(No Model.)

A. H. LOEBS.

BOAT PROPELLER ATTACHMENT.

No. 550,983. Patented Dec. 10, 1895.

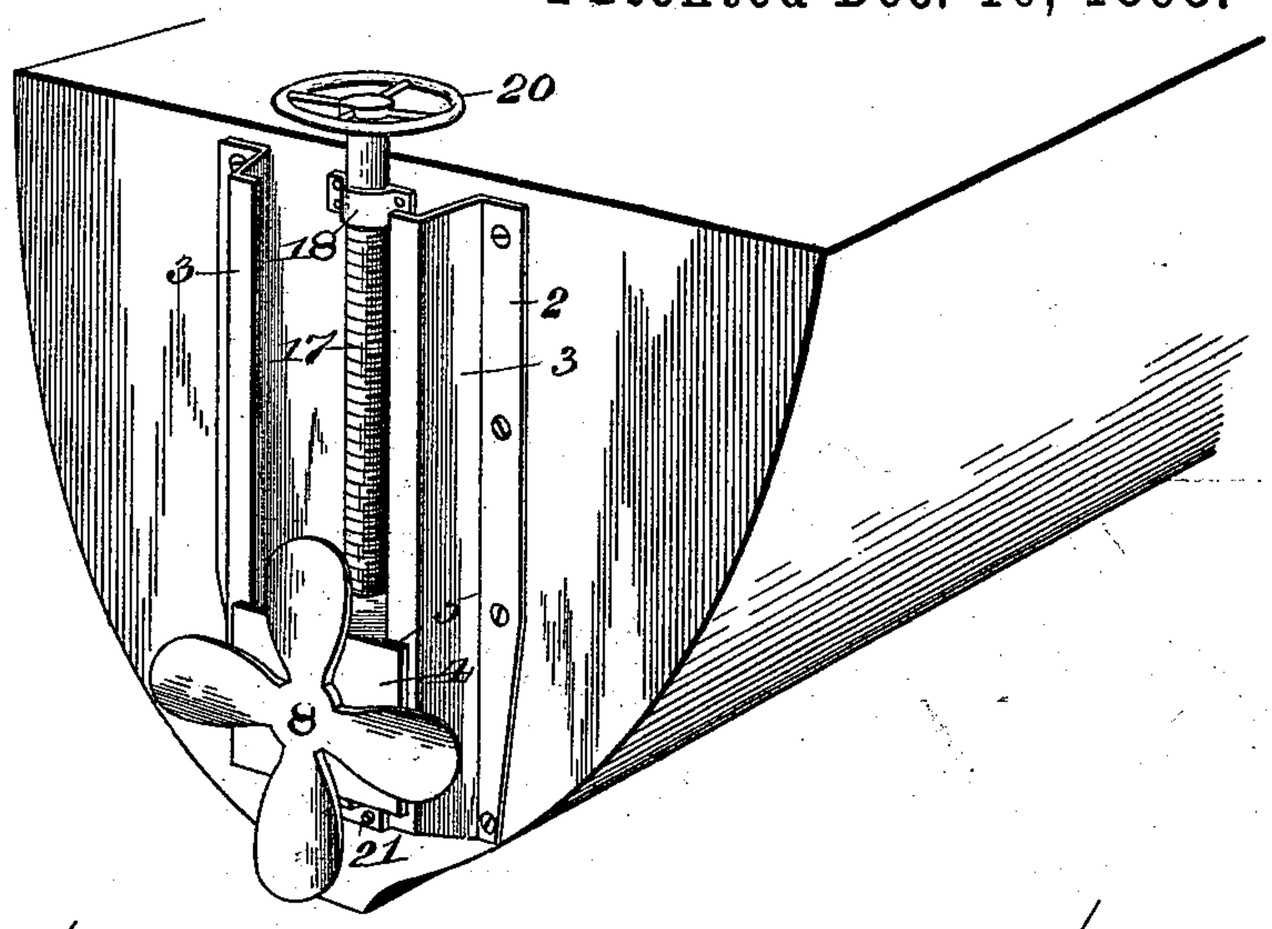
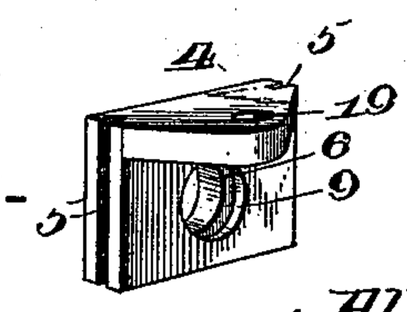


FIG. 1.

FIG. 2.

FIG. 3.

FIG. 4.



Witnesses
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UNITED STATES PATENT OFFICE.

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BOAT-PROPELLER ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 550,983, dated December 10, 1895.

Application filed May 28, 1895. Serial No. 550,990. (No model.)

To all whom it may concern:

Be it known that I, ALBERT H. LOEBS, a citizen of the United States, residing at Rochester, in the county of Monroe and State of New York, have invented a new and useful Boat-Propeller Attachment, of which the following is a specification.

My invention relates to boats, and particularly to propeller mechanism; and the object in view is to provide simple and efficient means for removing a propeller above the level of the water when sailing or using other motive power than that which is applied to the propeller.

Further objects and advantages of this invention will appear in the following description, and the novel features thereof will be particularly pointed out in the appended claim.

In the drawings, Figure 1 is a perspective view of an attachment embodying my invention applied in the operative position to the stern of a boat. Fig. 2 is a longitudinal section of the same, showing the parts in operative position. Fig. 3 is a similar view showing the propeller shipped or elevated. Fig. 4 is a detail view of the guide-block by which the propeller is carried.

Similar numerals of reference indicate corresponding parts in all the figures of the drawings.

Secured to the stern of a boat 1 is a guide 2, which, in the construction illustrated, comprises opposite flanged plates 3, and arranged in the guide is a guide-block 4, provided in its lateral edges with grooves 5 for the reception of the flanges of the guide-plates. Said guide-block is provided with a bearing 6 for the reception of a hub 7 of a propeller 8, said bearing being rabbeted, as shown at 9, to receive a web 10 on the hub to prevent displacement of the latter.

Mounted in suitable bearings in the frame of the boat is the propeller-shaft 11, which is capable of longitudinal movement and is provided at its rear end with an angular stud 12 to engage a corresponding socket in the hub of the propeller-wheel, and said shaft is moved forward to the position shown in Fig. 3 to disengage said stud from the socket in the propeller-hub by means of a lever 13, fulcrumed upon a suitable frame or bracket 14 within the boat and engaged in either of its positions to prevent displacement by suitable catches 15, which, in the construction illustrated, consist of seats formed in a beam 16. After the disengagement of the propeller-shaft from the hub of the propeller-wheel by the movement of the lever 13 from the position shown in Fig. 2 to that shown in Fig. 3, the guide-block may be elevated to remove the wheel from the water by means of an adjusting-screw 17, mounted near its upper end in a bearing 18, supported by the hull of the boat, and threaded at its lower end in an opening 19 in the guide-block. Said adjusting-screw may be provided at its upper end with a hand-wheel 20, and the guide-block is supported in its operative position by means of a bracket 21. The hand-lever 13 is bifurcated at its lower end and engaged with a reduced portion 22 of the propeller-shaft.

From the above description it will be seen that the propeller-shaft is capable of longitudinal as well as rotary movement in its bearings and that when disengaged from the hub of the propeller-wheel the latter may be elevated or unshipped by means of the adjusting-screw 17 to avoid interference with the movement of the boat when driven by other power than that which is applied through the propeller mechanism or when it is desirable to remove the wheel from contact with obstacles when aground or otherwise.

It is obvious that the improvement may be applied to vessels of various kinds, from yachts to those of greater tonnage, and it will be understood that various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

Having described my invention, what I claim is—

The combination of a vertical guide having opposite flanged plates, a guide-block grooved at its sides to engage said flanged plates, an adjusting screw mounted in a fixed bearing and mounted in an opening in said guide-block, a propeller wheel having its hub mounted in a bearing in the guide-block and headed to prevent axial movement, a pro-

peller shaft mounted for longitudinal movement in its bearings and provided with a stud for detachably engaging a socket in the hub of the propeller wheel, and means for moving the shaft longitudinally and locking it in its adjusted positions, substantially as specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

ALBERT H. LOEBS.

Witnesses:

FRANK H. KRIEJAL,

GEO. H. BROWN.