

F. E. STRIBLING.
 DROP PROPELLER FOR BOATS.
 APPLICATION FILED JULY 3, 1908.

931,159.

Patented Aug. 17, 1909.
 2 SHEETS—SHEET 1.

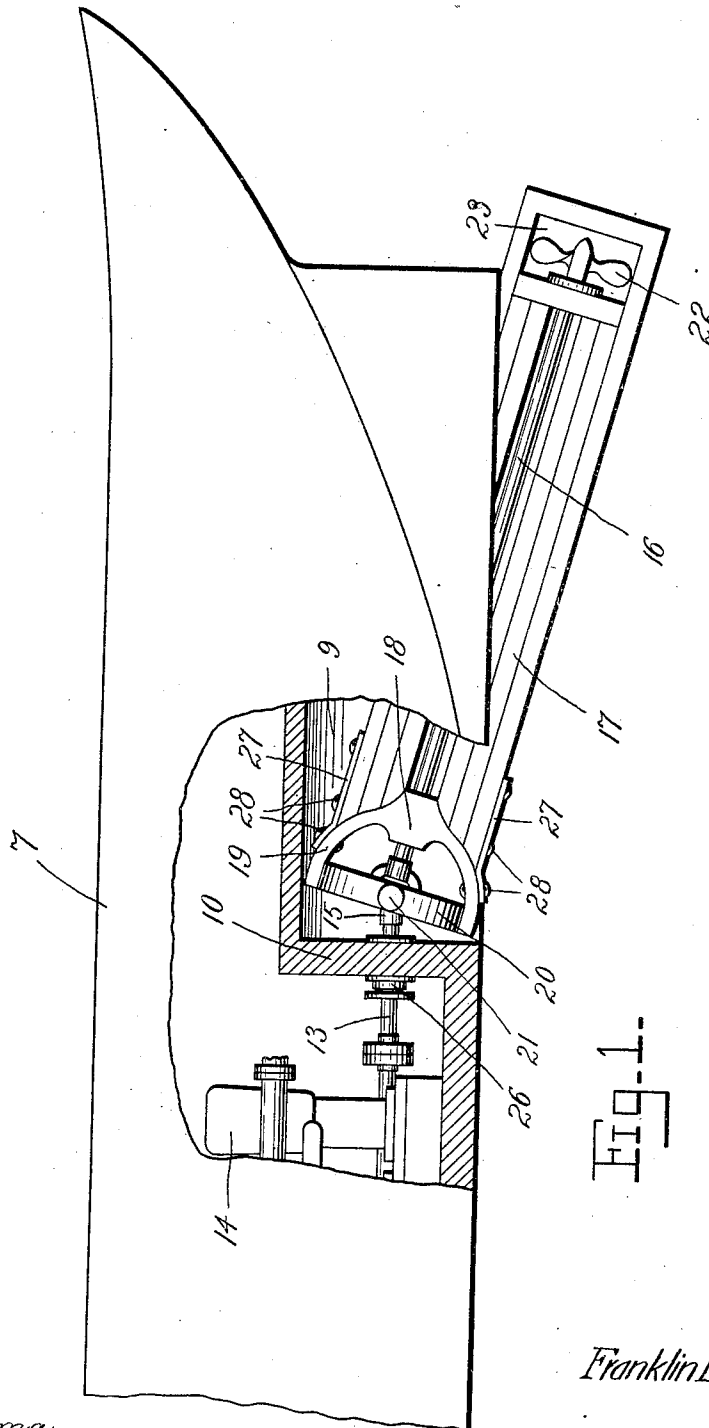


Fig. 1--

Witnesses

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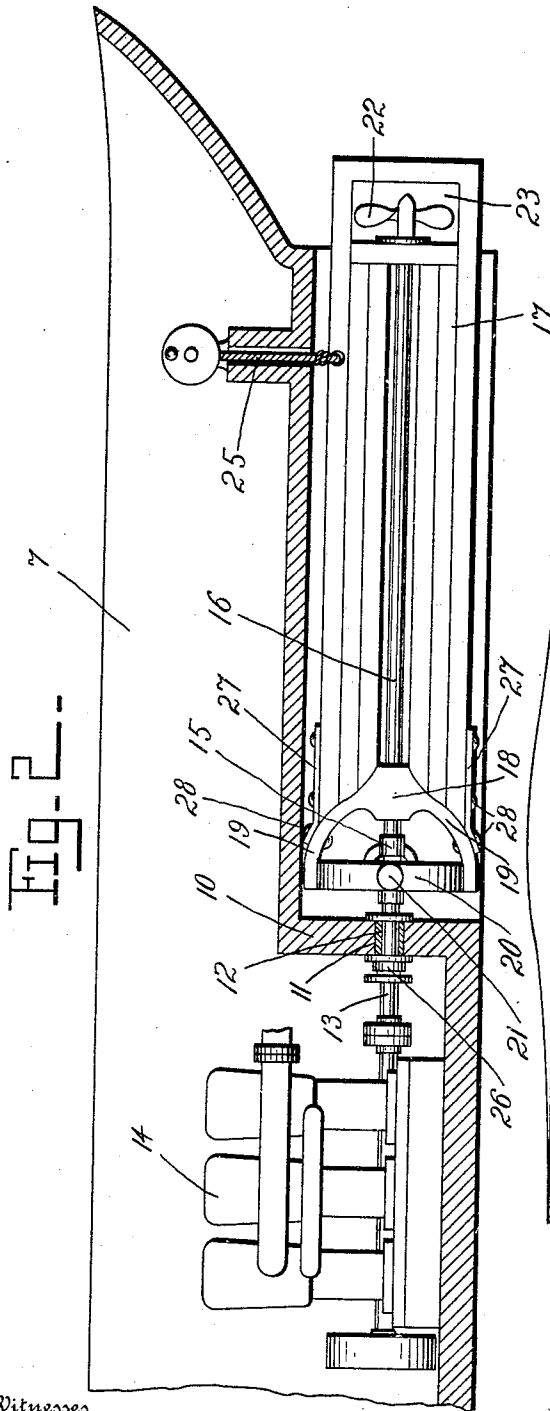


Fig. 2--

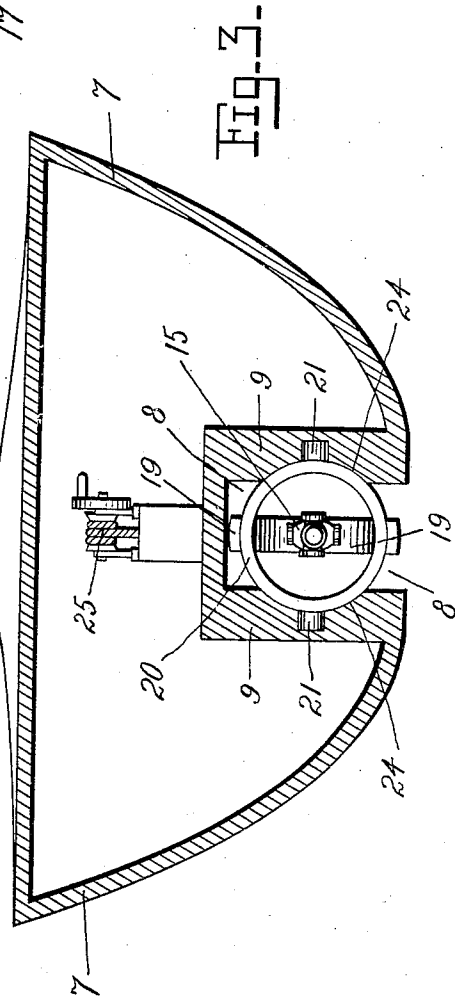


Fig. 3--

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UNITED STATES PATENT OFFICE.

FRANKLIN E. STRIBLING, OF MATAGORDA, TEXAS.

DROP-PROPELLER FOR BOATS.

No. 931,159.

Specification of Letters Patent.

Patented Aug. 17, 1909.

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To all whom it may concern:

Be it known that I, FRANKLIN E. STRIBLING, a citizen of the United States, residing at Matagorda, in the county of Matagorda, State of Texas, have invented certain new and useful Improvements in Drop-Propellers for Boats; 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.

The invention relates to a drop propeller for boats and more particularly to the class of motor boats whether large or small class whereby the same can readily move in shallow water upon the raising of the propeller and also permit said boat or craft to cross reefs in a body of water.

Another object of the invention is the provision of a drop propeller for a motor or other self propelled boat whereby the motive power can be utilized to the best advantage when the propeller mechanism has been lowered in the deep water below the said boat.

A still further object of the invention is the provision of a drop propeller for a motor boat whereby the said propeller can be lowered into deep water below the motor boat and the said propeller being mounted in a pivotal board whereby when said board is lowered the same will act as a balance or keel board for the boat so as to steady the boat in its movement.

With these and other objects in view the invention consists in the construction, combination and arrangement of parts hereinafter more fully described in detail and as illustrated in the accompanying drawings which disclose the preferred form of embodiment of the invention. However it is to be understood that changes, variations and modifications may be made such as come properly within the scope of the claims hereunto appended without departing from the spirit of the invention.

In the drawings:—Figure 1 is a side view of a boat partly broken away and showing the invention applied thereto and in a dropped position. Fig. 2 is a longitudinal sectional view of the boat with the drop propeller in an elevated position. Fig. 3 is a transverse sectional view of the boat showing the pivotal connection in detail of the board for the propeller shaft and the knuckle joint of the latter.

Similar reference characters indicate cor-

responding parts throughout the several views in the drawings.

In the drawings the numeral 7 designates the hull of a boat which may be of the usual well known construction, and having in its stern a central open space 8 formed by longitudinally disposed spaced parallel boards forming side walls 9 and a transverse closing inner wall 10 which latter has an opening 11 receiving a bearing collar 12 through which passes the main driving shaft 13 of a motor or engine 14 mounted within the hull of the boat.

At the end of the main driving shaft 13 is a universal coupling joint 15 which connects it with a propeller shaft 16 so that the latter can receive rotary motion at whatever angle the same is positioned. Said propeller shaft 16 is mounted centrally in a lowering board 17 having at its inner end a casting forming a central bearing sleeve 18 for the said propeller shaft and outwardly curved diverging arms 19 secured at diametrically opposite points to a pivot ring 20 provided with side journals or pivots 21 mounted in the side walls 9 to permit the raising and lowering of the said board 17 in the space formed by the said side walls in the hull of the boat.

On the outer end of the propeller shaft 16 is fixedly mounted propeller blades 22 which rotate in an opening 23 formed in the lowering board 17 at the end thereof projecting beyond the side walls forming the open space therebetween. To permit rocking movement of the ring 20 on its side journals or pivots 21 the side walls 9 are provided with circular concaved recesses 24 circumscribing the points of pivot connection of the said pivot ring with the side walls. The board 17 carrying the propeller shaft 16 is raised and lowered by a cable or chain 25 whereby the said board can be manipulated at the will of the operator.

Surrounding the opening 11 in the inner wall 10 and also the main driving shaft 13 is a stuffing box 26 to exclude water from entering the hull of the boat at this point. To connect the lowering board 17 to the arms 19 of the casting there are provided securing plates or straps 27 which latter are secured to the said arms and board by fasteners 28 whereby the board is rigidly and securely held to the casting.

When the boat is traveling in deep water the propeller shaft 16 is dropped below the

hull of the said boat by lowering the board 17 from the open space 8 between the side walls 9 of the hull of the boat and which board 17 when in this position will act as a
5 keel or guide for balancing and steadying the boat in its course of travel. Now should the boat come into shallow water the lowering board 17 is raised into the space 8 between the side walls to permit the boat to
10 travel in the shallow water without damage to the propeller of the same.

What is claimed is—

The combination with a boat having a motor and its driving shaft, of spaced vertical side walls rising from the bottom of
15 said boat, a ring having outwardly projecting studs in actual alinement with each

other and engaging the side walls to form a pivot for said ring, a board, a casting secured to said board and to the ring, a pro- 20 peller shaft mounted in said casting disposed centrally longitudinally of the board, a propeller on the outer end of the shaft, the inner end of the propeller shaft terminating in the plane of the ring centrally 25 thereof, and a knuckle joint connection between said propeller shaft and the driving shaft of the motor.

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

FRANKLIN E. STRIBLING.

Witnesses:

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