

F. L. SAUNDERS.
BOAT.

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1,226,699.

Patented May 22, 1917.

Fig. 1.

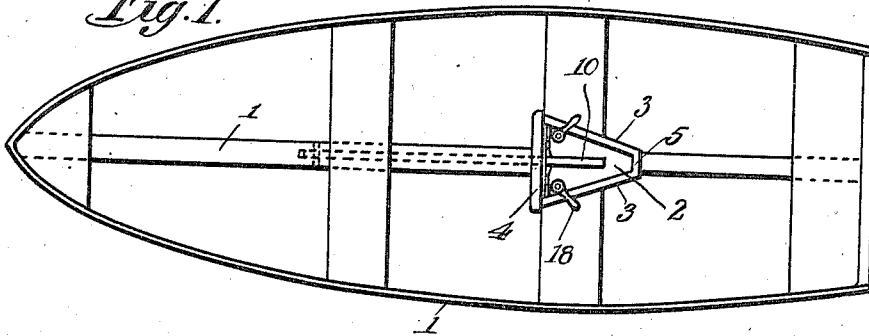


Fig. 2.

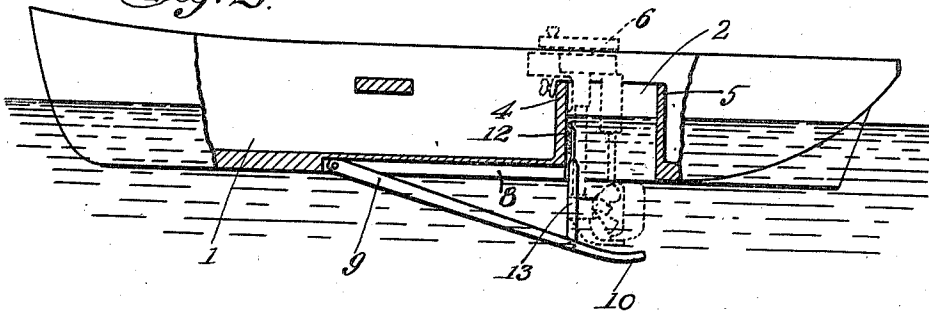
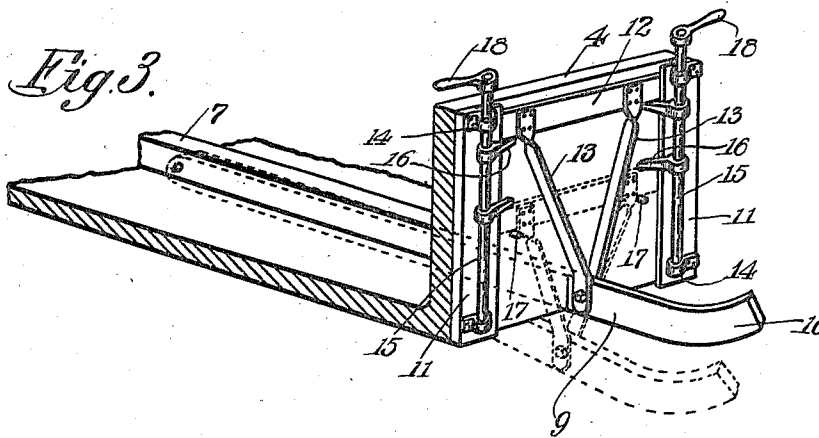


Fig. 3.



Frederick L. Saunders INVENTOR.

BY *E. F. Bond*

his ATTORNEY.

UNITED STATES PATENT OFFICE.

FREDERICK L. SAUNDERS, OF GREEN BAY, WISCONSIN.

BOAT.

1,226,699.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, FREDERICK L. SAUNDERS, a citizen of the United States of America, residing at 612 Bond street, Green Bay, in the county of Brown and State of Wisconsin, have invented certain new and useful Improvements in Boats, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to improvements in boats and its principal object consists in the arrangement of a propeller guard which may be locked in operative and inoperative position respectively, whereby the boat may be pulled ashore or moved in shallow water without interfering with the guard.

A further object of the invention consists in the provision of a well adapted to receive a detachable motor and to offer a minimum of resistance when the boat is propelled in the water.

To the accomplishment of these and other objects that will appear as the description proceeds, the preferred embodiment of the invention consists in the novel combination and arrangement of parts to be hereinafter described and specifically pointed out in the appended claims.

In the accompanying drawing

Figure 1 is a top plan view of a boat showing the well arranged therein.

Fig. 2 is a side elevation with parts broken away, showing the motor in dotted lines.

Fig. 3 is a fragmentary perspective view of the propeller guard and the means for locking the same, in its operative and inoperative position respectively.

The boat, generally designated by 1, is provided with a casing or well 2, open at its lower and upper side. As will be seen by reference to the drawing, the well is formed integral with the bottom of the boat, and comprises the side walls 3, the front wall 4, and the rear wall 5. The well 2 is V-shaped, with its apex toward the stern, so that in motion little resistance is offered by the presence of the well. A motor 6, indicated in dotted lines, is clamped to the front wall 4 of the well and may be removed when the boat is pulled ashore. The keel 7 is provided at its lower side with a central longitudinal groove 8, originating near the bow and opening into the well 2. A beam or rail 9, serving as a guard for the propeller, is pivotally secured in the groove, near the forward end of the same, and ex-

tends far enough to project with its upper free end 10 into the well when in the inoperative position. To the rear side of the front wall of the well 2, upright guide members 11 are secured, which at their inner edge maintain a short distance from the front wall so as to permit vertical travel of a sliding bar 12.

A pair of arms 13 are secured at their upper ends to the sliding bar 12, and are fastened at their lower ends to the rail 9 in any suitable or convenient manner. The guide members 11 are each equipped with bearings 14 in vertical alinement, wherein vertical shafts 15 are journaled, provided with fingers 16, arranged at a distance from one another and adapted to engage the upper edge and the lower edge of the sliding bar in its operative and inoperative positions respectively. A pair of pins 17, projecting from the wall 4, limits the downward movement of the sliding bar and locks the same in operative position in conjunction with the lower fingers 16, as will be at once apparent by reference to Fig. 3. The shafts 15 are rotated by means of handles 18, arranged at the upper end.

The operation of the device is thought to be rendered clear by the description of the parts. While various details of the well may be varied, it is understood that the illustration shows only one modification by way of example, and any departure therefrom which falls within the scope of the appended claims is included.

I claim:

1. In combination with a boat, a V-shaped well with the apex toward the stern, said well being open at its upper and lower ends and adapted to receive a motor, a propeller guard pivotally secured to the boat, and means within said well for locking said guard in operative and inoperative position.

2. A boat having a V-shaped motor receiving well extending upward from the bottom thereof and having an opening in its bottom, a propeller guard pivotally secured to the keel of the boat and extending with an upwardly curved end past the middle of said well, and means within said well for locking said guard in operative and inoperative position respectively.

3. In combination with a boat, a motor receiving well open at its lower and upper ends, a propeller guard pivotally secured to

the boat, a sliding bar within said well adapted to be adjusted in vertical direction, arms connecting said guard to said sliding bar, and means for locking said sliding bar
5 in its upper and lower positions respectively.

4. In combination with a boat, a motor receiving well open at its lower and upper ends; a propeller guard pivotally secured within a recess in the keel of the boat, said
10 recess originating near the bow and opening into said well, and means for locking said guard in operative position and for securing said guard in a position where it is received within the recess in the keel.

15 5. In combination with a boat, a motor receiving well open at its upper and lower ends, a propeller guard pivotally secured in a recess provided at the under side of the boat, said guard extending past the center
20 of said well and being adapted to enter said well with its free end when in the inoperative position, a sliding bar within said well adapted to be adjusted in vertical direction, means for guiding said sliding bar, arms

connecting said sliding bar with said guard, 25 and manually operative means for locking said sliding bar in its upper and lower position respectively.

6. In combination with a boat, a motor receiving well open at its upper and lower 30 ends, a propeller guard pivotally secured within a recess at the under side of the boat, upright guide members secured to the front wall of the well, a sliding bar having vertical play between said guide members and 35 the front wall of the said well, arms connecting said sliding bar and said guard, bearings provided on said guide members, vertical shafts journaled in said bearings, fingers provided on said shafts adapted to engage 40 the lower edge and upper edge respectively of said sliding bar, means for manipulating said shafts, and means for limiting the downward travel of said propeller guard.

In testimony whereof I hereunto affix my 45 signature.

FREDERICK L. SAUNDERS.