

A. I. MENCHER.
BOW FACING OAR.
APPLICATION FILED AUG. 26, 1911.

1,033,720.

Patented July 23, 1912.

2 SHEETS—SHEET 1.

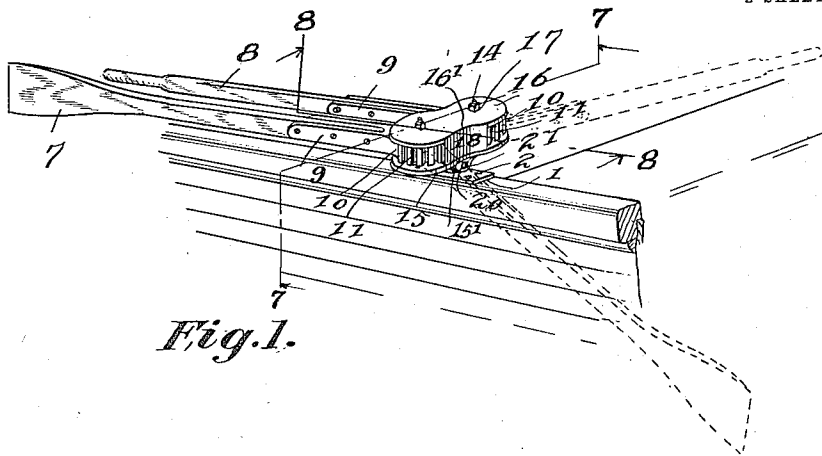


Fig. 1.

Fig. 4.

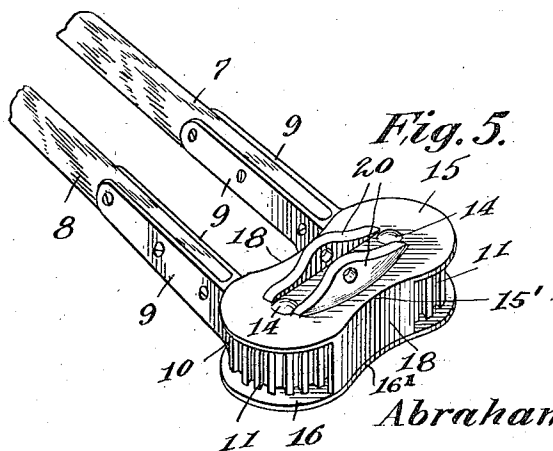
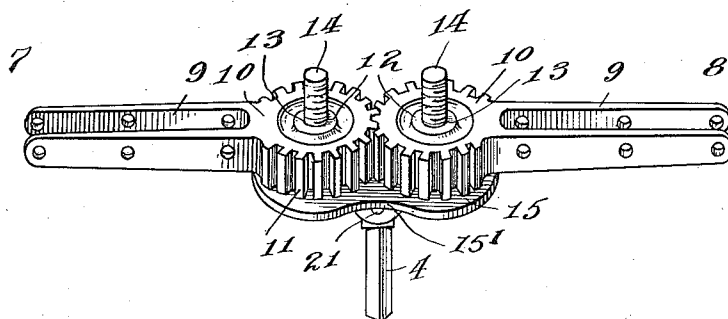


Fig. 5.

Witnesses

H. H. Lybrand

James D. Loeber

Inventor

Abraham I. Mencher

By Victor J. Evans

Attorney

A. I. MENCHER.
BOW FACING OAR.
APPLICATION FILED AUG. 26, 1911.

1,033,720.

Patented July 23, 1912.

2 SHEETS—SHEET 2.

Fig. 3.

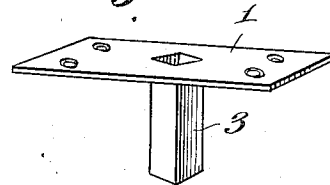


Fig. 2.

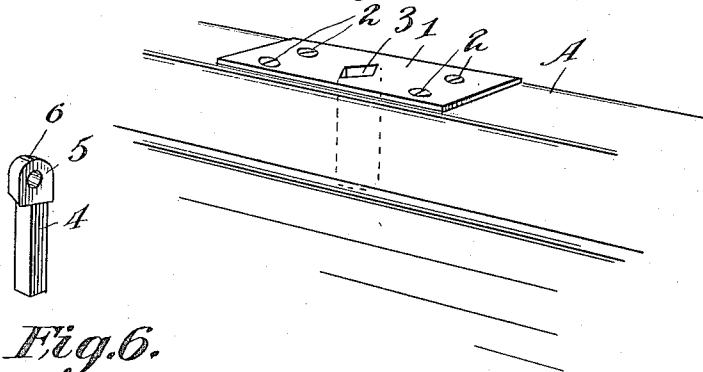


Fig. 6.

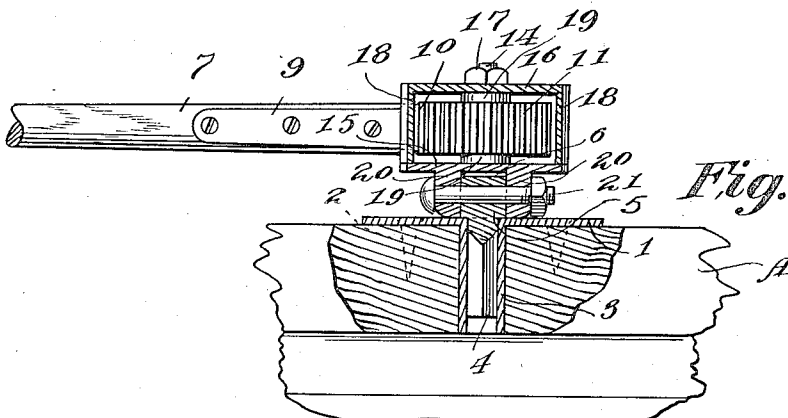


Fig. 7.

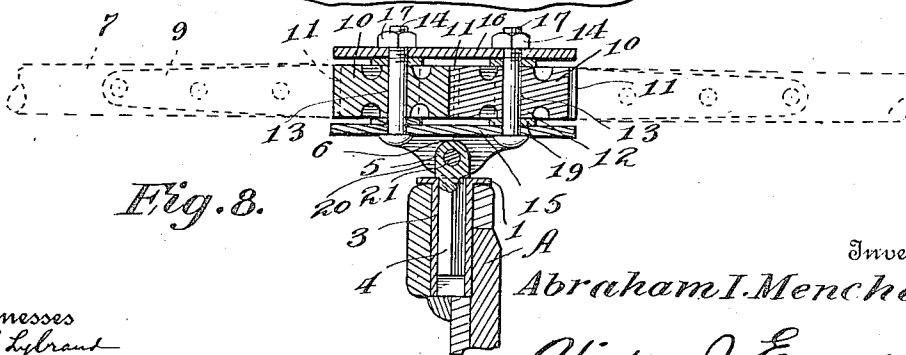


Fig. 8.

Inventor

Abraham I. Mencher

Victor J. Evans

By

Witnesses
H. A. Lybrand

[Signature]

Attorney

UNITED STATES PATENT OFFICE.

ABRAHAM I. MENCHER, OF NEW YORK, N. Y.

BOW-FACING OAR.

1,033,720.

Specification of Letters Patent.

Patented July 23, 1912.

Application filed August 26, 1911. Serial No. 646,097.

To all whom it may concern:

Be it known that I, ABRAHAM I. MENCHER, a citizen of the United States, residing at New York, in the county of New York and State of New York, have invented new and useful Improvements in Bow-Facing Oars, of which the following is a specification.

This invention relates to bow-facing oars, and has for an object to provide an oar for row boats, whereby the oarsman may sit facing the bow of the boat while rowing and to provide a construction whereby the boat can be propelled with a minimum expenditure of power and with more rapidity.

Other objects of the invention are to provide means whereby the oar can be readily manipulated to move the spoon thereof into and out of the water; further, the construction of a sectional oar can be quickly adjusted to cause the spoon thereof to lie at one side of the boat and substantially parallel thereto to facilitate the passage of the boat through narrow passageways.

In the drawings, forming a portion of this specification and in which like numerals of reference indicate similar parts in the several views:—Figure 1 is a perspective view of a portion of a boat showing my improved bow-facing oar operatively applied to the gunwale or top rail of the boat, the spoon portion of the oar being disposed substantially parallel to the gunwale and showing in dotted lines the effective stroke positions of the spoon. Fig. 2 is a perspective view of a portion of a gunwale of the boat showing the oar detached therefrom and illustrating the construction of the oar lock. Fig. 3 is a perspective view of the oar lock removed from the gunwale. Fig. 4 is a perspective view of the oar and the support therefor showing the cover plate of the support removed. Fig. 5 is a partly inverted perspective view of the oar. Fig. 6 is a perspective view of the fulcrum post. Fig. 7 is a section on line 7—7 of Fig. 1. Fig. 8 is a section on line 8—8 of Fig. 1.

It will of course be understood that the boat, in practice, will be equipped with two oars or any suitable number of pairs according to the character or type of the boat. The boat A herein shown has its gunwale provided with an oar lock which includes a bearing plate 1 which is secured to the gunwale by the fastening 2. The plate 1 is preferably provided at its center with a depending socket 3 which extends into a cor-

respondingly formed socket in the gunwale. The socket 3 is square or angular in transverse section and removably fitted therein is a correspondingly formed fulcrum post 4, the top of the post having formed thereon a head 5 which is provided with a curved surface 6 for a purpose to be herein after described.

The oar comprises the spoon or blade section 7 and the handle section 8. These sections are mounted and securely fixed in between the bracket arms 9 of the companion members 10. These members are substantially identically constructed and they are provided with intermeshing toothed surfaces 11. These members 10 are provided with suitable bearing portions 12 which are apertured centrally, at 13, for the reception of the bearing bolts 14. These bolts have their lower ends extended through the bearing member or support 15, and as illustrated, the upper threaded ends of the bolts are extended through a shield or cover plate 16 and fitted thereto are the retaining nuts 17. The said support 15 and cover plate 16 are reduced at their intermediate portions providing concaved side edges 15' and 16'. To prevent foreign matter from entering between the intermeshing contacting surfaces of the members 10, I provide the shield plate 16 with depending guard flanges 18 which extend in the direction of the supporting plate 15. The said guard flanges in the form shown in the drawing comprise concavo-convex plates formed integral with the said concaved portion of the said support, the free top edge of said flanges fitting flush with the concaved edge 16' of said shield 16. This structure closely houses the intermeshing portions of said gears, and thereby, as before stated, prevents foreign matter from entering the intermeshing portions of said gears. Washers 19 are interposed between the members 10 and the support 15 and shield members 16 respectively.

To reduce friction between the gearing and the plates, each of the gearings is provided in its upper and lower surface with concentric grooves. Those portions of the gearing lying within the grooves provide bearing surfaces which engage washers carried by the bolts.

The support 15 is provided with suitably spaced depending lugs 20 and fitted between such lugs is the head 5 of the fulcrum post. A pivot pin 21 extends through the lugs 20

and through the head 5 of the fulcrum post. The curved surface 6 of the fulcrum post bears against the underside of the support, being thus constructed so as to permit the support to be freely rocked when it is desired to lift the oar from the water or to lower the same thereinto.

From the construction described it will be seen that the oar may be operated by the oarsman who may be facing the bow of the boat, thereby enabling the oarsman to effectively apply his full force to the handle portion of the oar to effect an efficient sweep of the spoon or blade portions through the water. The construction of the device is extremely simple, it may be applied in a very convenient manner to boats of ordinary construction without requiring any elaborate changes thereto. The construction of the oar support and the sectional oar is such that the latter can be adjusted so that both sections thereof may be disposed in parallel relation with each other at the opposite sides of the gunwale so as to permit the passage of the boat through narrow passageways. In lifting the oar from the water the handle portion of the oar is pushed downwardly to the dotted line position shown in Fig. 7 of the drawing.

I claim:—

A bow-facing oar comprising an oar lock having an angular socket, a fulcrum post fitted removably in the socket and forming in configuration therewith and held thereby against rotation, a head carried by the fulcrum post and provided with a curved surface, a support having intermediate concaved side edges pivotally mounted on the head, oar intermeshing gears, the upper and lower faces of said gears being provided with concentric grooves, a shield plate disposed above the support and provided with an integrally formed depending concavo-convex guard flanges disposed at opposite sides of the intermeshing surfaces of the gear members and lying flush with the intermediate concaved edges of said support, means securing said shield plate to said support, and washers carried by said means and disposed between said gears, said support and said shield member.

In testimony whereof I affix my signature in presence of two witnesses.

ABRAHAM I. MENCHER.

Witnesses:

LOUIS SHAPIRO,
JACOB SHAPIRO.