Oct. 25, 1949. A. MONTALBANO 2,486,313

SELF-PROPELLED BOAT

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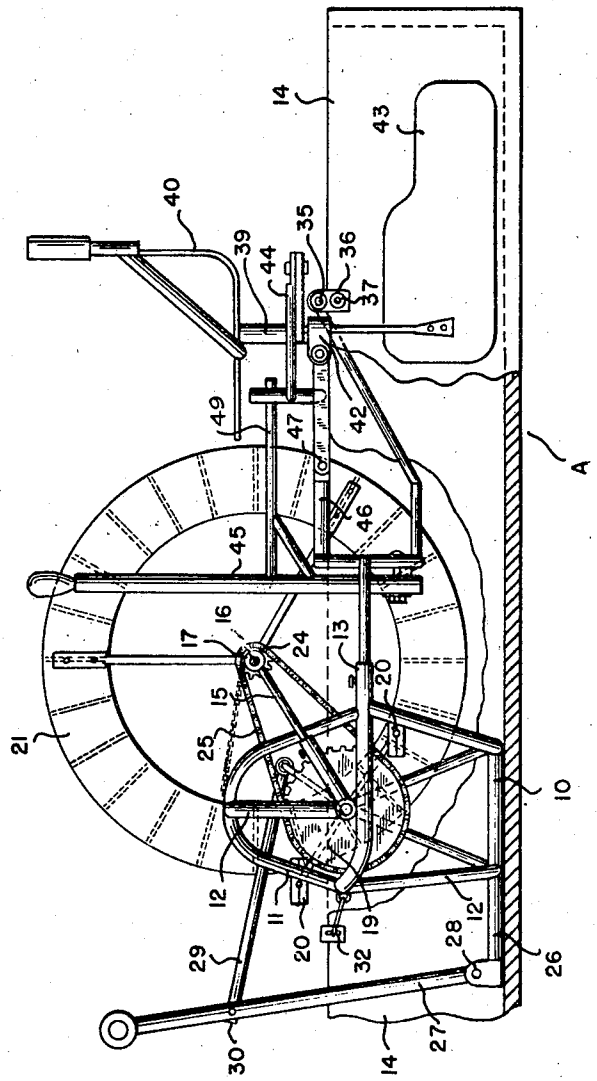

Fig. 1.

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Fig. 2.

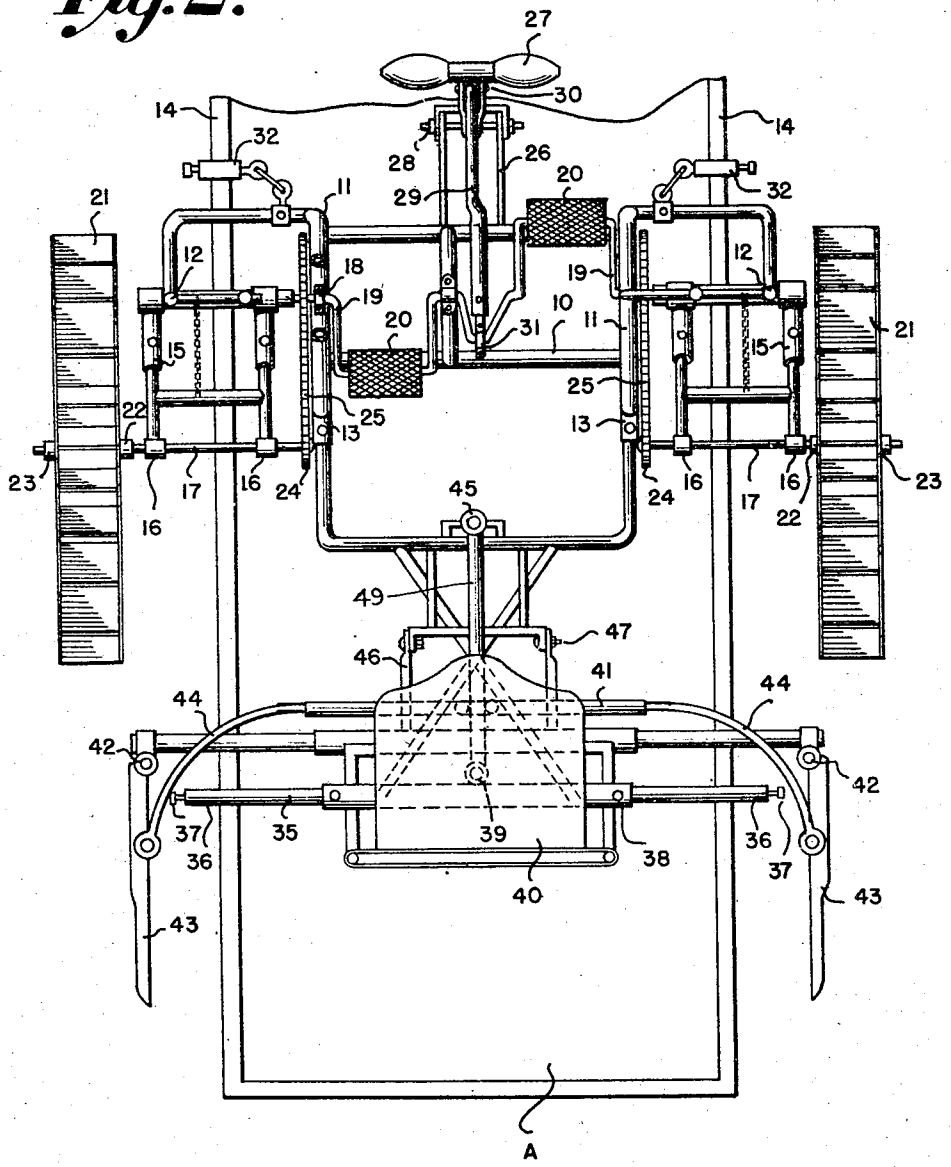

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Fig. 3.

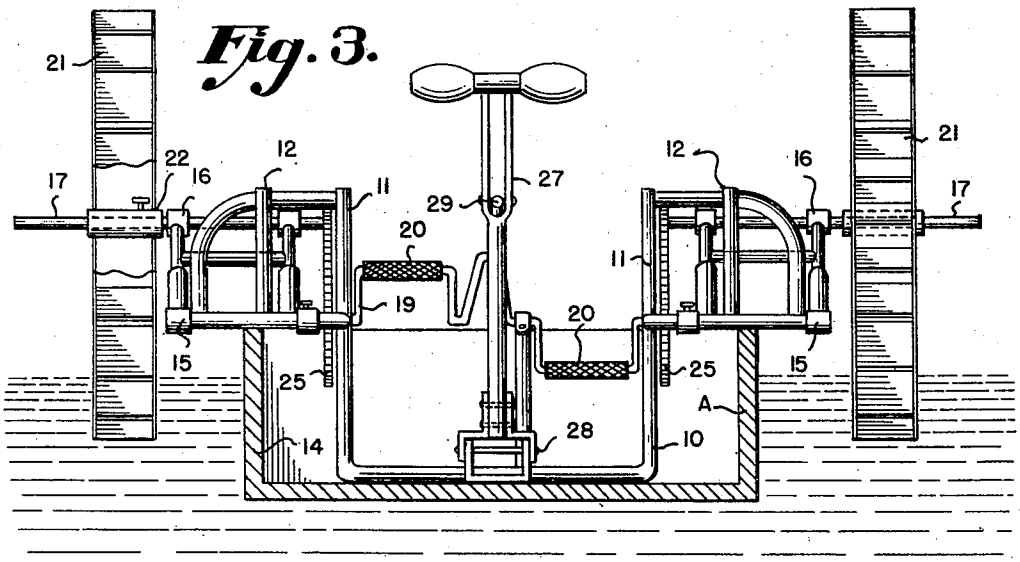
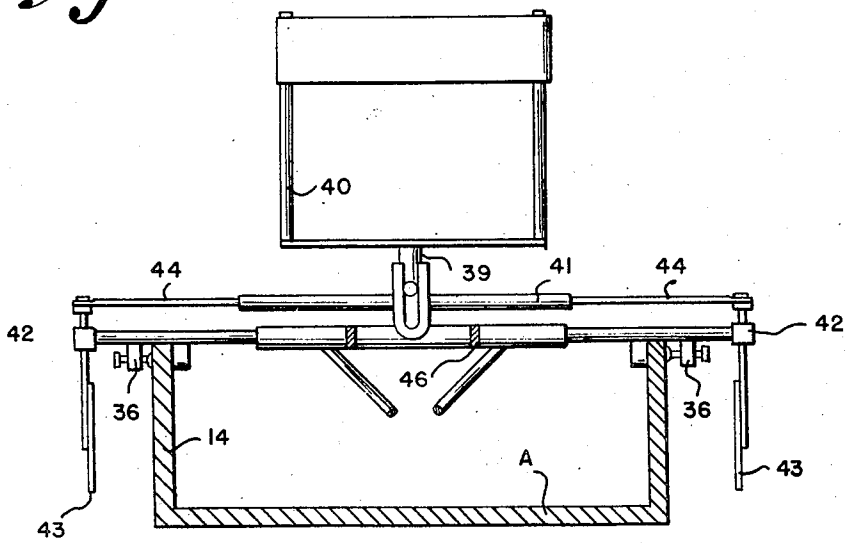


Fig. 4.



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2,486,313

SELF-PROPELLED BOAT

Anthony Montalbano, Baton Rouge, La.

Application January 18, 1946, Serial No. 641,987

2 Claims. (Cl. 115—23)

1

The invention relates to a boat propelling mechanism, and more especially to foot and hand propulsion mechanism for boats or the like.

The primary object of the invention is the provision of mechanism of this character, wherein the ordinary row boat or other skiff or the like can be mechanically propelled, either by hand or foot, and when foot powered the hands of the operator are free for fishing purposes, the mechanism being of a demountable set-up, so that it can be applied and removed at will.

Another object of the invention is the provision of mechanism of this character, wherein pedal action enables propulsion of the boat either forwardly or backwardly, the mechanism being of novel construction, and the parts are unique in the arrangement of same, or through hand action of the operator, the said boat can be propelled, either forwardly or backwardly, at the option of the user of such boat.

A further object of the invention is the provision of mechanism of this character, wherein the boat can be manually steered with ease and dispatch, and such mechanism is readily adjusted for attachment to various sizes of boats, it being compact and involves a minimum number of parts in the assembly thereof.

A still further object of the invention is the provision of mechanism of this character, which is simple in construction, thoroughly reliable and efficient in operation, strong, durable, readily and easily applied and removed to and from the hull of a boat, it being adjustable for proper fitting thereto, easy of operation, and inexpensive to manufacture and install.

With these and other objects in view the invention consists in the features of construction, combination and arrangement of parts as will be hereinafter set forth, illustrated in the accompanying drawings, which disclose the preferred embodiment of the invention, and pointed out in the claims hereunto appended.

In the accompanying drawings:

Figure 1 is a fragmentary side view, partly broken away, of the mechanism constructed in accordance with the invention.

Figure 2 is a fragmentary top plan view thereof.

Figure 3 is a vertical transverse sectional view, looking aft of the boat.

Figure 4 is a further vertical transverse sectional view taken forwardly of the rudder or steering mechanism.

Similar reference characters indicate corresponding parts throughout the several views in the drawings.

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Referring to the drawings in detail, A designates generally a portion of the hull of an ordinary row boat or skiff, which is of any well known construction, and the mechaanism constituting the present invention, comprises a tubiform skeleton frame involving an underslung medial or midway portion 10, and reversely directed, laterally disposed upper side extensions 11, which project from the uprights 12 with horizontals 13 adapted to make contact for bearing against the gunwales 14 of the hull A of the boat, with the portion 10 countersunk within the latter, as best seen in Figure 1 of the drawings.

The horizontals 13 of the extensions 11 have adjustably socketed thereto at 15 the journal boxes 16 for propeller shafts 17 which project horizontally in a lateral direction beyond opposite sides of the hull A, while forward of the said shafts and at a plane below the same are built suitable bearings 18 for a cranked pedal shaft 19, the pedal cranks being denoted at 20 and come within the portion 10 of the frame. The shafts 17 carry bladed rotary propeller wheels 21 which have their hubs 22 adjustably attached at 23 to the outer portions of such shafts.

The chain and sprocket gear connections 24 and 25, respectively, between the shafts 17 and 19 transmit power from the latter through pedal action to the propeller wheels 21 for the driving of the boat manually by the feet of an operator of the mechanism.

Projecting forwardly at the lowermost area of the portion 10 is a centrally located bracket 26 from which rises a hand actuated handle bar 27, the pivot 28 connecting it to the bracket 26 permits vertical swing thereto, and by a throw pitman 29 pivoted at 30 to this bar 27 and the crank connection 31 of this pitman with the shaft 19 the wheels 21 can be propelled by hand, so that the latter can be propelled either by the hands or by the feet of an operator.

The frame with the portion 10 and extensions 11, when properly set within the hull A of the boat can be detachably held in place by clamps 32, which are separably engaged with the sides of the hull A, as best seen in Figures 1 and 2 of the drawings.

Aft of the portion 10 of the frame is a seat and rudder mounting, comprising an extensible sectional cross bridge 35 having saddling jawed terminal clamps 36 which engage the gunwales 14 of the hull A by set screws 37, and the intermediate section 38 of this bridge 35 at a central point thereof through a vertically adjustable seat post 39 carries an operator's seat 40. Joining the

intermediate section 38 of the bridge 35 and slightly forwardly of the latter is an extensible rudder rigging 41, which is disposed beyond the side of the hull, and has swingingly connected by hinges 42 the rudders 43, these being moved by extensible throw rods 44 to which is operably connected a rudder actuator stick 45, adapted to be located in convenient reach of an operator when occupying the seat 40 for the steering of the boat.

The rigging 41 has a break-joint separable coupling connection 46 with the portion 10 of the frame, the break-joint being denoted at 47, and the detachable or separable connection at 48, respectively.

The stick 45 has associated therewith a knee piece 49 which extends rearwardly therefrom, so that the stick can be manipulated either by the leg or by hand of the operator to effect the steering of the boat.

The mechanism in its entirety is removably attachable to the hull of a boat, and is adjustable for accommodating it to various sizes of the same, the mechanism being adaptable for servicing the ordinary row boats, skiffs or the like, and is designed for fishing purposes in the use of such boat. The mechanism is hand or foot operated, optionally with the user thereof.

What is claimed is:

1. A boat propelling mechanism comprising a main frame adapted to fit into the boat and having upright portions and horizontal portions extending laterally therefrom, a crank connected between the upright portions and extending from the sides thereof, sprockets on the ends of the crank, said frame horizontal portions having longitudinally extensible members respectively connected thereto for vertical adjustment, a shaft journalled on the outer ends of the extensible

members, chains connecting the respective sprockets of the crank with the shaft to drive the same, said extensible members being extensible to apply the proper tightness to the chain, paddle wheels on the shafts having hubs adjustable along the shafts and means for retaining the wheels on the respective shafts at any one of a plurality of adjusted positions depending upon the width of the boat, a seat and rudder control device connected to the frame for longitudinal adjustment with respect thereto and means for fixing the frame to the boat against displacement, foot and hand means for operating the crank accessible from the seat, and a rudder control element accessible from the seat.

2. A boat propelling mechanism as defined in claim 1, and said seat and rudder control device comprising an extensible cross bridge having clamps thereon for engaging the sides of the boat to fix the device thereto, and a rudder rigging adapted to extend to the opposite sides of the device and beyond the sides of the boat.

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