

N^o 26,302



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Date of Application, 2nd Dec., 1904

Complete Specification Left, 2nd Sept., 1905—Accepted, 5th Oct., 1905

PROVISIONAL SPECIFICATION.

A New or Improved Combined Motor, Propeller and Co-acting Parts adapted for use with Boats, Barges and the like.

I, GABRIEL TROUCHE, Manufacturer, of 4 Place de l'Église, Puteaux (Seine) in the Republic of France, do hereby declare the nature of my invention to be as follows;—

5 This invention relates to improved means for immediately converting into motor boats ordinary boats, wherries, punts, barges and the like, which are usually towed or propelled either by means of oars or sails.

This problem has hitherto been solved by effecting considerable alterations in the vessel, the cost of said alterations being very high, and when carried out practically produce a new vessel having nothing in common with the old
10 one and probably not suited for the same purpose.

For the purpose stated I have devised an easily portable motor and co-acting propelling devices of reduced weight, and which being connected to the boat at only one point, can be adapted to any boat without necessitating any alteration thereof.

15 The improved mechanism comprises three main parts, viz. the motor, the propeller and the support.

The motor is preferably of a class used for motor cycles, and other motor vehicles, and may have one or more cylinders working with any suitable known fuel.

20 The accessories of the motor, such as the fuel receptacle, the electric accumulator, the ignition-coil and the like of known constructions, may be formed in one with the motor or be situated at any convenient part of the boat and suitably connected to the motor.

The levers for controlling the motor, the propeller (if the latter is reversible)
25 and the starting-mechanism or gear are connected to and form part of the whole arrangement, and are within reach of the man at the helm.

The motor can be of any suitable type operated either by gas, steam or electricity; in other words any suitable motive power can be used.

30 The controlling lever forms an extension of the motor shaft, or can be connected at any point to the motor, and be of any suitable shape or be fixed to the coupling bars or rods in the case of twin motors or machines. A clutch or coupling is provided for connecting the motor to the propeller shaft at the same time allowing a certain amount of play.

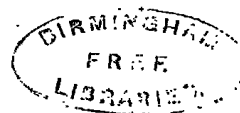
35 The propeller shaft passes through a protecting tube, being supported and guided in its rotary movements by suitably arranged bearings.

These bearings are fixed to said enclosing or protecting tube, and that bearing adjacent the propeller serves as a thrust-block for the latter. The propeller shaft can serve as an outlet for the exhaust gases of the motor.

40 The protecting tube, which is rigidly connected to the motor, carries at its free end a cage in which the propeller is situated.

The propeller may have any convenient number of suitably shaped blades either fixed or reversible, or a paddle-wheel, or any other propelling device may be used in place thereof.

[Price 8d.]



Combined Motor, Propeller and Co-acting Parts adapted for use with Boats, &c.

The support for connecting the whole arrangement described to the boat comprises a bifurcated arm on the two branches of which the motor and co-acting parts are supported, so as to oscillate in a manner similarly to a balance beam, means being provided for fixing the motor &c in any desired position. The other end of said support is adapted to rotate freely in bearings fixed to either side of the boat, or may turn through a certain angle being mounted at the stern similarly to a rudder. 5

When the motor is running, the apparatus can be controlled by hand by the controlling handle, like the helm or tiller of a rudder. The speed of the boat may be varied by immersing the propeller more or less into the water, and the steering effected by moving the apparatus to one side or the other. 10

Dated this 2nd day of December, 1904.

HERBERT HADDAN & Co.,
Agents to Applicant,
18 Buckingham Street, Strand, W.C. 15

COMPLETE SPECIFICATION.

“A New or Improved Combined Motor, Propeller and Co-acting Parts adapted for use with Boats, Barges and the like.”

I, GABRIEL TROUCHE, Manufacturer, of 4 Place de l’Eglise, Puteaux (Seine) in the Republic of France, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:— 20

This invention relates to improved means for immediately converting into motor boats ordinary boats, wherries, punts, barges and the like, which are usually towed, or propelled either by means of oars or sails. 25

This problem has hitherto been solved by effecting considerable alteration in the vessel, the cost of said alterations being very high, and when carried out practically produce a new vessel having nothing in common with the old one and probably not suited for the same purpose.

For the purpose stated I have devised an easily portable motor and co-acting propelling devices of reduced weight, which being connected to the boat at only one point, can be adapted to any boat without necessitating any alteration thereof. 30

An example of the invention is shown in the annexed drawing wherein:

Figure 1 is an elevation of the complete apparatus. 35

Figure 2 shows a modified form applied to the stern of a boat, Figure 3 is an elevation showing the apparatus applied to one side of a boat, and

Figure 4 is a plan view of Figure 3.

The improved mechanism comprises three main parts, *viz.* the motor *a* the propeller *b* and the support *c*. 40

The motor *a* is preferably of a class used for motor cycles, and other motor vehicles, and may have one or more cylinders working with any suitable known fuel.

The accessories of the motor, such as the fuel receptacle *i*, the electric accumulator *j* the ignition-coil *k* reversing gear *l* and the like of known constructions, may be formed in one with the motor or be situated at any convenient part of the boat and suitably connected to the motor. 45

The levers for controlling the motor, the propeller (if the latter is reversible) and the starting-mechanism or gear are connected to and form part of the whole arrangement, and are within reach of the man at the helm. 50

The motor can be of any suitable type operated either by gas, steam or electricity; in other words any suitable motive power can be used.

Combined Motor, Propeller and Co-acting Parts adapted for use with Boats, &c.

The controlling lever *l* forms an extension of the motor shaft *n* (Figure 1) or can be connected at any point to the motor Figure 2 and be of any suitable shape or be fixed to coupling bars or rods in the case of twin motors or machines Figures 3 and 4. A clutch or coupling *m* is provided for connecting the motor to the propeller shaft at the same time allowing a certain amount of play.

The propeller shaft *n* passes through a protecting tube *p* being supported and guided in its rotary movements by suitably arranged bearings.

These bearings are fixed to said enclosing or protecting tube, and that bearing adjacent the propeller serves as a thrust-block for the latter. The propeller shaft or protecting tube can serve as an outlet for the exhaust gases of the motor being connected to the latter by a pipe *o*.

The protecting tube, which is rigidly connected to the motor, carries at its free end a cage *q* in which the propeller is situated.

The propeller may have any convenient number of suitably shaped blades either fixed or reversible, or a paddle-wheel, or any other propelling device may be used in place thereof.

The support for connecting the whole arrangement described to the boat comprises a bifurcated arm *c* on the two branches of which the motor and co-acting parts are supported, so as to oscillate in a manner similarly to a balance beam, means being provided for fixing the motor &c. in any desired position. The other end of said support is adapted to rotate freely in bearings fixed to either side of the boat *s*, or may turn through a certain angle being mounted at the stern similarly to a rudder.

By this means the whole apparatus can be moved in any direction and immediately removed when desired.

When the motor is running, the apparatus can be controlled by hand by the controlling lever *l* like the helm or tiller of a rudder. The speed of the boat may be varied by immersing the propeller more or less into the water, and the steering effected by moving the apparatus to one side or the other. *r* represents the water line.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed, I declare that what I claim is:—

A new or improved combined motor, propeller and other coacting parts adapted to be detachably applied to boats, barges and the like, the aforesaid parts forming a connected whole and attached to the boat by means of a simple oscillating and rotating support permitting it to be moved in all directions and immediately removed substantially as described.

Dated this 2nd day of September 1905.

HERBERT HADDAN & Co.,
Agents for Applicant.
31 & 32 Bedford Street, Strand, W.C. London.

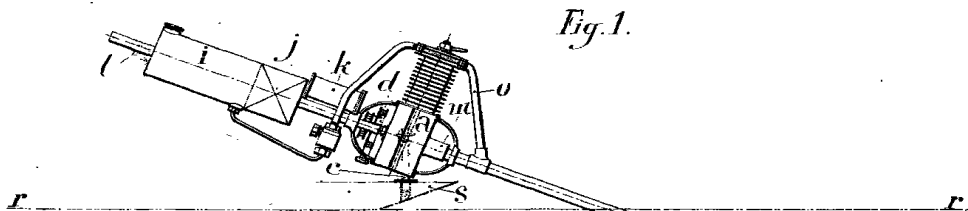


Fig. 1.

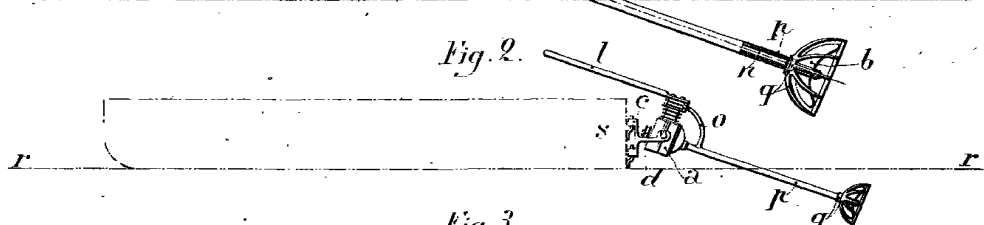


Fig. 2.

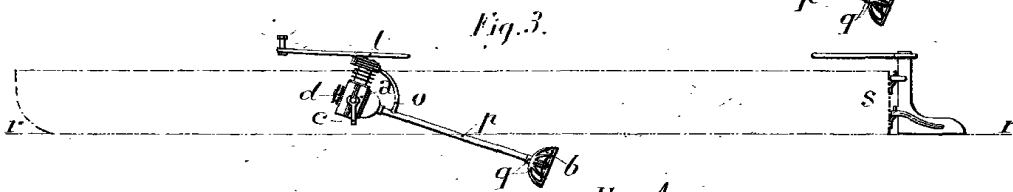


Fig. 3.

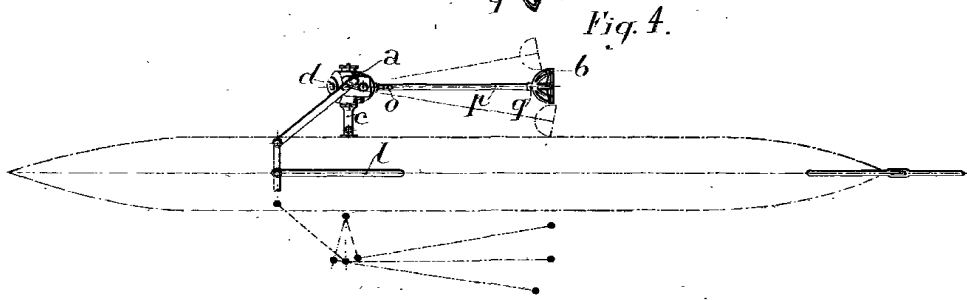


Fig. 4.

[This Drawing is a reproduction of the Original on a reduced scale.]

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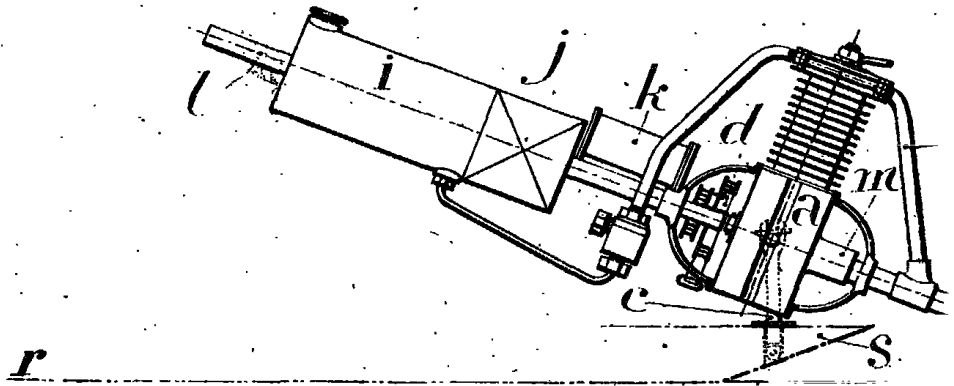


Fig.

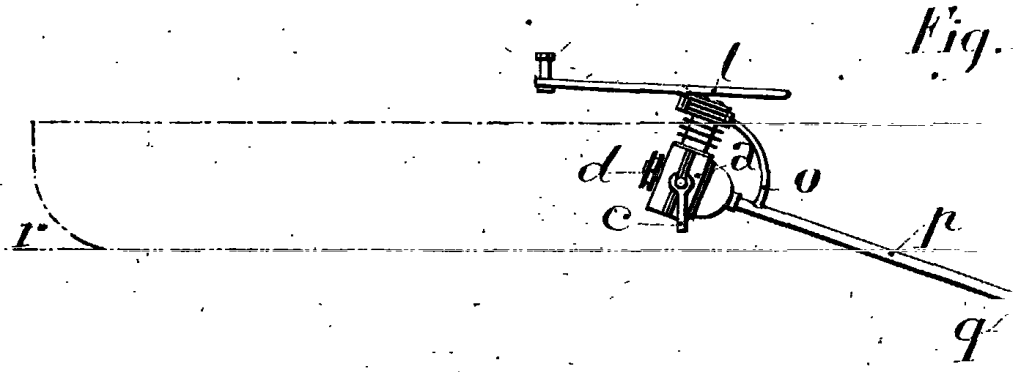


Fig.

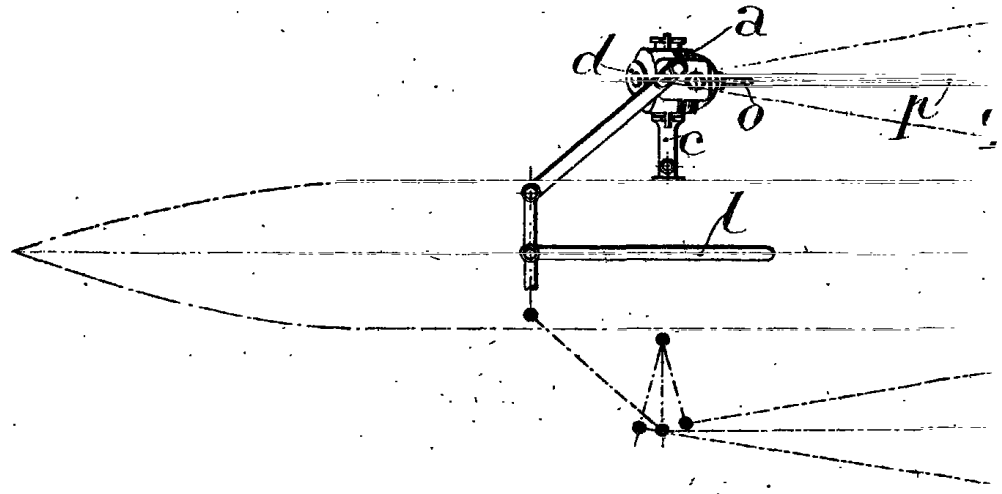


Fig.

Fig. 1.

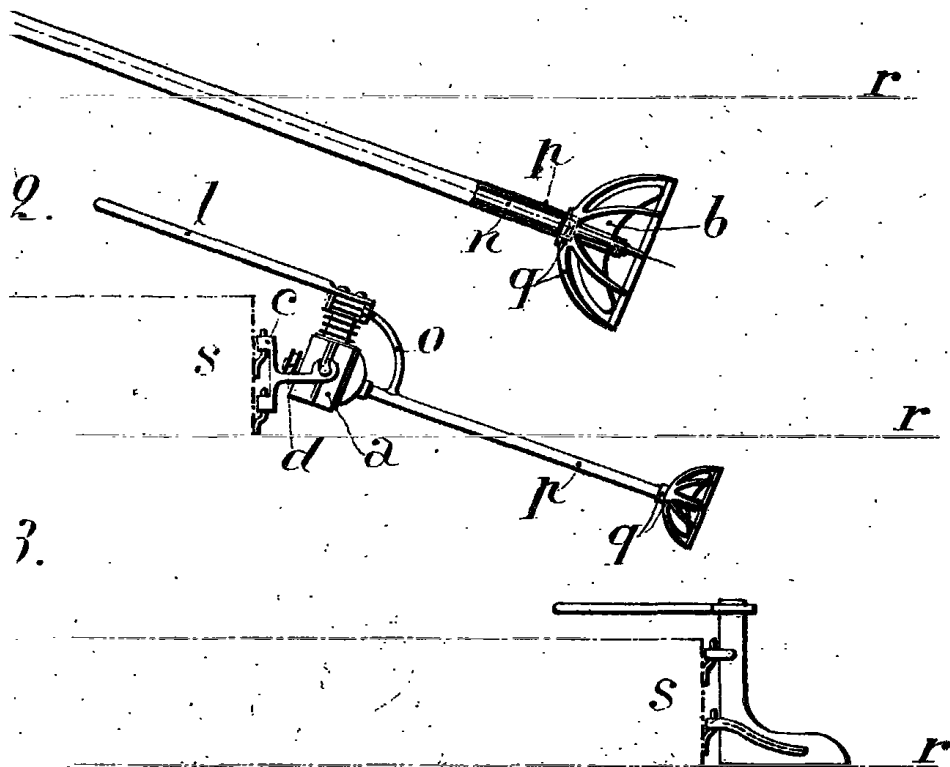


Fig. 4.

