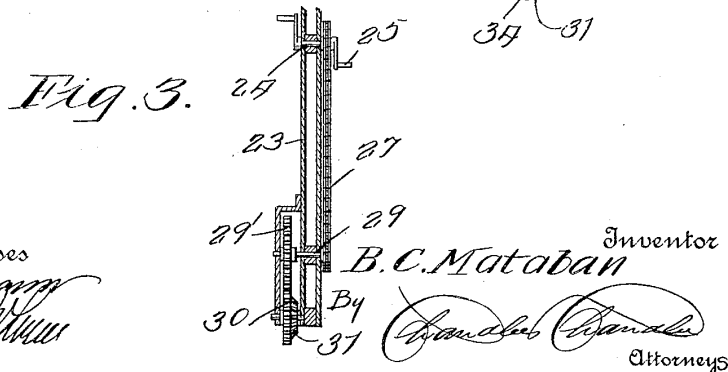
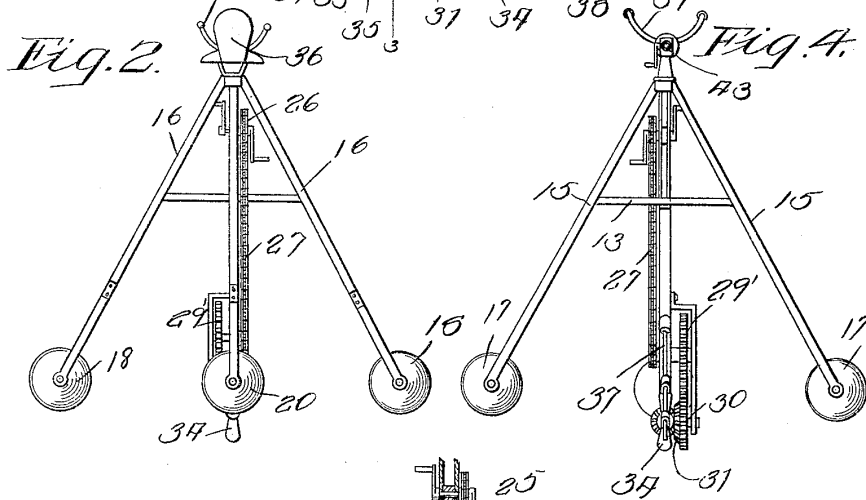
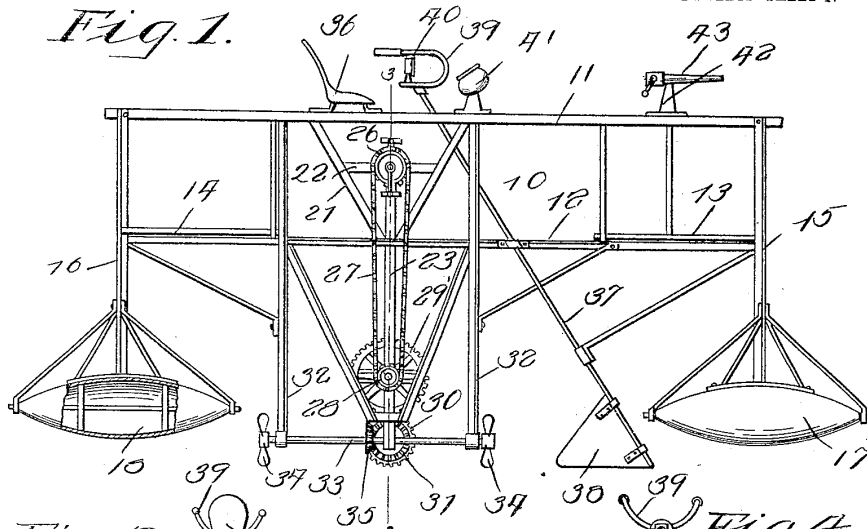


B. C. MATABAN.
 MARINE VELOCIPÈDE.
 APPLICATION FILED JULY 31, 1913.

1,112,712.

Patented Oct. 6, 1914.
 2 SHEETS—SHEET 1.



Witnesses
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2 SHEETS—SHEET 2.

Fig. 5.

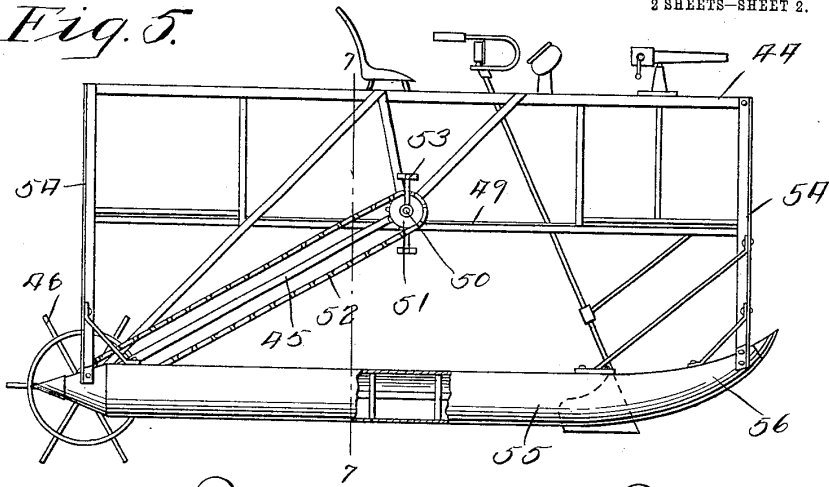


Fig. 6.

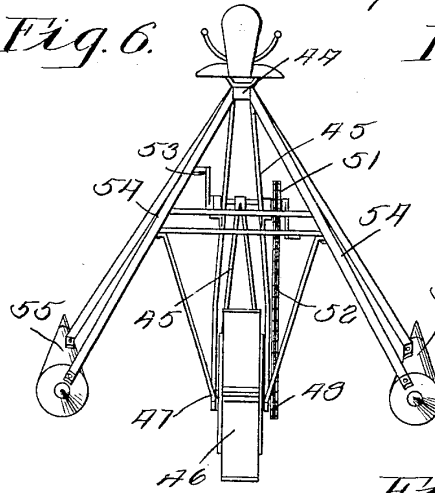


Fig. 7.

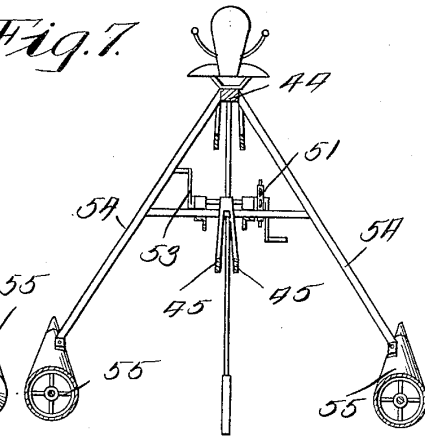
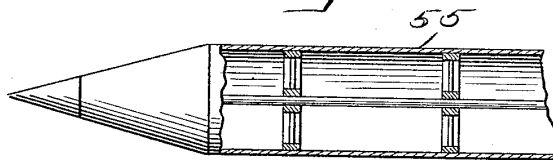


Fig. 8.



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UNITED STATES PATENT OFFICE.

BENITO C. MATABAN, OF SEATTLE, WASHINGTON.

MARINE VELOCIPEDA.

1,112,712.

Specification of Letters Patent.

Patented Oct. 6, 1914.

Application filed July 31, 1913. Serial No. 792,258.

To all whom it may concern:

Be it known that I, BENITO C. MATABAN, a citizen of the Philippine Islands, residing at Seattle, in the county of King, State of Washington, have invented certain new and useful Improvements in Marine Velocipedes; 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.

This invention relates to marine velocipedes and has for an object to provide a device of this character which will be extremely simple in construction, strong and durable and highly efficient in use.

Another object is to generally improve and simplify the construction of devices of this character and increase the strength and efficiency thereof.

With these and other objects in view, this invention resides in the novel features of construction, formation, combination and arrangement of parts to be hereinafter more fully described, claimed and illustrated in the accompanying drawing, in which:—

Figure 1 is an elevational view of the preferred form of my device. Fig. 2 is a rear view thereof. Fig. 3 is a sectional view on line 3—3 of Fig. 1. Fig. 4 is a rear view of the device. Fig. 5 is a view similar to Fig. 1 showing a modified form of the device. Fig. 6 is a rear view thereof. Fig. 7 is a sectional view on line 7—7 of Fig. 5. Fig. 8 is a fragmentary cross sectional view through one of the pontoons.

Referring to the drawing, the numeral 10 designates a frame, which consists of upper and lower horizontal bars 11 and 12, respectively, the latter supporting the front and rear platforms 13 and 14. Connected at their upper ends to the opposite ends of the bar 11 are divergingly arranged bars 15 and 16, respectively, the same being braced intermediate their ends by their connection with the platforms 13 and 14. The lower ends of the bars 15 and 16 are provided with sheet metal pontoons 17 and 18, respectively. Arranged between the bars 16 is a vertical bar 19 which supports a similar pontoon 20.

Connected between the bars 11 and 12 is a frame 21 to the cross bar 22 of which are connected the upper ends of the plates 23, a shaft 24 being passed through the plates 23, and bar 22, said shaft being provided

upon its ends with pedals 25. Fixed to the shaft 24 is a sprocket 26, around which passes a sprocket chain 27 which also engages the sprocket wheel 28 fixed to the shaft 29, said shaft being supported near the lower ends of the plates 23.

Fixed to the shaft 29 is a gear 29' which meshes with the gear 30 which is supported at the lower end of the plate 23 and has one of its faces provided with a beveled gear 31. A pair of hangers 32 are provided and support at their lower ends a shaft 33, upon the opposite ends of which are fixed propellers 34, said shaft having fixed thereto a beveled gear 35 which meshes with the gear 31 so that when the shaft 24 is rotated by the operator upon the seat 36 rotary movement will be imparted to the shaft 33, thus rapidly rotating the propellers 34 so as to propel the device.

Disposed diagonally in relation to the bars 11 and 12 is a shaft 37, the lower end of which is provided with a rudder 38, while the upper end is provided with handle bars 39, which are disposed in convenient relation to the seat 36. Mounted upon the handle bars 39 is a search light 40, while mounted upon the bar 11 is a compass box 41. Mounted near the forward end of the bar 11 is a support 42 upon which is mounted a rapid fire gun 43 which can be operated by a person standing on the platform 13.

Referring to Figs. 5, 6, 7 and 8, there is shown a frame 44 which is constructed in a manner similar to the frame 10 of the preferred form with the exception that the pontoon 20 is eliminated and hangers 45 provided which support at their lower ends a paddle wheel 46 which has its shaft 47 provided with a sprocket 48. Supported above the lower horizontal bar 49 is a shaft 50 to which is fixed a sprocket 51, a sprocket chain 52 being trained around the sprockets 48 and 51 so as to impart rotary movement to the paddle wheel 46 when the sprocket 50 is operated through the medium of the pedals 53.

Connected to the lower ends of the bars 54 are the opposite ends of the sheet metal pontoons 55, the forward ends of which are curved upwardly, as at 56, so as to facilitate the travel of the machine through the water.

From the foregoing description it will be seen that I have provided a marine veloci-

pede, which can be easily propelled through the water and will serve to transport sailors from a gun boat to the land or up small creeks where it is necessary to navigate with comparatively little noise.

What is claimed is:—

A marine velocipede comprising a main frame work including parallel longitudinal bars disposed one above the other, pontoon carrying bars extending from the longitudinal bars, plates depending from the longitudinal bars, a shaft supported by the upper ends of the plates, a sprocket wheel fixed to the shaft, a second shaft supported by the lower ends of the plates, a gear and sprocket fixed to the respective ends of said shaft, a second gear supported by the plates and in

mesh with the first named gear, hangers supported by the main frame, and a shaft supported by the hangers, and means connecting the last named gear and shaft for rotating the latter, a sprocket chain trained around the sprockets, means for rotating the first named sprocket, propeller blades fixed to the ends of the horizontally supported shaft, rotary movement being imparted thereto upon operation of the sprocket chain.

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

BENITO C. MATABAN.

Witnesses:

A. P. HILL,
JOSEPH M. MITCHELL.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."