

No. 695,917.

Patented Mar. 25, 1902.

A. DOMINICK & L. KREBS.  
BOAT.

(Application filed Jan. 4, 1902.)

(No Model.)

Fig. 1.

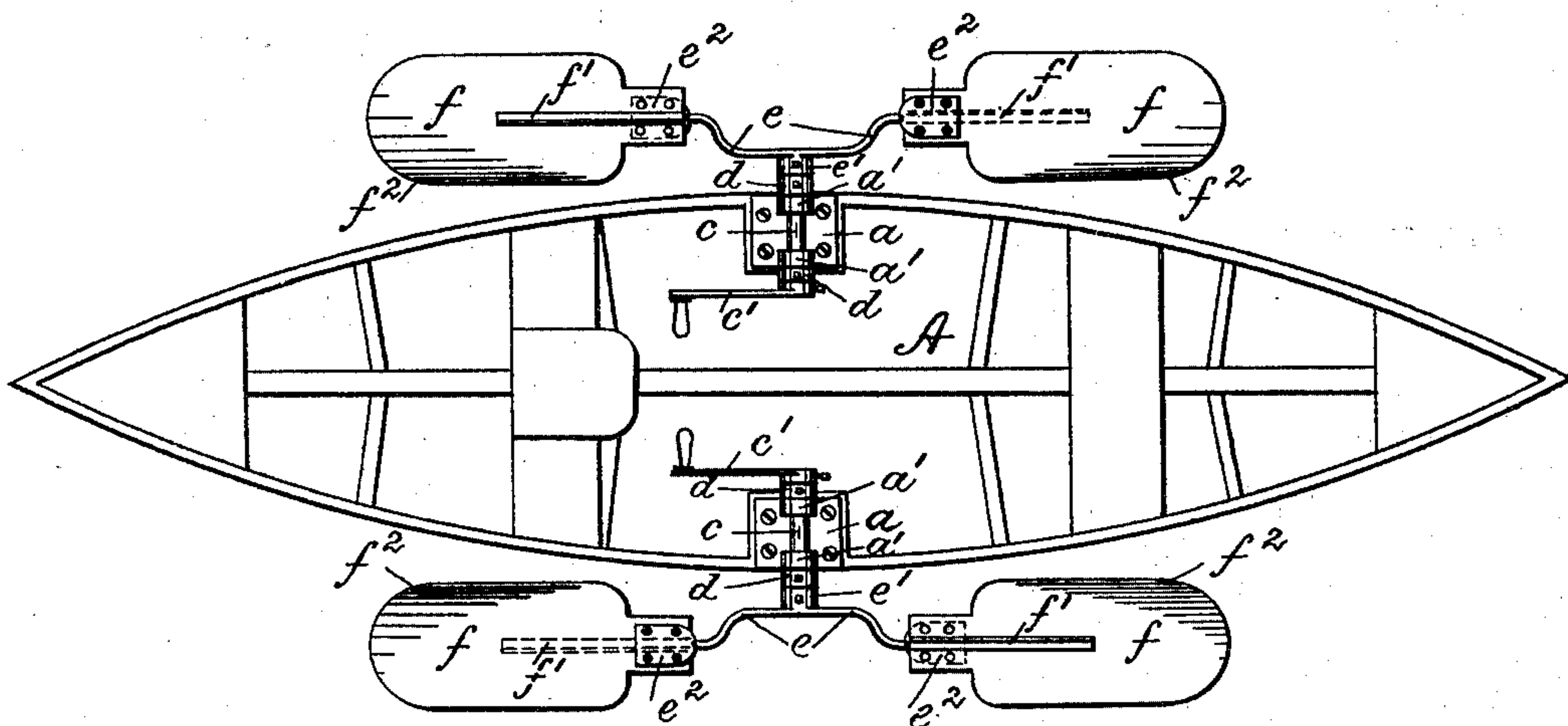


Fig. 2.

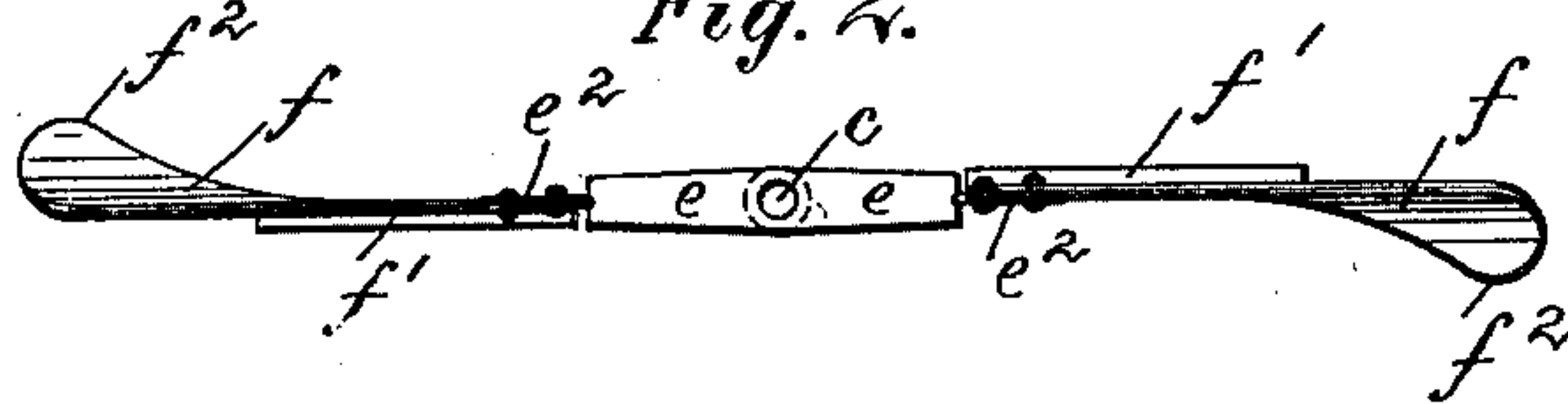
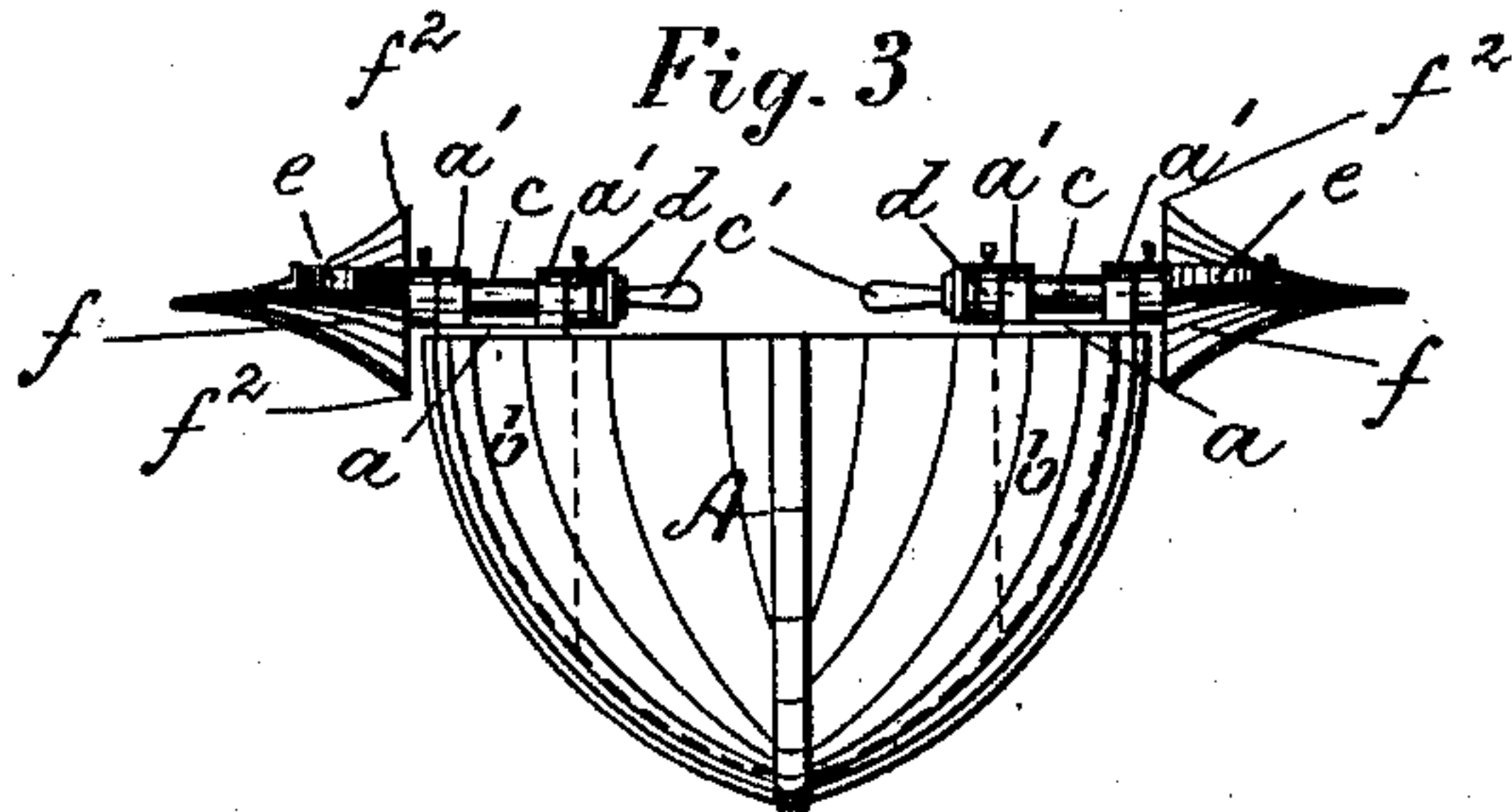


Fig. 3.



Witnesses:  
Arthur Lunge  
William Schuch

Inventors:  
Ambiehl Dominick & Louis Krebs  
by their attorney  
Roeders & Briesen

# UNITED STATES PATENT OFFICE.

AMBIEHL DOMINICK AND LOUIS KREBS, OF NEW YORK, N. Y.

## BOAT.

SPECIFICATION forming part of Letters Patent No. 695,917, dated March 25, 1902.

Application filed January 4, 1902. Serial No. 88,417. (No model.)

*To all whom it may concern:*

Be it known that we, AMBIEHL DOMINICK, a citizen of Germany, and LOUIS KREBS, a citizen of the United States, and both residents of New York city, county and State of New York, have invented certain new and useful Improvements in Boats, of which the following is a specification.

This invention relates to a boat adapted to be propelled by hand by means of paddle-wheels which are so constructed that the boat may be easily operated and that splashing is prevented.

In the accompanying drawings, Figure 1 is a plan of our improved boat; Fig. 2, a side view of one of the paddle-wheels, and Fig. 3 a front view of the boat.

The letter A represents the body of a boat adapted to be propelled by hand and of the size and general construction of a row-boat. From the gunwales of the boat extend inwardly a pair of plates *a*, supported upon blocks *b*. Each of these plates is provided with a pair of tubular bearings *a'* for the shaft *c* of a crank *c'*, which is adapted to be operated by hand. Collars *d*, mounted upon the shaft, hold the same against axial displacement. To the outer end of each shaft *c* is secured by socket *e'* the diametrically extending arm or spoke *e* of a two-blade paddle-wheel. This arm has flattened ends *e<sup>2</sup>* and is so bent that such ends are placed at a greater distance from the boat than its center in order to throw the paddles outward without the use of outriggers. To the flattened ends *e<sup>2</sup>* are secured the paddles *f*, which are of oblong shape and provided with reinforcing-ribs *f'*.

The body of the paddles is curved, so that the inner forward edge *f<sup>2</sup>* of each front paddle is turned downwardly or that the inner rear edge of each rear paddle is turned upwardly, Fig. 2, to form scoops that force the water laterally away from the boat. The result of this construction is that the paddles will cut into the water gradually and will displace it outwardly, so that the boat may be easily operated and that splashing will be prevented.

In use the operator faces forward and may propel the boat with ease, the water being so taken that the boat will remain entirely dry without the use of splash boards or boxes.

What we claim is—

1. In a boat, a pair of crank-shafts combined with bent arms mounted thereon and having their ends placed at a greater distance from the boat than their center, and with blades connected to said arms and bent to form laterally-opening scoops, substantially as specified.

2. In a boat, a pair of crank-shafts combined with bent arms mounted thereon and having outwardly-projecting flattened ends, and with blades connected to said ends and having bent inner ends to form laterally-opening scoops, substantially as specified.

Signed by us at New York city, county and State of New York, this 31st day of December, 1901.

AMBIEHL DOMINICK.  
LOUIS KREBS.

Witnesses:

F. V. BRIESEN,  
WILLIAM SCHULZ.