2 Sheets--Sheet 1.

W. ASCOUGH.

Propelling Mechanism for Boats.

No. 166,839. Patented Aug. 17, 1875.

Fig. 1.

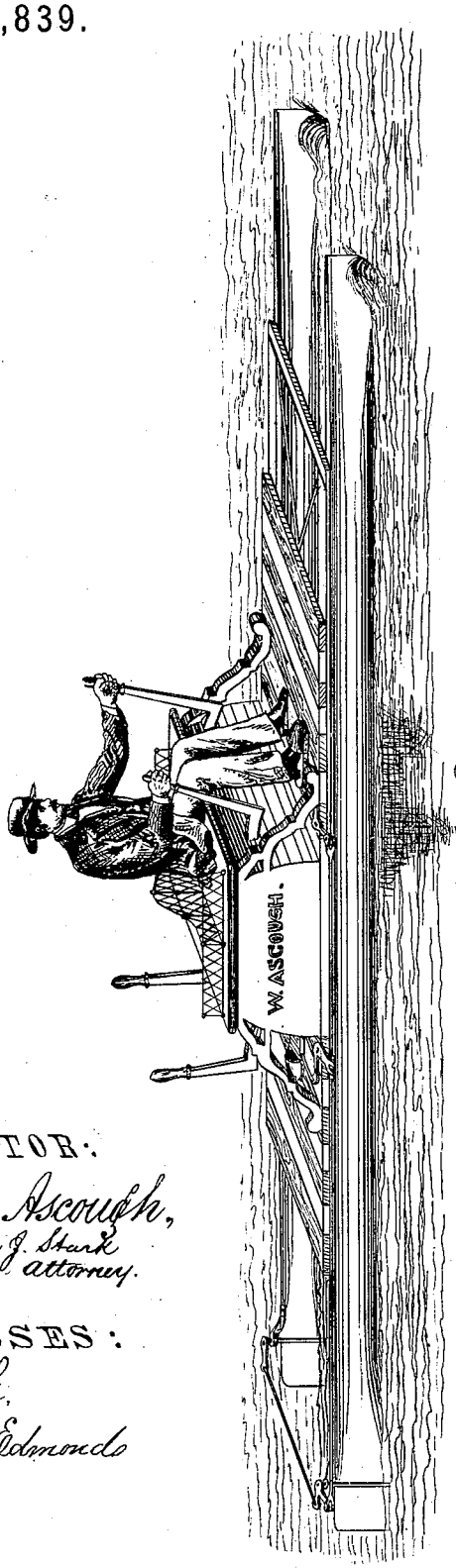
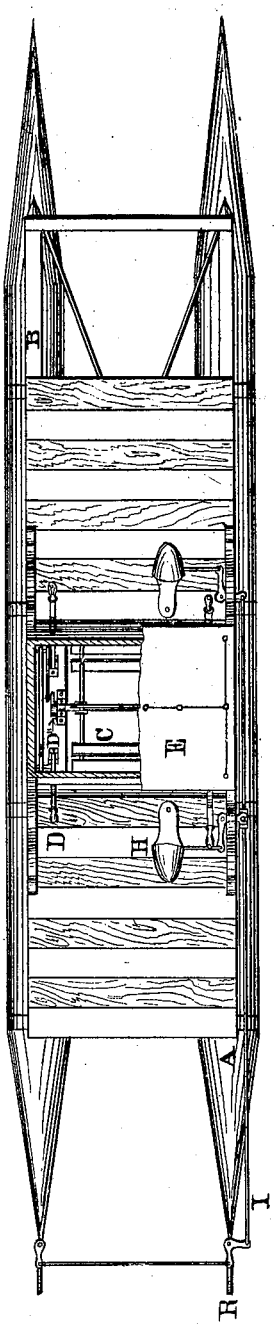


Fig. 2.



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2 Sheets--Sheet 2.

W. ASCOUGH.

Propelling Mechanism for Boats.

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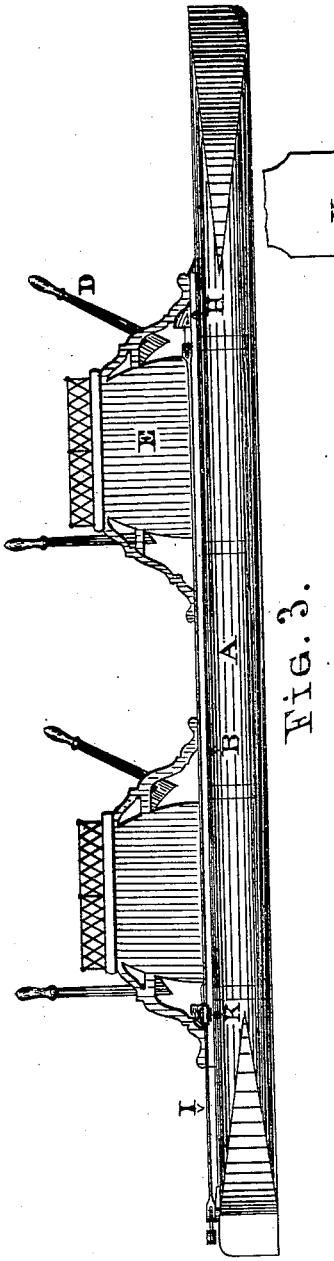

Fig. 3.

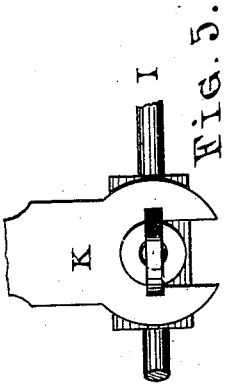

Fig. 5.

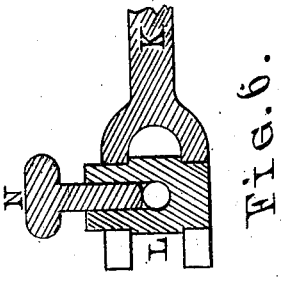

Fig. 6.

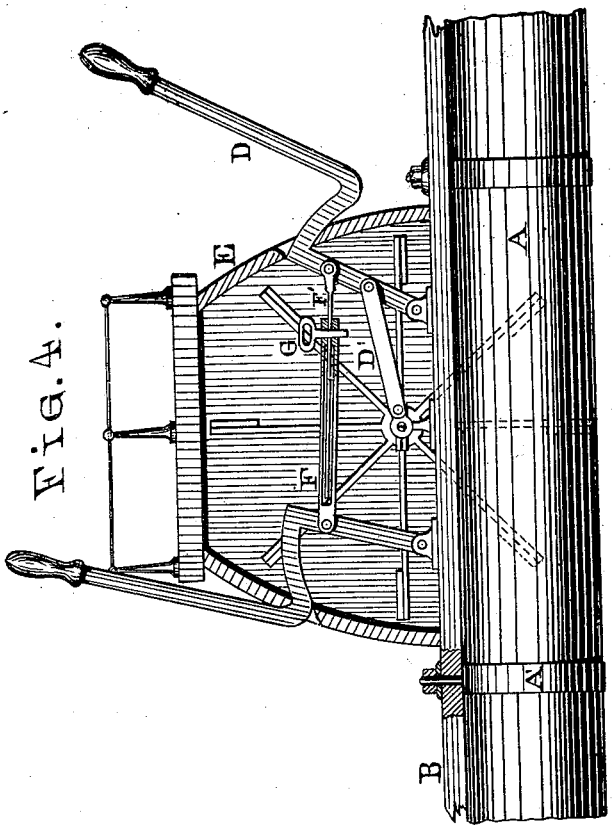

Fig. 4.

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UNITED STATES PATENT OFFICE.

WILLIAM ASCOUGH, OF BUFFALO, NEW YORK.

IMPROVEMENT IN PROPELLING MECHANISMS FOR BOATS.

Specification forming part of Letters Patent No. **166,839**, dated August 17, 1875; application filed June 14, 1875.

To all whom it may concern:

Be it known that I, WILLIAM ASCOUGH, of Buffalo, in the county of Erie and State of New York, have invented new and useful Improvements on a Floating Velocipede; and I do hereby declare that the following is a full, clear, and exact description of the same, having reference to the accompanying drawings making a part of this specification, and illustrating my invention more fully. In the same—

Figure 1 is a perspective, and Fig. 3 is a longitudinal elevation, of my boat. Fig. 2 is a plan of the same; and Figs. 4, 5, and 6 are detached views of the working parts.

The nature of my present invention will first be described, and then pointed out in the claims.

A in the drawings, in which like letters of reference indicate similar parts wherever they appear, are two pontons, placed at suitable distance apart. They are either of a cylindrical or parabolic cross-section, have very acute ends, and are divided each into a number of air-tight compartments. I make these pontons of galvanized or other sheet-iron, about eighteen feet long, and from nine to twelve inches in diameter, (but other suitable dimensions may answer as well,) and place them about eighteen inches apart. Upon these pontons I build a frame, B, of wood, properly braced, and fasten the same with the bands A′, having projecting bolts, as shown in Fig. 4. This frame connects the two pontons, a floor being laid thereon in a substantial manner, and prevents them from going apart. The boat is propelled by a paddle-wheel, or a number of paddle-wheels, C, placed between the two pontons A, and operated by the hand-levers D, connecting-rods D′, and cranks D″, as clearly illustrated in Fig. 4. E is the paddle-box, serving also as a seat for the person or persons operating the hand-levers D. These levers pass through openings in the paddle-box, which they fit snugly, and are bent in such a manner as to prevent the escape of water through these openings. I place two sets of these hand-levers on every paddle-wheel, and connect each set with the other by the connecting-rods F, constructed, as shown in Fig. 4, in such a manner that, by withdrawing a key, G, one set of levers will be put intact, so that they will not operate when only one person actuates the other set. This I do to prevent unnecessary friction, and for the better appearance.

In Fig. 3 I have shown a boat having two paddle-wheels and accessories, so that four persons can ride and operate the boat. In this case I make the pontons proportionately larger, to give it the proper capacity without submerging it too much.

A boat constructed as described is adaptable to many purposes, although that of sport and for recreation may be its principal object, and as it cannot easily sink it will make an excellent pleasure or life boat. Rubber bags inflated, or corks, &c., may be attached to the pontons to provide for additional safety.

Having thus fully described my invention, in order to enable others skilled in the art to which it pertains to make and use the same, I desire to have secured to me by Letters Patent the following:

1. The pivoted levers D, extending through the front and rear walls of the paddle-box, in combination with the connecting-rods D′ and F, cranks D″, and the paddle-wheel C, the whole arranged to operate substantially as described, and for the use and purpose set forth.

2. The combination, with the bent levers D, extending through the front and rear sides of the wheel-box, of the connecting-rods, consisting of the socket F, sliding bar F′, and the key G, whereby the levers are connected and disconnected, substantially as described and shown.

In testimony whereof I, the said WILLIAM ASCOUGH, have hereto set my hand and seal this 3d day of June, 1875, in the presence of two subscribing witnesses.

WM. ASCOUGH. [L. S.]

Witnesses:

MICHAEL J. STARK,

JOHN B. EDMONDS.