March 29, 1960 H. W. ASHMORE 2,930,218

OUTBOARD MOTOR LOCK

Filed April 25, 1957

Fig. 1

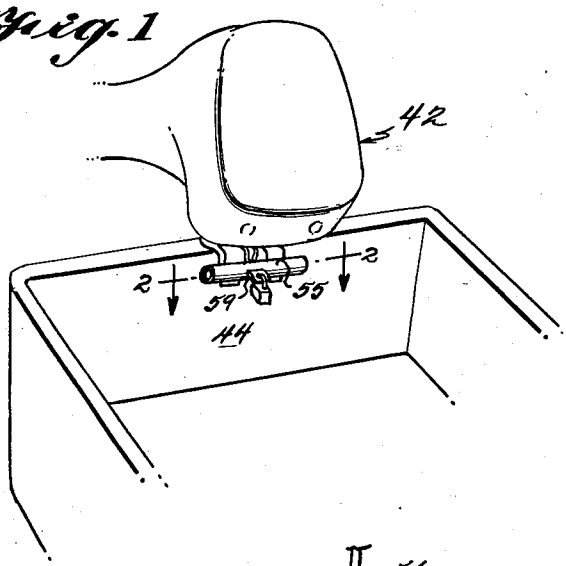
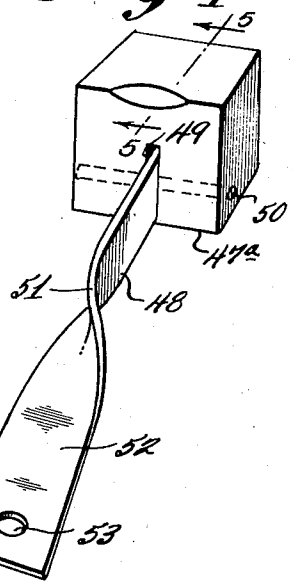


Fig. 4



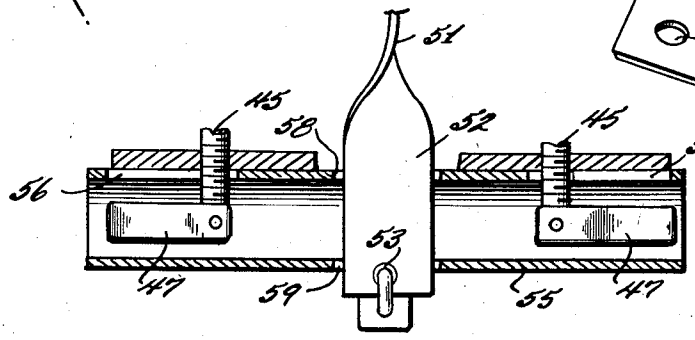


Fig. 2

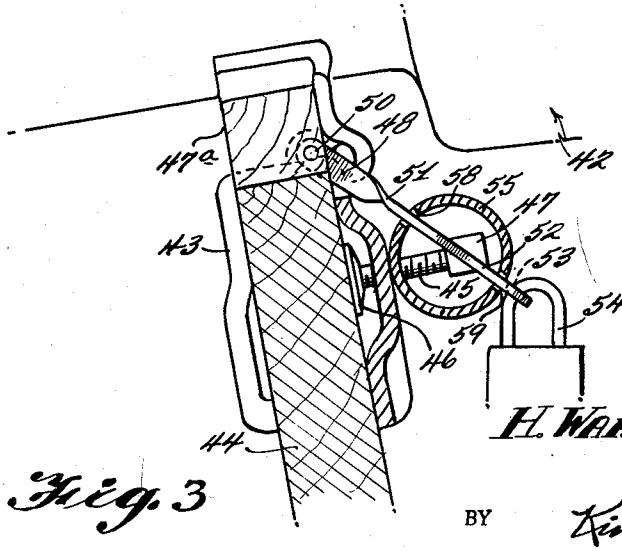


Fig. 3

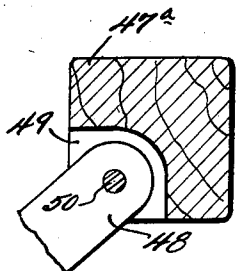


Fig. 5

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OUTBOARD MOTOR LOCK

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2 Claims. (Cl. 70—58)

The present invention relates to outboard motor locks, and more particularly to such devices which are adapted to hold an outboard motor in clamped relation to a boat, and tilted with respect to the transom.

The primary object of the invention is to provide an outboard motor lock for locking both the transom clamps as well as locking the motor in tilted position on the boat transom.

Another object of the invention is to provide an outboard motor lock of the class described above which can be used to lock an outboard motor without permanent attachment to the motor or boat.

A further object of the invention is to provide an outboard motor lock which is adapted to be held in locked position by means of a padlock of conventional construction.

A still further object of the invention is to provide an outboard motor lock which is inexpensive to manufacture, simple to use and install, and which is completely effective in locking an outboard motor against unauthorized use.

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 fragmentary perspective view of the invention attached to a fragmentary portion of the rear of a boat.

Figure 2 is a horizontal cross-section taken along the line 2—2 of Figure 1, looking in the direction of the arrows.

Figure 3 is a grossly enlarged vertical cross-section taken through the invention.

Figure 4 is a perspective view of the motor support and locking tongue.

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

Referring now to the drawings in detail wherein like reference characters indicate like parts throughout the several figures, the reference numeral 42 indicates generally an outboard motor of conventional design.

The outboard motor 42 has a U-shaped clamp 43 forming a part thereof and clamped on a transom 44 of a boat.

Clamp screws 45 extend through the U-shaped clamp 43 and have pads 46 thereon for engagement with the transom 44 of the boat. The clamp screws 45 each have

handles 47 arranged in offset relation on the end thereof opposite the pads 46 to be used for turning the clamp screws 45 to bind the pads 46 against the transom 44.

A chock block 47*a* of generally rectangular shape is provided for engaging against the top of the transom 44 for the motor 42 to rest against, as shown in Figure 3, to support the motor 42 in tilted position with its propeller out of the water. The chock block 47*a* is provided with a locking tongue 48 pivotally secured in a slot 49 in the chock block 47*a* by a pivot pin 50. The locking tongue 48 is twisted at 51 to provide an outer end portion 52 having a bore 53 formed therein to receive a padlock loop 54, as best shown in Figure 3.

An elongated tubular pipe 55 is provided with a pair of slots 56 and 57 adjacent its opposite ends to engage over the handles 47 and clamp screws 45 so that the pipe 55 completely prevents the rotation of the handles 47. The pipe 55 is provided with aligned slots 58, 59 intermediate the slots 56, 57 to permit the passage of the locking tongue 48 therethrough which is then locked in position therein by the padlock loop 54. Obviously, the block 47*a* prevents the motor 42 from being tilted into the water and the pipe 55 prevents the clamping screws 45 from being loosened so that the motor 42 can not be removed from the transom 44 until the locking device is removed.

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. A device for supporting and locking an outboard motor in raised tilted position comprising a chock block for engaging between the top edge of a transom of a boat and an outboard motor mounted thereon supporting the outboard motor in tilted position on the transom, a locking tongue, a transverse pin pivotally connecting said tongue to said chock block in forwardly extending relation thereto, a tubular member adapted for encompassing the clamp handles of the outboard motor, said clamp handle encompassing member having central slots arranged in opposite sides thereof through which said locking tongue detachably extends, and a pad lock engaged through an aperture in said locking tongue releasably locking said tubular member and said locking tongue together and simultaneously locking said chock block in motor suporting position.

2. A device as claimed in claim 1 wherein said locking tongue is formed of a relatively thin elongated bar twisted intermediate its opposite ends so the portion thereof pivoted to said chock block is vertical and the opposite end thereof is horizontal.

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