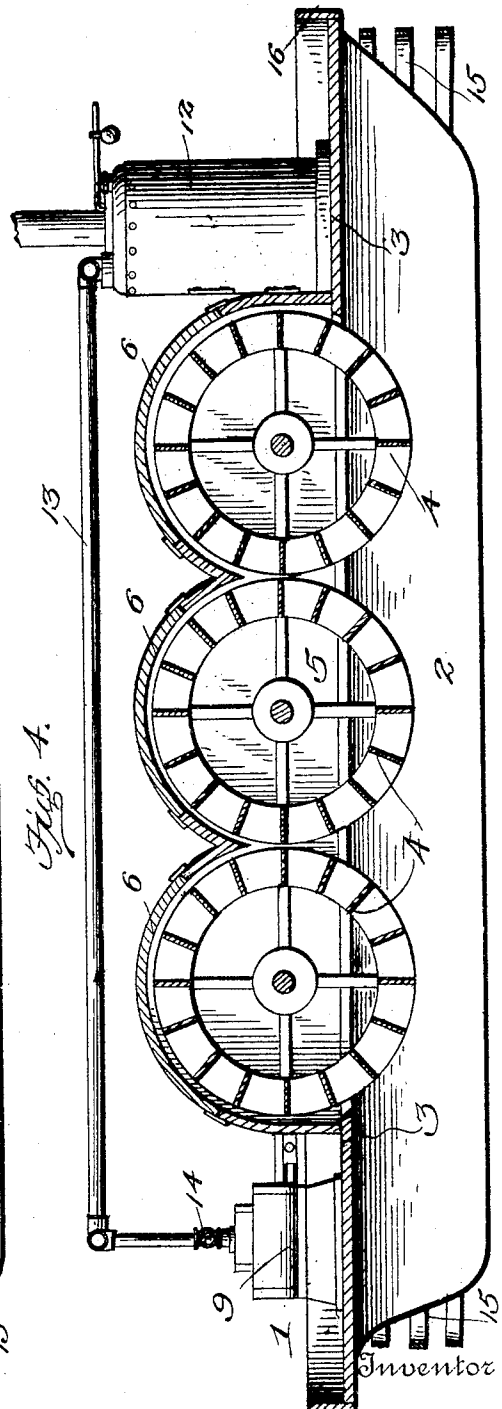

Fig. 4.

Witnesses
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2 SHEETS—SHEET 2.

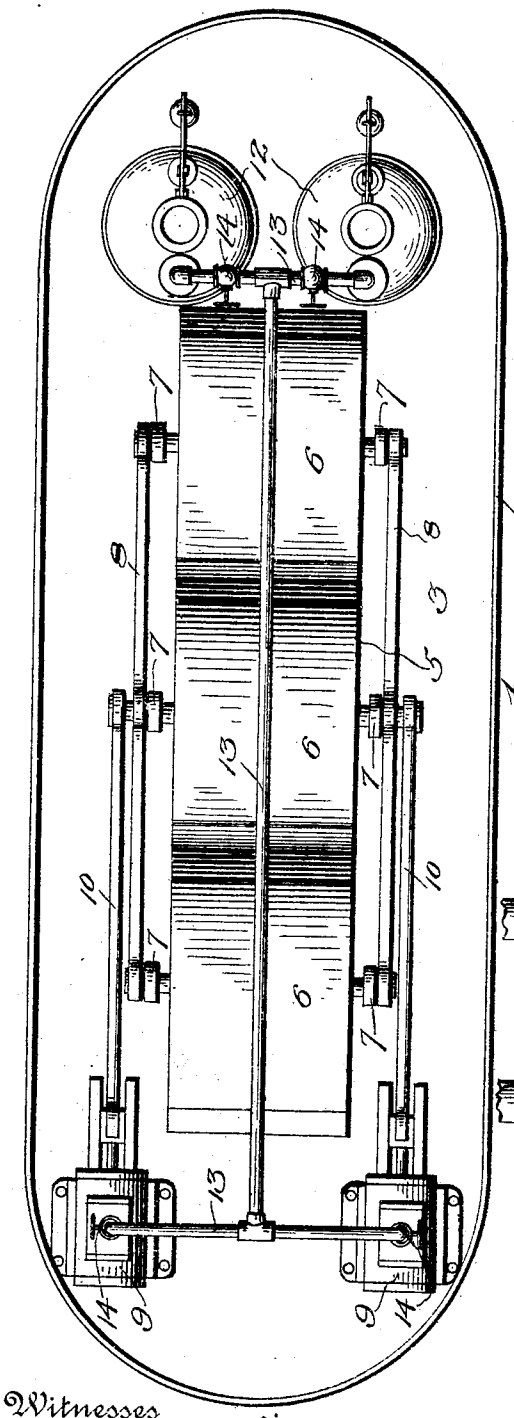

Fig. 2.

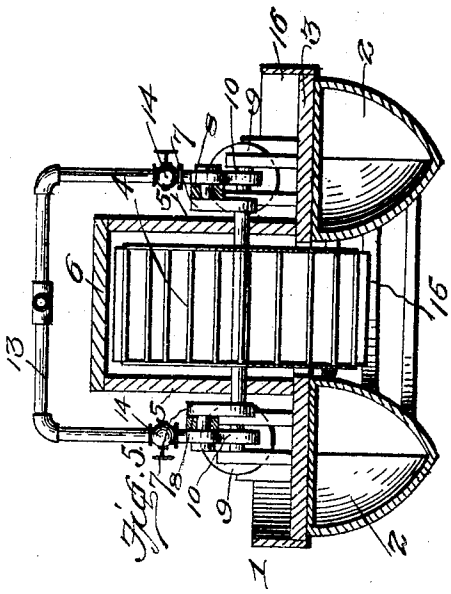

Fig. 5.

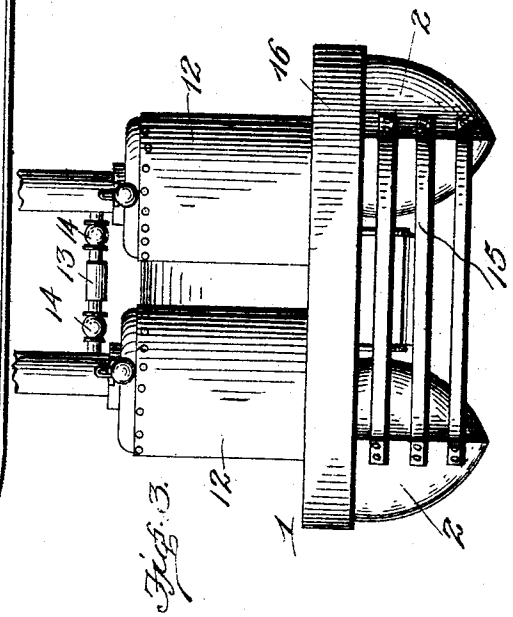

Fig. 3.

Witnesses

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UNITED STATES PATENT OFFICE.

JEREMIAH LOCKWOOD, OF SULLIVAN, INDIANA.

STEAMBOAT.

No. 803,768. Specification of Letters Patent. Patented Nov. 7, 1905.

Application filed March 23, 1905. Serial No. 251,642.

To all whom it may concern:

Be it known that I, JEREMIAH LOCKWOOD, a citizen of the United States, residing at Sullivan, in the county of Sullivan and State of Indiana, have invented certain new and useful Improvements in Steamboats; and I do 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 improvements in steamboats.

The object of the invention is to provide an improved method of transmitting and applying power to steamboats.

A further object is to provide an improved arrangement of hulls, whereby the vessel will be made more buoyant.

With the above and other objects in view the invention consists of certain novel features of construction, combination, and arrangement of parts, as will be hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a side elevation of a steamboat constructed in accordance with the invention. Fig. 2 is a top plan view of the same. Fig. 3 is a front end elevation. Fig. 4 is a central vertical longitudinal sectional view, and Fig. 5 is a central vertical transverse sectional view.

Referring more particularly to the drawings, 1 denotes a boat provided with two separate hulls 2, which are spaced apart and are independently constructed, each being decked over and formed of an air-tight construction. The hulls 2 having been thus constructed are connected and spaced apart by means of a deck 3.

In the central portion of the deck 3 between the hulls 2 is formed an opening in which are arranged paddle-wheels 4, of which there may be any suitable number, three of the same being shown in the present instance. The shafts of the paddle-wheels are suitably mounted in a suitable structure 5, formed on the deck 3, and each of said wheels is inclosed in a separate casing or cover 6, whereby access may be had to any one of the same independent of the others. On each end of each of the paddle-wheel shafts is formed a crank-arm 7, said crank-arms being connected by common connecting-rods 8.

At one end of the deck 3 and on the opposite sides of the paddle-wheel boxes is arranged an engine 9, the piston-rods of which are connected by links 10 to the cranks of the central paddle-wheel, as shown, whereby when the engines are operated the paddle-wheels will be driven thereby. On the opposite end of the deck 3 and on each side of the same is arranged boilers 12, said boilers being here shown as of vertical type, and they are connected to the engines by means of suitably-arranged steam-pipes 13. These pipes 13 are provided with cut-off valves 14.

The ends of the hulls are preferably connected by outwardly curved bars 15, which form a grating to prevent the entrance of obstructions between said hulls. Around the edge of the deck 3 is arranged a gunwale or deck-rail 16.

While I have shown the boat as being provided with vertical steam-boilers, it is obvious that any suitable construction of boilers and engines may be provided and that they may be located otherwise than as herein shown and described.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

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

In a boat of the character described, the combination with two hulls, each formed independent of the other and of air-tight construction, of a deck connecting said hulls together and holding the same spaced apart curved bars at the bow and stern to form gratings, a superstructure forming a paddle-wheel box on said deck, independently-mounted paddle-wheels arranged in said paddle-box to turn between said hulls, a removable cover arranged over each of said wheels, cranks arranged on the ends of said paddle-wheel shafts, connecting-rods connecting said cranks together, engines arranged on said deck, links to connect the piston-rods of said engines to said connecting-rods whereby said paddle-wheels are simultaneously driven, and boilers arranged on said deck to supply steam to said engines, substantially as described.

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

JEREMIAH LOCKWOOD.

Witnesses:

J. B. MULLANE,

GEO. PRICE.