March 9, 1926. 1,576,409

G. CASHOTY

BOAT PROPULSION MECHANISM

Filed March 12, 1925

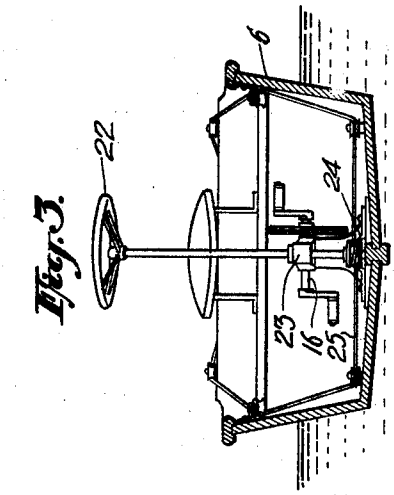


Fig. 3.

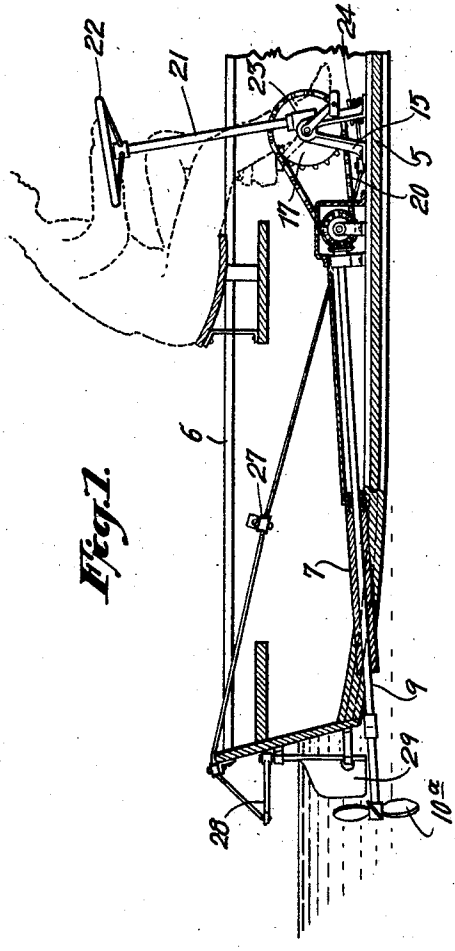


Fig. 1.

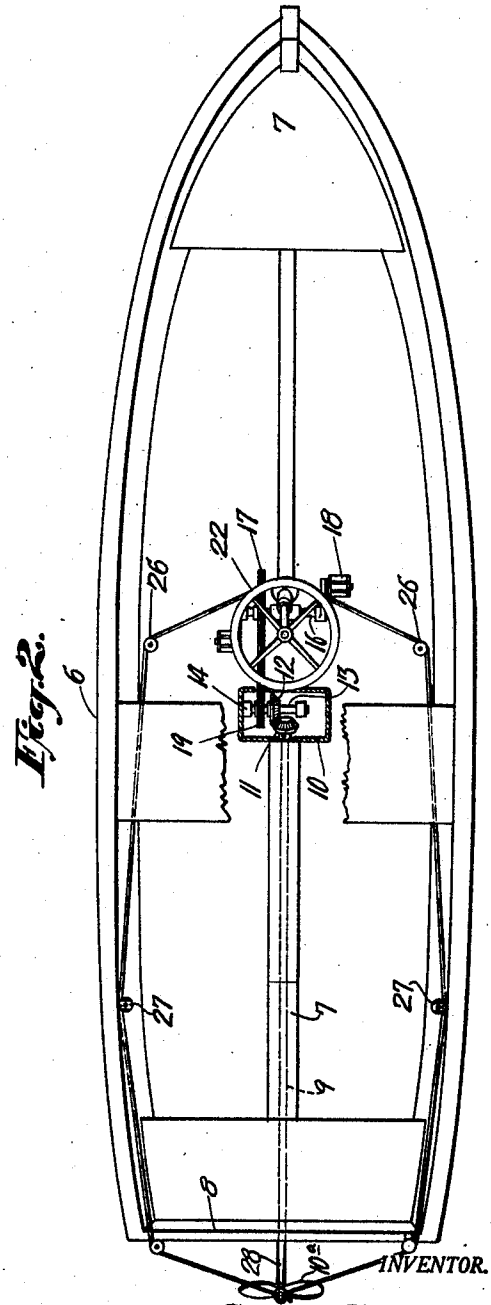


Fig. 2.

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UNITED STATES PATENT OFFICE.

GEORGE CASHOTY, OF NEW YORK, N. Y.

BOAT-PROPULSION MECHANISM.

Application filed March 12, 1925. Serial No. 15,087.

To all whom it may concern:

Be it known that I, GEORGE CASHOTY, a subject of the King of Greece, residing at New York city, in the county of New York and State of New York, have invented certain new and useful Improvements in Boat-Propulsion Mechanism, of which the following is a specification.

This invention relates to propulsion mechanism for propellers and the like and more particularly to a novel and improved construction adapted to be installed in a small vessel such as a row boat.

One of the objects of my invention is to provide a novel and improved socket mechanism constructed and arranged for cooperation with the propeller shaft and propeller of a vessel including means for steering the vessel during the operation of the propulsion mechanism.

To enable others skilled in the art to fully comprehend the underlying features of my invention that they may embody the same in the various modifications in structure and relation contemplated, drawings depicting a preferred form have been annexed as a part of this disclosure and in such drawings, similar reference characters denote corresponding parts throughout all the views, of which,

Figure 1 is a sectional view through the vessel showing the relative arrangement of the socket mechanism and the propeller shaft.

Figure 2 is a plan view.

Figure 3 is a vertical, sectional view through the vessel showing the steering mechanism in its relation to the propulsion mechanism.

Referring now to the drawings wherein like reference characters designate corresponding parts throughout all the views, 5 designates the bottom, and 6 the sides of the conventional type of bow 7 and stern 8. A propeller shaft 9 having a propeller 10^a mounted thereon extends through a shaft housing 7 inwardly to a gear casing 10 located substantially centrally of the boat. The shaft 9 is provided with a bevelled gear 11 which gear meshes with a second bevelled gear, mounted on a horizontal shaft 13, supported in suitable bearings 14 in the gear casing or housing.

A U-shaped standard or support 15 bolted to the bottom of the vessel and forwardly of the gear housing supports a crank shaft 16. A large sprocket wheel 17 on the shaft 16 is adapted to be rotated by the foot pedals 18, the sprocket 17 driving a small sprocket 19 on the shaft 13 through the sprocket chain 20. It will thus be seen that rotary power communicated to the shaft 13 and the meshed bevelled gears 11, 12, will impart rotation to the propeller shaft and the propeller so that the vessel may be propelled. Of course, the rotation of the gearing may be reversed and the propeller may be operated in the opposite direction.

In order to effectively steer the vessel, I have provided a steering post 21 and steering wheel 22, the former extending through a bearing 23 and provided with a grooved wheel 24 at the lower end thereof in proximity to the bottom of the vessel. A cable 25, passing over suitable pulley wheels 26 and guides 27 is connected to an arm 28 whereby the rear rudder 29 may be actuated. Consequently, the steering operation and the propulsion mechanism are so associated that the vessel may be propelled and steered by the operator and thus dispense with the use of either oars or other power operating mechanism for driving the propeller shaft.

While I have illustrated and described my invention with some degree of particularity, I realize that in practice various alterations therein may be made. I therefore reserve the right and privilege of changing the form of the details of construction or otherwise altering the arrangement of the correlated parts without departing from the spirit of the invention or the scope of the appended claim.

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

In combination with the body of a boat, a propeller shaft and propeller, a gear casing, a shaft and meshed gears on said shaft and the end of the propeller shaft located in the gear casing, an inverted U-shaped

support and crank shaft mounted in the upper part thereof, a sprocket on the crank shaft, a second sprocket on the shaft located in the gear casing, a sprocket chain trained about said sprockets, pedals on the crank shaft for actuating the same and the meshed gears whereby the propeller shaft and propeller are actuated, a bearing formed in the upper part of said support and a steering post held in said bearing.

In testimony whereof I affix my signature.

GEORGE CASHOTY. [L. S.]