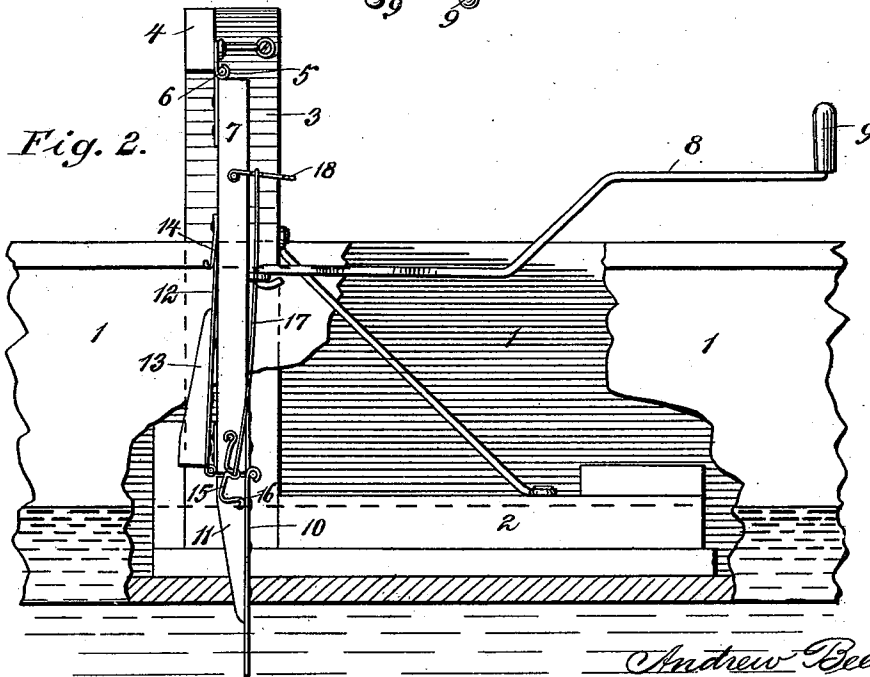
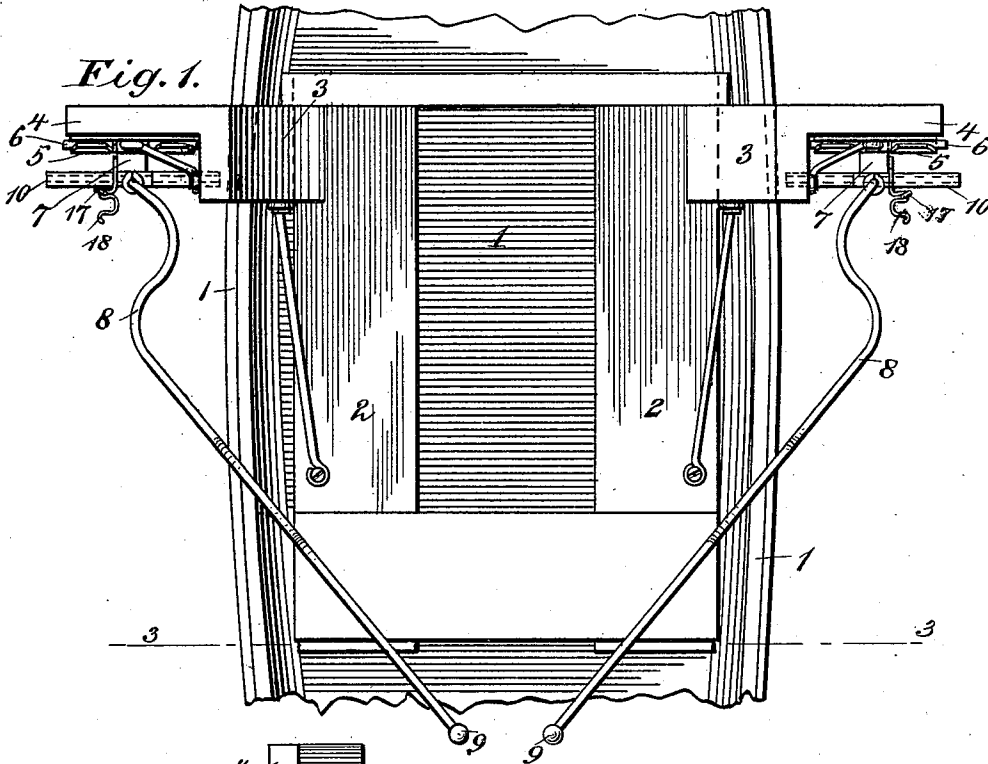


A. BEERS.
PADDLE PROPELLER.

No. 518,830.

Patented Apr. 24, 1894.



Witnesses

M. H. Twitchell.

May E. Moore.

Andrew Beers.
Inventor

by *John A. Moore.*
Attorney

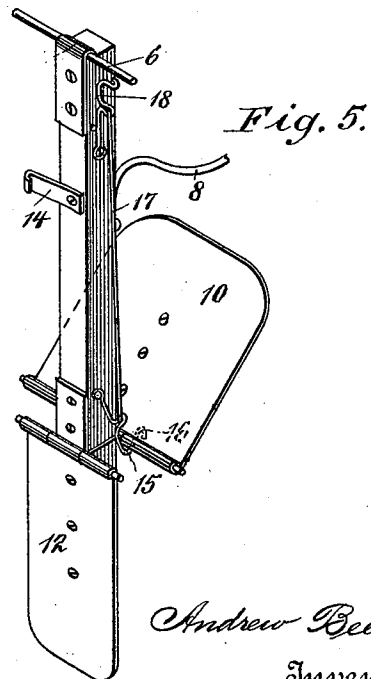
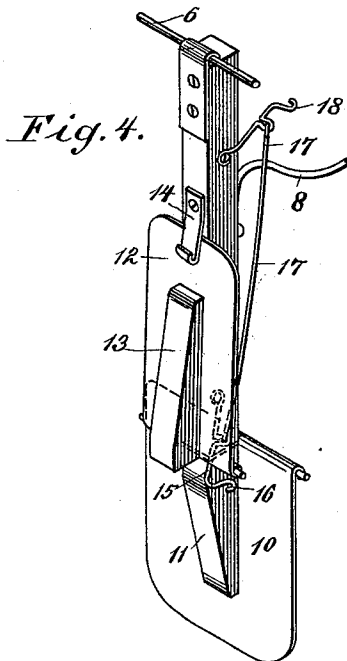
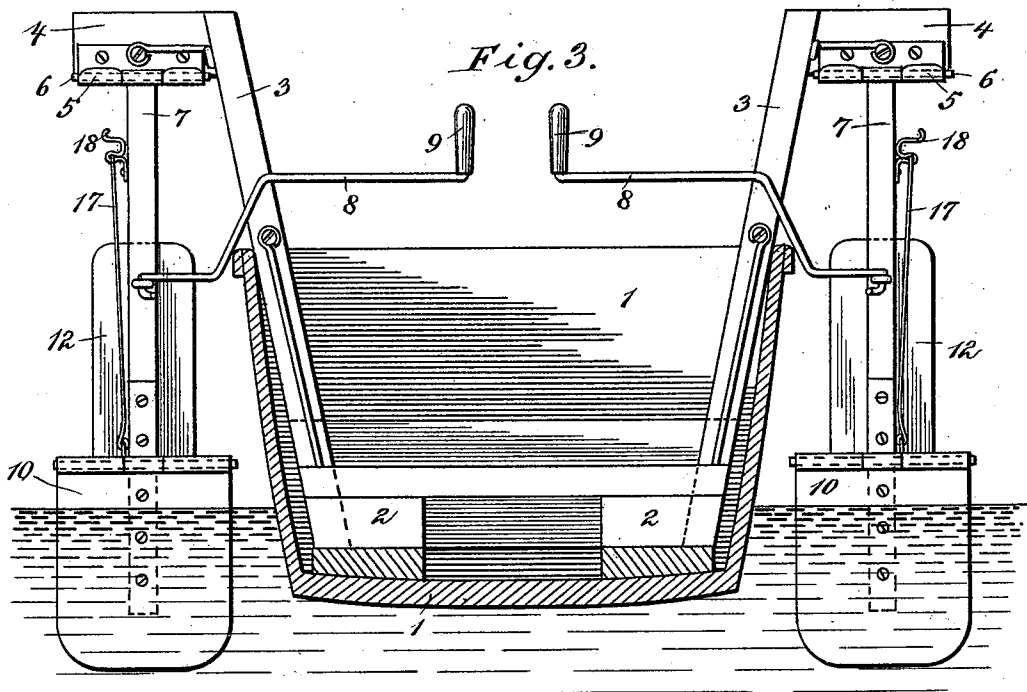
(No Model.)

2 Sheets—Sheet 2.

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UNITED STATES PATENT OFFICE.

ANDREW BEERS, OF DANSVILLE, MICHIGAN.

PADDLE PROPELLER.

SPECIFICATION forming part of Letters Patent No. 518,830, dated April 24, 1894.

Application filed December 1, 1893. Serial No. 492,483. (No model.)

To all whom it may concern:

Be it known that I, ANDREW BEERS, a citizen of the United States, residing at Dansville, in the county of Ingham and State of Michigan, have invented certain new and useful improvements in Paddle Propellers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in paddle propellers, and has special reference to a novel and improved paddle propeller for small boats, and the leading object of my invention is the provision of a simple, durable and compact mechanism which can be easily applied to any ordinary boat at a small expense and by means of which the boat can be propelled rapidly and with a much smaller expenditure of force than required by oars and which will thus for the desired purpose prove practical, useful and economical.

To attain the desired object the invention consists of a paddle propelling mechanism embodying novel features of construction and combination of parts for services substantially as disclosed herein.

In order that the details of construction of my invention and the operation thereof may be understood as well as the numerous advantages be appreciated I have shown in the accompanying drawings a paddle propelling mechanism constructed according to my invention.

Figure 1 represents a top plan view of my improved paddle propeller applied to a boat to illustrate the application thereof. Fig. 2 represents a side elevation thereof. Fig. 3 represents a front elevation thereof. Figs. 4 and 5 represent detail views of one of the paddle carrying arms with the devices for adjusting and retaining the paddles in the desired positions.

Referring by numerals to the drawings—the numeral 1 designates a boat such as usually propelled by oars and in connection with which I employ my paddle propeller, although I would have it understood that I can use my propeller with any form of boat where it would perform its desired function.

The base 2 of the frame of my propeller is

rigidly secured to the bottom of the boat and rising from the base are the inclined standards 3, from the upper ends of which project laterally the arms or extensions 4, carrying bearings 5, in which the shafts 6, of the swinging paddle carrying levers 7, are mounted and to the levers on the front faces thereof are connected one end of the operating rods 8, having the handles 9 at the free ends for moving the rods and consequently the levers connected therewith and said rods are curved or bent to the proper shape to cause them to rest in the boat when necessary.

To the front face of the paddle levers are loosely or pivotally connected the forward propelling paddles 10, having at their rear side the abutment 11 which prevents improper backward movement and at the rear face of the levers are pivoted the smaller paddles 12 having abutments 13 and these paddles are for propelling the boat backward or as commonly termed backing. When the backward paddles 12 are not in use they are folded up against and secured adjacent to the lever by the pivoted catches 14 and when it is desired to throw the paddle 10 out of use the levers 15 having the arms 16 which bear against the paddles are moved by the rod 17 connected to the hand lever 18 which elevates the paddles and throws them out of operative position as is evident. From this construction it will be seen that I provide a paddle propelling mechanism specially adapted for use upon small boats which is the embodiment of simplicity, durability and compactness; which can be easily applied to the boat at a small expense and not disfigure the appearance thereof or consume the space therein; which can be operated to propel the boat forward or to back the same with the expenditure of but little force; and which thus possesses all the features to commend it as practical and useful.

I claim—

1. The combination with a boat, a frame therein having standards, levers pivoted to and depending from said standards, rods connected to said levers for moving the same, and paddles connected to the front and rear sides of the levers, the latch on the rear of the levers to hold the rear paddle out of operation, the rods pivoted to the levers, and the short

levers connected to the long levers and having the arms engaging the front paddles to throw them out of operation.

2. The combination with a boat, a frame
5 carried thereby having inclined standards, levers pivoted to and depending from the standards, rods connected to the levers for moving them, paddles secured to the front face of the levers and to the rear face thereof
10 abutments or stops on the paddles for holding them in operative position when in use, a

lever having an arm engaging the front paddles, a rod connected to said lever and a lever connected to the rod for operating the same to throw the front paddles out of operation. 15

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

ANDREW BEERS.

Witnesses:

EDDIE U. WALKER,
MORTIMER KEENE.