Dec. 8, 1959 O. P. BAIRD 2,916,009

TILTABLE OUTBOARD MOTOR MOUNT ATTACHMENT FOR BOATS

Filed May 15, 1958 2 Sheets-Sheet 1

FIG. 1

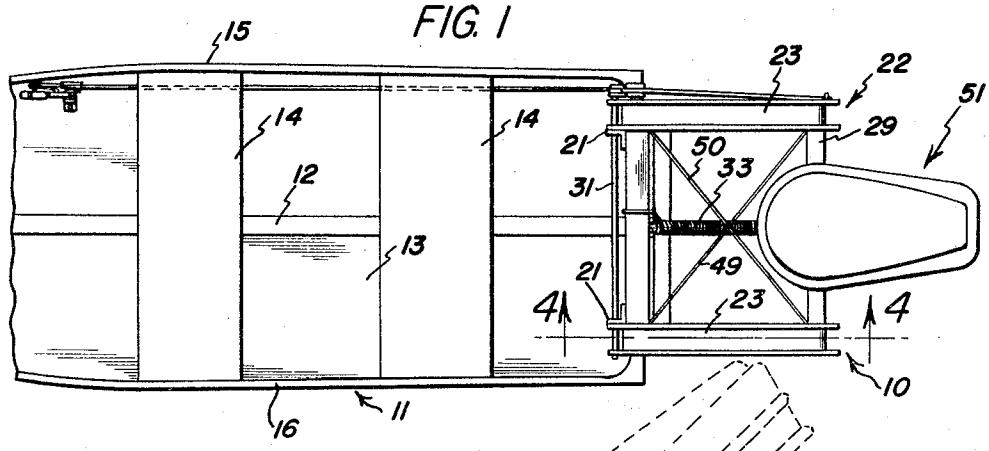


FIG. 2

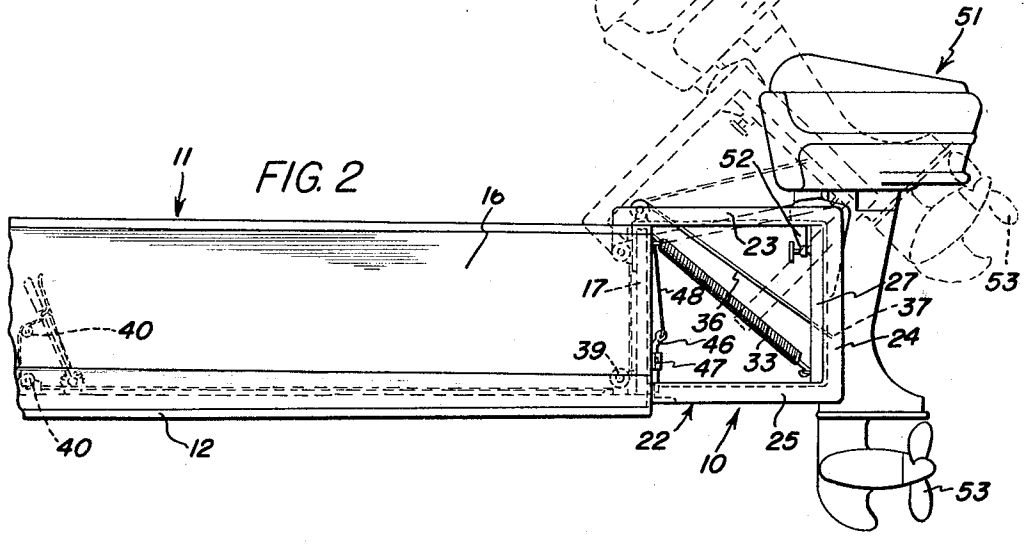
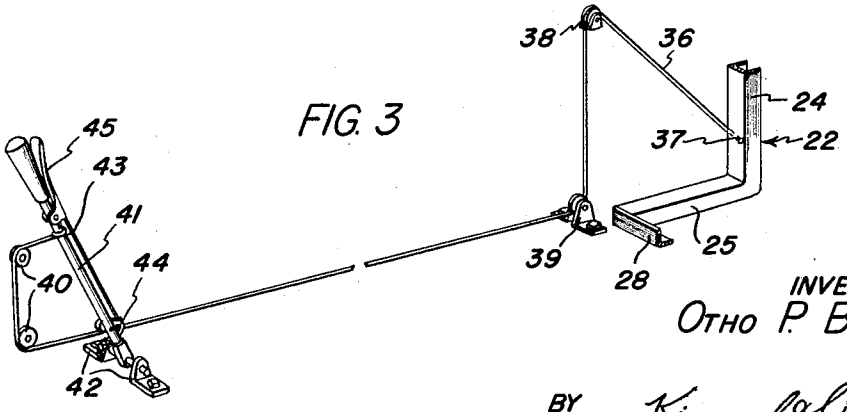


FIG. 3



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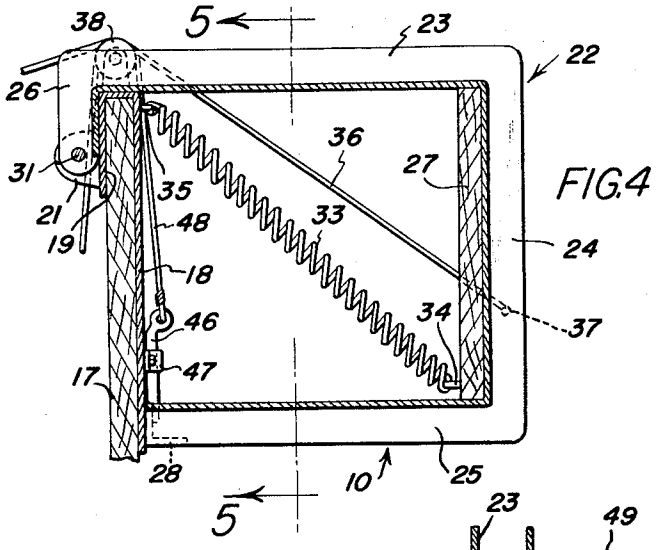


FIG. 4

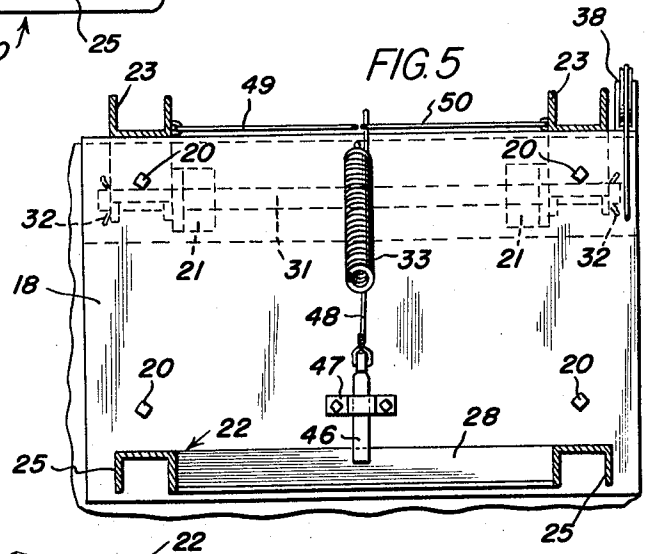


FIG. 5

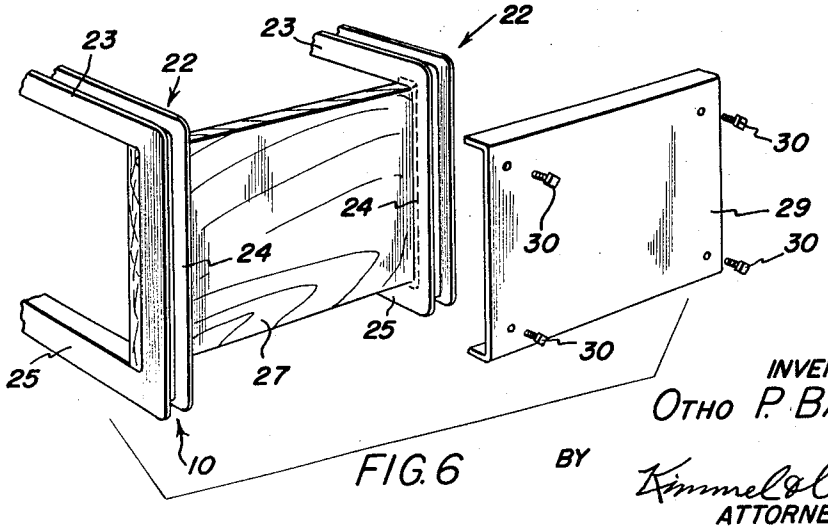


FIG. 6

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TILTABLE OUTBOARD MOTOR MOUNT ATTACHMENT FOR BOATS

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Application May 15, 1958, Serial No. 735,614

4 Claims. (Cl. 115—41)

The present invention relates to outboard motor mount attachments for boats, and particularly to such devices for elevating the outboard motor with respect to the boat.

The primary object of the invention is to provide an outboard motor mount attachment for boats by means of which the outboard motor can be elevated with respect to the boat by means of a remote actuator.

Another object of the invention is to provide in an outboard motor mount attachment for boats of the class described above means to counterbalance the weight of the outboard motor to assist in elevating the motor with respect to the boat.

A further object of the invention is to provide an outboard motor mount of the class described above which is pivotally secured to the boat and is swung to an inboard position while elevating the outboard motor.

A still further object of the invention is to provide an outboard motor mount attachment for boats of the class described above having a remotely controlled lock securing the motor in lowered position to retain the mount in lowered position during reverse movement of the outboard motor.

Another object of the invention is to provide an outboard motor mount attachment of the class described above which is inexpensive to manufacture, simple to attach to a boat, and which is efficient in providing means for elevating the motor with respect to the boat.

Other objects and advantages will become apparent in the following specification when considered in the light of the attached drawings, in which:

Figure 1 is a top plan view of the invention attached to a boat shown broken away for convenience of illustration.

Figure 2 is a side elevation of the structure shown in Figure 1, with an elevated position of the outboard motor illustrated in dotted lines.

Figure 3 is a fragmentary perspective view of the lifting mechanism.

Figure 4 is an enlarged fragmentary longitudinal vertical cross-section taken along the line 4—4 of Figure 1, looking in the direction of the arrows.

Figure 5 is a fragmentary transverse vertical section taken along the line 5—5 of Figure 4, looking in the direction of the arrows.

Figure 6 is a fragmentary exploded rear perspective view of the mount showing the motor support plate and wear plate therefor.

Referring now to the drawings in detail wherein like reference characters indicate like parts throughout the several figures, the reference numeral **10** indicates generally an outboard motor mount attachment for a boat generally indicated at **11**.

The boat **11** is of conventional design including a keel **12**, bottom **13**, seats **14**, opposite sides **15**, **16**, and a transom **17**.

The attachment **10** is secured to the transom **17** and includes a generally rectangular plate **18** reverted at its upper end to form a hook **19** which engages over the

upper end of the transom **17**. The plate **18** is secured to the transom **17** by a plurality of bolts **20**. The hook **19** on the plate **18** has a pair of spaced apart ears **21** secured thereto and extending forwardly therefrom.

A pair of frame members generally indicated at **22** are arranged in laterally spaced parallel relation and each are formed of channel iron. The frame members **22** each have an upper horizontal portion **23**, a rear vertical portion **24**, a lower horizontal portion **25** arranged parallel to the horizontal portion **23**, and a relatively short forward vertical portion **26** depending from the forward end of the upper horizontal portion **23**.

The frame members **22** are connected by a generally rectangular mounting plate **27** extending between and secured to the rear vertical portion **24** of the frames **22** and by a transverse angle iron **28** connecting the forward ends of the lower horizontal portions **25**. A channel plate **29** is secured to the rear of the mounting plate **27** by means of fastening elements **30** to provide means for spreading the thrust when in use.

The lower ends of the relatively short forward vertical members **26** are positioned on opposite sides of the ears **21** and are pivotally connected thereto by an elongated shaft **31** which is held in position by cotter keys **32**.

A coil tension spring **33** has its rear lower end connected at **34** to the lower edge of the mounting plate **27** intermediate the opposite sides thereof. The upper forward end of the coil spring **33** is secured at **35** to the upper edge of the transom plate **18**.

A cable **36** has its rear end connected to one of the rear vertical members **24** at **37** adjacent the lower end thereof. A pulley **38** is secured to the hook **19** of the transom plate **18** at the horizontal portion thereof adjacent one side edge thereof. The cable **36** is trained over the pulley **38**.

A second pulley **39**, see Figure 3, is secured to the bottom **13** of the boat **11** adjacent the transom **17** and the cable **36** is trained thereunder. A pair of pulleys **40** are journalled on the side **15** of the boat **11** and the cable **36** is trained under the lower one and over the upper one, as best shown in Figure 3.

A lever **41** is secured to the bottom **13** of the boat **11** for pivotal movement between a pair of ears **42**. The cable **36** is connected at **43** to the lever **41** to permit the cable **36** to be moved longitudinally over the pulleys **38**, **39** and **40** on movement of the lever **41**. A conventional pawl and rack mechanism **44** is arranged to secure the lever **41** in adjusted position, and a hand release member **45** is pivoted on the lever **41** to release the pawl and rack mechanism **44** when it is desired to move the hand lever **41**.

A vertical slide bolt **46** is arranged for vertical sliding movement on the transom plate **18** adjacent the lower end thereof and is secured thereto by a cleat **47**. The lower end of the bolt **46** is shaped to engage over the transverse angle iron member **28**, as seen in Figures 4 and 5, to secure the frame members **22** in the position illustrated in Figure 4 and to prevent accidental elevation thereof. A release cable **48** extends into the boat **11** to provide means whereby the bolt **46** may be released when it is desired to elevate the frame members **22**.

Referring now to Figure 1, diagonal braces **49** and **50** are illustrated extending from the forward end portion of each of the horizontal members **23** diagonally across to the rear end portions of the opposite horizontal member **23**.

An outboard motor, generally indicated at **51**, is mounted on the attachment **10** with the conventional clamp **52** thereof engaged over the mounting plate **27**. The connection of the outboard motor **51** with the mounting plate **27** is identical to the connection of the outboard

motor 51 with a conventional transom 17 in an ordinary boat.

In the use and operation of the invention, the motor 51 is secured to the mounting plate 27 as noted above, and the motor is used in the coventional manner to drive the boat 11. On reaching particularly shallow water, the motor 51 can be lifted to any desired amount so that the propeller 53 is raised to a point making it impossible to contact the bottom if the boat 11 has sufficient clearance to float thereover.

The cable 36 can be pulled a sufficient amount to cause the motor 51 to come to a horizontal position with the upper portion of the motor 51 inboard of the boat 11 to permit service to be performed on the motor 51 without necessitating its detachment from the mounting plate 27.

Obviously, the hand lever 41 can be locked in any desired position so that the motor 51 can be used for driving the boat 11 so long as the propeller 53 is at least partially submerged.

It should be understood, of course, that the bolt 46 is utilized to prevent the elevation of the motor 51 during reverse operation or backing of the boat.

Having thus described the preferred embodiment of the invention, it should be understood that numerous structural modifications and adaptations may be resorted to without departing from the scope of the appended claims.

What is claimed is:

1. An outboard motor mounting attachment for boats of the type having a transom at the stern thereof, comprising a pair of laterally spaced apart parallel generally

U-shaped rigid members rigidly secured together and positioned to extend rearwardly of a boat transom, a generally U-shaped plate adapted to be engaged over said boat transom and detachably rigidly secured thereto, means pivotally securing the upper forward ends of said members to the upper end portion of said U-shaped plate, a motor mounting plate positioned in rearwardly spaced relation with respect to said transom extending between and rigidly connecting said members, and means adapted to be mounted on said boat for adjusting said members by pivoting said members on said U-shaped plate upwardly and forwardly with respect to said boat.

2. A device as claimed in claim 1 wherein means are provided on said last named means for releasably securing said members in adjusted position.

3. A device as claimed in claim 1 wherein means on said U-shaped plate are provided for engaging said members for releasably positively locking said frames in lowered position.

4. A device as claimed in claim 1 wherein resilient means are provided extending between the upper portion of said U-shaped plate and the lower rear portion of said members for assisting in pivoting said members upwardly and forwardly.

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