July 12, 1927. 1,635,854

W. MILLER

BOAT

Filed Dec. 16, 1925

Fig. 1.

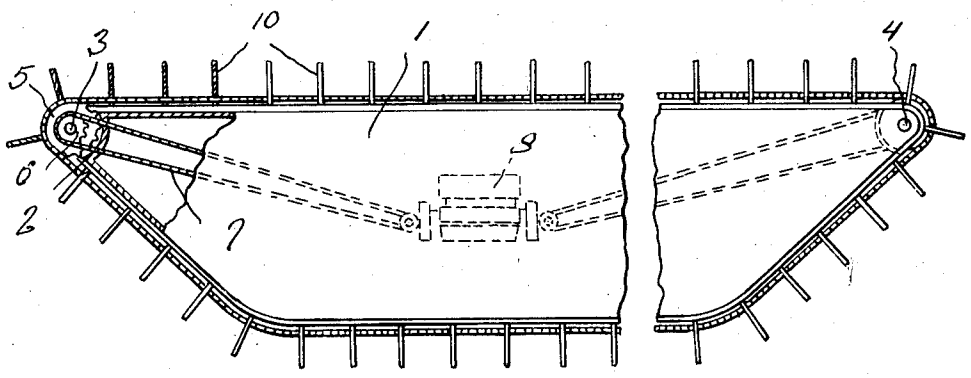


Fig. 2.

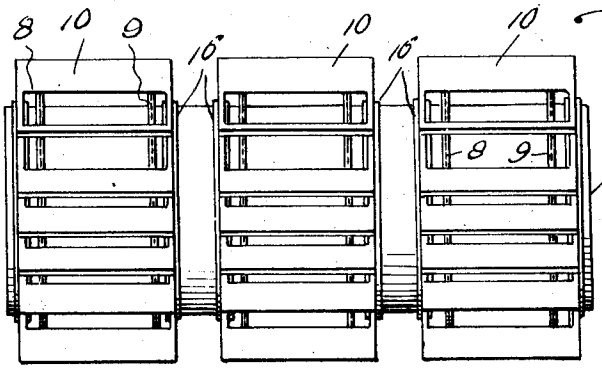
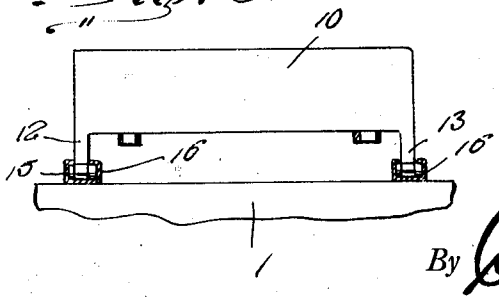


Fig. 3.



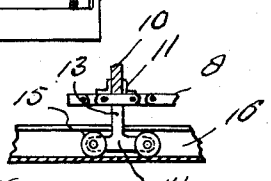


Fig. 4.

Inventor
William Miller,
By Clarence A. O'Brien
Attorney

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WILLIAM MILLER, OF BLAIR, NEBRASKA.

BOAT.

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The present invention relates to improvements in boats, and is more particularly adapted to a scow wherein the same includes a means for cleaning drainage ditches whereby the running water will be adapted to carry off the mud silt.

A further object is to provide a boat of the above mentioned character which is caused to traverse over a sand bar whereby the sand is loosened and caused to flow down a river or stream, thus removing such obstructions and permitting a new channel to be formed in the river.

A further object is to provide a boat of the above mentioned character which is simple in construction, inexpensive, strong, and durable, and further well adapted to the purpose for which it is designed.

Other objects and advantages of the invention will become apparent during the course of the following description taken in connection with the accompanying drawing.

In the accompanying drawing forming a part of this application and in which like numerals designate like parts throughout the several views:

Figure 1 is a side elevation with parts shown in section of my improved boat.

Figure 2 is an end elevation.

Figure 3 is a side elevation of one of the paddles showing the manner in which the same is mounted on the boat, and

Figure 4 is a fragmentary detail of the guide means provided for the paddles.

In the drawing wherein for the purpose of illustration is shown the preferred embodiment of my invention, the numeral 1 designates generally my improved boat, the same being of the flat bottomed type, the ends thereof being inclined inwardly toward the bottom as is clearly shown in Figure 1. The top of the boat is cut away at each end as illustrated at 2 to accommodate the transversely extending shafts 3 and 4 respectively. The ends of each shaft are journaled to the respective sides of the boat in any suitable manner.

A series of sprocket wheels such as are shown at 5 are arranged on each of the transversely extending shafts. These sprocket wheels are arranged in pairs, and preferably three of such pairs are provided for a purpose to be presently apparent. The recesses or curved portions 2 permit the sprocket wheels to extend outwardly of the top of the boat at the ends thereof as clearly shown in Figure 1.

An additional sprocket wheel 6 is secured on the intermediate portion of each shaft and adapted to be trained thereover is a drive sprocket chain 7, the opposite end being trained over a similar sprocket wheel which is mounted on the respective ends of the drive shaft of any suitable motor designated generally by the numeral 8 and which is mounted within the boat in any suitable manner.

Suitable sprocket chains 8 and 9 are trained over each pair of aligned sprocket wheels which are mounted on the transverse shafts 3 and 4, and as is clearly illustrated in the drawing, these sprocket chains extend completely around the top, bottom, and respective ends of the boat in an endless manner.

A series of paddle blades, such as are shown at 10 extend transversely across the spaced sprocket chains 8 and 9 of each pair and the sprocket chains are secured to the lower edges of the blades as indicated generally at 11 whereby the blades are disposed at right angles with respect to the sprocket chains. Furthermore the blades or panels are arranged in spaced relation with respect to each other.

Depending from the lower edge of each panel blade adjacent the respective ends thereof are the legs 12 and 13 respectively. Lateral extensions 14 are formed on the opposed sides of the lower end of each of the leg members, as clearly shown in Figure 4.

Suitable rollers 15 are mounted on the outer ends of the lateral extensions 14, and these rollers travel in the channeled guide tracks 16 which are provided therefor, and which tracks encircle the boat in the same manner as do the endless sprocket chains 8 and 9. This construction provides means whereby the endless chains are held adjacent the top, bottom, and respective ends of the boat in order to increase the efficiency of the operation of the paddle blades when the boat is in use.

Certain rivers, such as the Missouri River for example, wash away large tracts of land, thereby causing bends to be formed in the river, and naturally the force of the water will in time wash away the projecting portions of the land, thus causing a considerable loss as tending to change the course or chan-

nel of the river. If the channel was straight, this would not occur, and therefore the sole object of the present invention is to provide an apparatus whereby straight channels may be formed in a river.

In use, my boat is adapted to travel forwardly and backwardly across a sand bar, and during the propulsion of the boat, the series of paddle blades 10 will travel in an endless manner around the boat, and as the paddle blades come in contact with the sand bar, the latter will be gradually and efficiently disintegrated, and the sand which has been loosened from the bar by the action of the blades will be washed down these streams by the action of the water, and in this manner, a new channel will be formed in the river. The paddle blades do not in reality excavate, but tend to stir up the sand and cause the same to become comingled with the water so that the water will carry the same off and prevent the further accumulation in a certain spot in the river bed.

Also, a boat of the above character can be efficiently used in cleaning drainage ditches to carry off the mud and silt. It is of course understood that the boat is more efficiently used when the water is high.

While I have shown the preferred embodiment of my invention it is to be understood that minor changes in the size, shape, and arrangement of parts may be resorted to without departing from the spirit of the invention and the scope of the appended claim.

Having thus described the invention, what I claim as new is:—

A flat bottomed boat, the ends thereof being inclined inwardly toward the bottom, transversely extending rotatable shafts journaled in the upper portion of the boat adjacent the respective ends thereof, sprocket wheels mounted on each shaft and arranged in pairs, the top of the boat provided with cut out portions through which the sprocket wheels are adapted to extend, sprocket chains trained over the aligning sprocket wheels of each pair and encircling the top, bottom, and ends of the boat, a series of paddle blades extending transversely across each pair of sprocket chains and secured at their lower edges thereto, channeled tracks arranged in pairs around the boat adjacent each respective pair of sprocket chains, leg members depending from each of the paddle blades, and rollers carried by the lower ends of the leg members and adapted to travel in the channel tracks.

In testimony whereof I affix my signature.

WILLIAM MILLER.