June 29, 1965 D. C. COOMBE 3,191,569

BOATING

Filed Feb. 25, 1964

Fig. 1

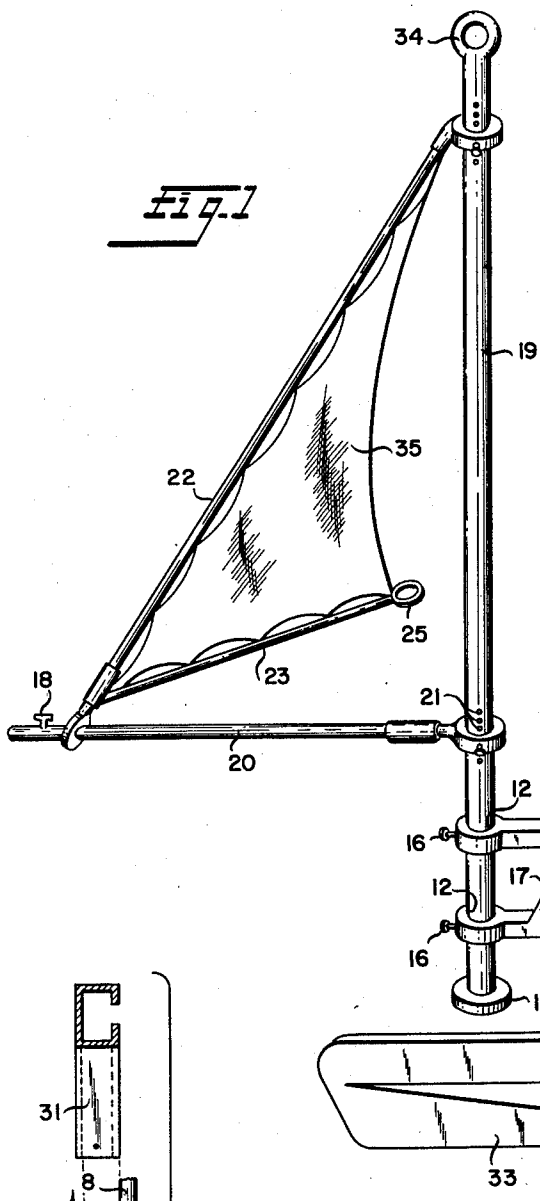



Fig. 2

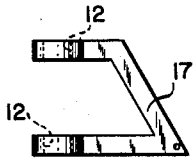



Fig. 3

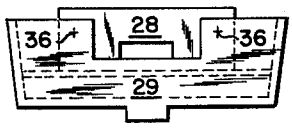
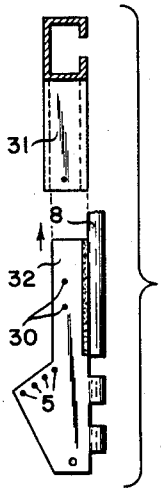



Fig. 4




INVENTOR

*Douglas Christian Coombe*

United States Patent Office

3,191,569
Patented June 29, 1965



3,191,569

# BOATING

Douglas Christian Coombe, 3464 South River Terrace, Edgewater, Md.

Filed Feb. 25, 1964, Ser. No. 347,280
5 Claims. (Cl. 114—102)

This invention relates to outboard motor boats. The object of this invention is to allow any outboard motor boat to also be used as a sailboat. This invention is in no way a boat or sailboat. However, this invention is a portable sailing rig to be used instead of an outboard motor. The material used to make the "outboard sail rig" will be aluminum or something similar.

This rig has three main parts; sail and mounting, rudder and steering, and counterbalance. The counterbalance is under water, which keeps the sailboat from turning over.

FIGURE 1 is a view of the complete outboard sailing rig.

FIGURE 2 is a view of the mast mounting bracket in a reverse position.

FIGURE 3 is a view with transom inclosed to fit around sailing rig.

FIGURE 4 is a view of upper half of frame leading to counterbalance which shows shape of closed U, so that lower frame can slide in.

Detailed description is as follows:

The rig will fasten to a boat in much the same way as an outboard motor, by hanging it on the transom of a boat and tightening the **1** screw clamps. The mounting bracket and screw clamp **1** are part of the **2** main frame which brings a binding pressure from the inside to the outside of the transom.

The **2** frame on the outside of the transom is adjustable up and down being made in two pieces, the upper **31** and the lower **32** slides into the upper **31** and locks in place at **30** adjustable holes.

The counterbalance **33** is inserted into the lower part of the outside frame **32** and fixed with one bolt **3** at the bottom with a choice of holes at the top of the counterbalance **33** and lower frame **5** so that alignment with the bottom of any boat is achieved, then locked at **5** with a second bolt or pin.

The adjustable heights of counterbalance makes this adaptable to short or long transoms. It can be used at greater depths in water for better stabilization. The counterbalance **33** has a large surface in the water below the boat and keeps it from being turned over by the wind. The rudder **6** is attached to the outside main frame by being inserted into open spaces between steering rod holes and locked in place with a "square" steering rod **7** inserted into a round channel **8** on the back of main frame and square holes thru the rudder.

The steering handle **10** is fitted by a square hole onto the square steering rod **7** between two bushings under a nut and cotter key. When outside frame **31** and **32** is adjusted up **10** the steering handle goes up with it, as **32** is also part of channel for steering rod. Steering handle can be reversed by turning it over and when more clearance is required at rear of boat.

The mast is placed in two round holes **12** of the arm bracket, which is attached to the inside frame by one fixed bolt **13**, and an adjustable bolt by choice of holes **14** in the clamping frame as to one hole in the arm



bracket. The mast is placed on a skidproofed rubber cup **15** and locked in place with bolts in the arm bracket **16**. The device also has a choice of arm brackets **17**, so as to support the mast in an upward direction when there is no space for the downward mount. The mast is tied down **18** at the bow of boat. The sail **35** is held in place by three aluminum poles that form a triangle. The first pole being vertical **19**. The second pole being horizontal **20** with controlled height by choice of holes in vertical mast **21** and a locking pin. The third pole **22** is placed from the bow end of the horizontal pole **20** to the top of the mast pole **19**, and is adjustable on both ends by choice of holes and locking pins. The third pole **22** can be pulled up to **34** and tied in place by rope. The sail **35** is laced to angle mast **22** and is also laced to a horizontal guide bar **23**. The guide bar **23** is moved to either side of the boat to bring the sail in the path of the wind and tied at rope-looped ring **25**. When not in use the sail is unlaced from horizontal sail guide bar **23** then wrapped around the angle mast bar **22** and tied with lacing rope.

The transom **29** of an outboard motorboat has a lower cut for the motor, therfore, a transom inclosure board **28** with a small space cut so that it may slide over the sailing rig and inclose the transom, is designed. This transom inclosing board **28** can be secured in place by means of two slide over U-shaped furniture type clamps placed at **36**. The rope at **25** is looped around mast in order to control the sail in relationship to wind and to keep a downward pull on the sail. It is also to be understood that this sailing rig can be built in two sizes, one for short transoms and one size for long transoms, thereby eliminating the necessity of adjustable sizes at frames **31** and **32**.

It is to be understood that this invention does not make a sail boat out of a motorboat, but a sailing rig can be used on a different boat everyday with no alterations in the motor boat. This outboard sailing rig is to be used in much the same way as an outboard motor or a pair of oars, and in no way is it to be thought of as a permanent part of any boat.

While a certain preferred embodiment of the invention has been specifically disclosed, it is understood that the invention is not limited thereto as many variations will be readily apparent to those skilled in the art and the invention is to be given its broadest possible interpretation within the terms of the following claims.

What I claim is:

1. A sailing rig adapted to be attached to the transom of a boat comprising:
   (a) a main frame having forward and rearward portions,
   (b) means for attaching said main frame to a transom,
   (c) a mast adjustably mounted on said forward portion,
   (d) an adjustable member depending from said rearward portion,
   (e) a counterbalance positioned in a forward direction and a rudder positioned in a rearward direction on said rearward depending portion whereby when said attaching means is secured to a boat transom, said mast may be adjustably positioned in the bilge of the boat while said counterbalance is adjustably positioned under the boat and said rudder positioned rearward of the transom.

2. A sailing rig as defined in claim **1** wherein said

counterbalance is vertically and rotationally adjustable relative to said main frame.

3. A sailing rig as defined in claim 1 wherein a handle is connected to said rudder and is pivoted on said main frame.

4. A sailing rig as defined in claim 1 wherein said attaching means includes a depending central portion having screw means passing therethrough cooperating with said rearward portion to clamp onto a transom.

5. A sailing rig as defined in claim 1 wherein said mast is provided with a skid-proof cup whereby said mast is prevented from slipping in the bilge.




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MILTON BUCHLER, *Primary Examiner.*

FERGUS S. MIDDLETON, *Examiner.*