Feb. 4, 1958 W. H. MONTGOMERY 2,822,183

WHEELED PROPELLER SHEATH

Original Filed April 11, 1952 2 Sheets-Sheet 1

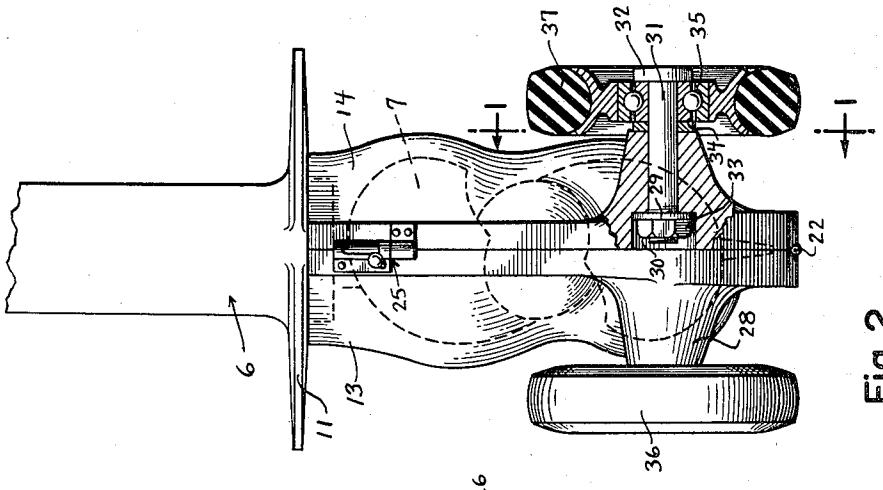


Fig. 2

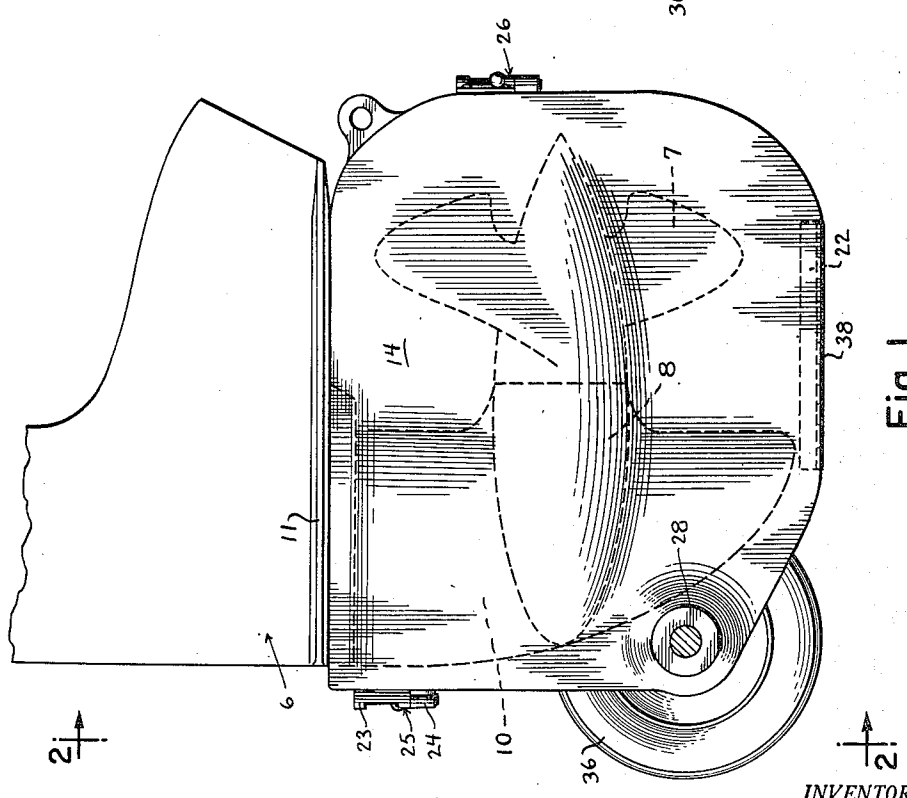


Fig. 1

INVENTOR.

William H. Montgomery

BY Barnes & Seed

attys

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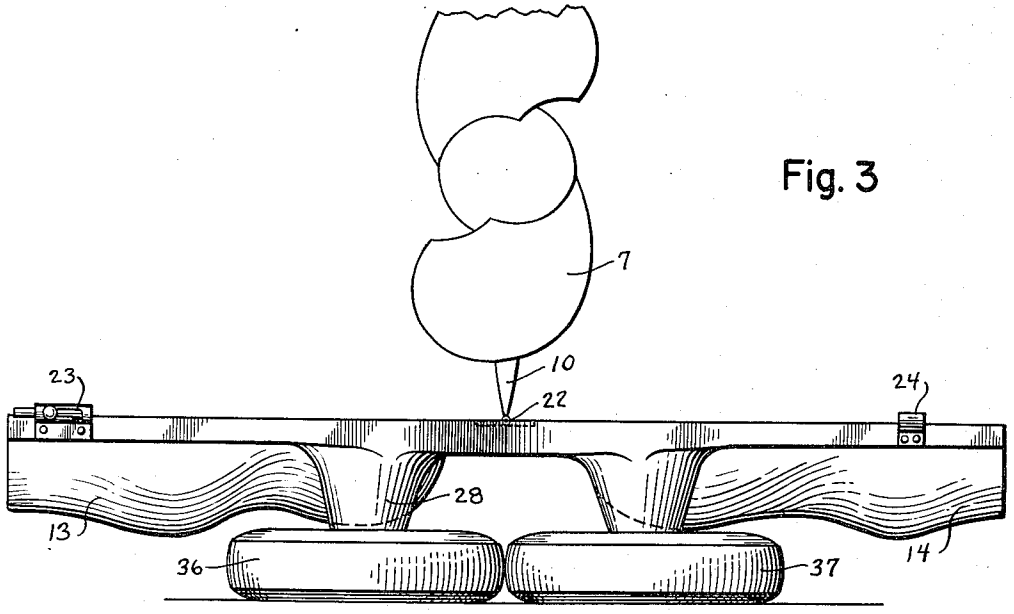


Fig. 3

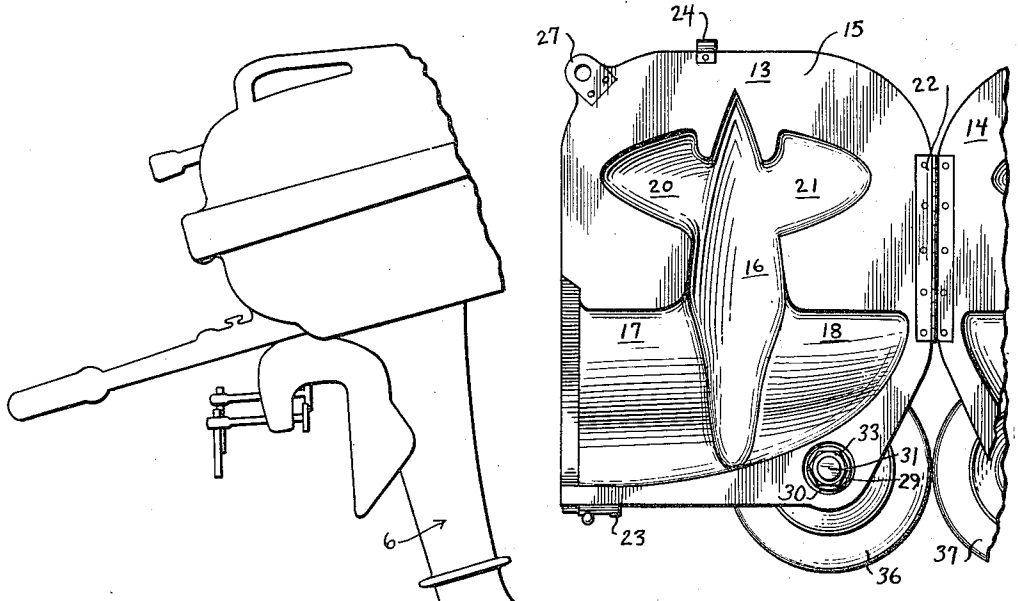


Fig. 4

Fig. 5

INVENTOR.
William H. Montgomery
BY
Barnes & Seed
attys

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2,822,183

WHEELED PROPELLER SHEATH

William H. Montgomery, Seattle, Wash.

Substituted for abandoned application Serial No. 281,723, April 11, 1952. This application March 18, 1955, Serial No. 495,198

2 Claims. (Cl. 280—47.13)

The present invention relates to a wheeled sheath adapted to encase the lower end portion of an outboard motor and particularly the propeller thereof and is a substitute for my prior abandoned application, Ser. No. 281,723, filed April 11, 1952.

Commonly while an outboard motor is being transported, as in the trunk of an automobile, its propeller and propeller shaft are bent and otherwise damaged due to a repeated jarring action. Another problem continuously present is that of manually moving the motor, and particularly those of the large horsepower output, to and from the automobile and the boat on which the motor is to be used.

Accordingly, the principal object of the present invention is to provide a device which will protect the propeller of an outboard motor while it is being transported and which will greatly ease the work of manually moving the motor.

With these and other still more particular objects and advantages in view, and which will appear and be understood in the course of the following description and claims, the invention consists in the novel construction and in the adaptation and combination of parts hereinafter described and claimed.

In the accompanying drawings:

Figure 1 is a side elevational view in section taken along line 1—1 of Fig. 2 and showing my invention in operative position on an outboard motor.

Fig. 2 is an end view partly in section taken as indicated by line 2—2 of Fig. 1.

Fig. 3 is a side elevational view of my invention shown in an open position in readiness to receive the lower end portion of an outboard motor.

Fig. 4 is a fragmentary top plan view to a reduced scale of my invention as illustrated in Fig. 3.

Fig. 5 is a side elevational view of my invention applied to an outboard motor and showing the latter being transported thereby.

For purposes of example the sheath of the present invention has been shown adapted to be used on an outboard motor **6** having a two-bladed propeller **7** whose drive shaft is journaled in a boss **8** formed integrally with and bulging laterally from the motor rudder **10**. The conventional anticavitation plate above the rudder and propeller is denoted **11**.

My sheath is preferably made up of two shells **13, 14** formed from wood, plastic, or any other suitable material and these shells are mirror complements of one another. Each shell has a flat inner face **15** which is interrupted by a central concavity **16** of tear drop configuration merging with shallower depressions **17, 18** at its forward end and a pair of recesses **20, 21** adjacent its rear end. These depressions **17, 18** together with the concavity **16** are shaped to collectively fit over one lateral side of the rudder **10**, boss **8**, and the hub of the propeller **7**, the depression **17** being of course open at the top edge of the shell. Likewise, the recesses **20, 21** are shaped

to house half of the blades of the propeller. The peripheral outline of the shells and the shape of their outer walls is a matter of choice, the intent being to provide rigidity with a minimum of material.

The shells are connected together at their lower ends by a hinge **22** and are provided fore and aft with mating fittings **23, 24** of bolt-type latches **25** and **26**. Mating eye fittings **27** are desirably provided for receiving a padlock to prevent pilferage of the device from a motor to which it is applied.

At their forward lower aft corner the shells are each formed with an integral laterally extending hub **28** whose bore is provided with a counterbore **30** at its inner end. Mounted in each of the hubs **28** is a stub axle **31** formed with a head collar **32** and having its inner end threaded to receive a retaining nut **33** housed in the counterbore **30** along with a washer **29**. Shouldered between the head collars **32** and respective spacing washers **34** are the ball bearing units **35** of wheels **36, 37**. These wheels preferably have their lowermost peripheral extent in substantial alignment with the lower edge **38** of the shells.

As shown in Fig. 3 the sheath can be opened up and laid with its wheels flat on the ground surface. It is then a relatively simple task for one person to swing the sheath shells together after the motor has been lowered by a helper to bring the motor's rudder **10** into adjacency with the sheath hinge **22**. If mounting the sheath is to be a one-man operation, then after the sheath has been opened up the motor can be laid on its side with its lower end resting on one of the shells so that the other shell can be swung over into the closed position.

It is perforce not necessary that the recesses **20, 21** closely fit the blades of the propeller **7**. However, to prevent shifting of the sheath relative to the motor it is advantageous to have the mating concavities **16** in the two shells formed to closely surround the motor boss **8**. For the same reason, it is desirable to shape the top edge of the sheath in conformance with the underside of the anticavitation plate **11**.

As illustrated in Fig. 5, the motor can be readily carted by the wheels **36, 37** when the motor is tilted rearwardly slightly to lift the base of the sheath free from the ground. Thus it is seen that the invention serves a dual function, namely that of protecting the propeller and transporting the motor. It will be apparent from the above description that the recesses **20, 21** can be readily modified to provide a sheath which will fit a motor whose propeller has more than two blades.

It is thought that the invention and its advantages will have been clearly understood from the foregoing detailed description of the now preferred illustrated embodiments. Minor changes in the details of construction can self-evidently be resorted to without departing from the spirit of the invention and it is therefore my intention that no limitations be implied and that the hereto annexed claims be given the broadest interpretation to which the employed language fairly admits.

What I claim is:

1. In a combined cart and propeller protective device for an outboard motor, a removable guard adapted to shroud the motor's propeller and including two rigid incasement members movable with respect to one another, means for removably mounted said guard on the motor in a propeller investing position, and wheel means journal-mounted on the guard and adapted to support the motor when the guard is mounted thereon.

2. In a combined cart and propeller protective device for an outboard motor, two members formed as the congruent halves of a propeller-investing case and hingedly connected so as to permit the case to be opened and closed for removably applying the propeller to the case,

and a pair of wheels journal-mounted on each of the members and arranged to transport the motor when the propeller is invested within the case.

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