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A. McWALTERS  
OUTBOARD MOTOR LOCK  
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Fig. 1

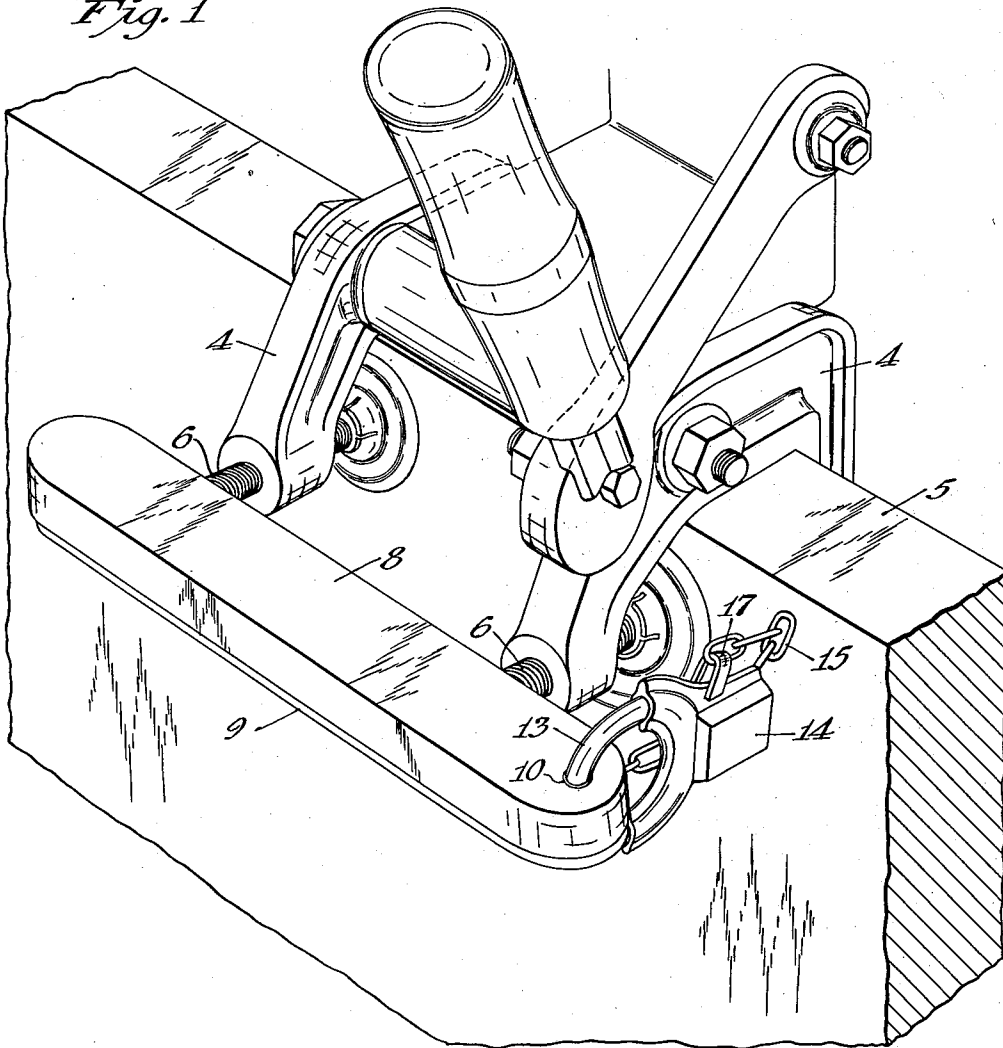


Fig. 2

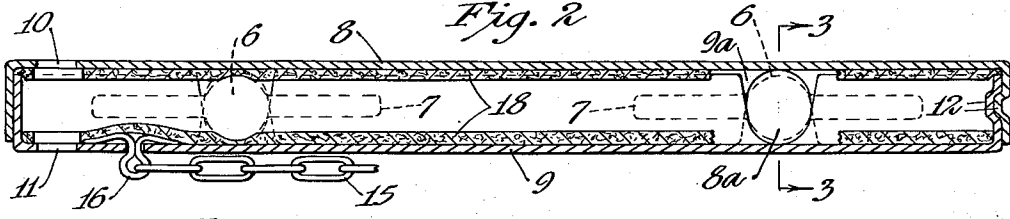
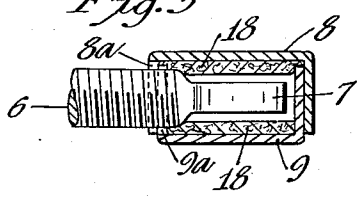


Fig. 3



Inventor  
Andrew McWalters  
By Williamson & Williamson  
Attorneys

# UNITED STATES PATENT OFFICE

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## OUTBOARD MOTOR LOCK

Andrew McWalters, Minneapolis, Minn.

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6 Claims. (Cl. 70—232)

This invention relates to means for locking outboard motors in such a manner that their screw clamps cannot be manipulated by unauthorized persons. While it is particularly adaptable for outboard motors wherein the clamps are provided with a pair of spaced clamping screws, it is, of course, conceivable that the locking means might be utilized in other structures where spaced screws or other rotatable elements are used.

It is an object of my invention to provide means as an independent attachment for the conventional outboard motor which can be quickly and easily applied and removed and which will prevent unauthorized persons from rotating the clamping screws when the motor is mounted on the boat and thus prevent removal of the motor from the boat.

Another object of the invention is to provide locking means of this type which has particular utility in connection with that type of outboard clamping screw which has a winged head, means being provided in the path of rotation of said head to prevent loosening of the screw.

A further object of the invention is to provide locking means for outboard motor clamps which not only prevents unauthorized removal of a motor from a boat to which it is attached, but which also will prevent the clamping screws from becoming accidentally loosened with possible loss of the motor.

These and other objects and advantages of the invention will more fully appear from the following description made in connection with the accompanying drawing, wherein like reference characters refer to the same parts throughout the views, and, in which:

Fig. 1 is a perspective view of a portion of the stern board of a boat with portions of an outboard motor including the clamp for attaching the same to the boat and also including my improved locking means;

Fig. 2 is a longitudinal section through the lock showing the winged heads of the clamping screws; and

Fig. 3 is a section taken approximately on the line 3—3 of Fig. 2.

In the drawing there is shown a portion of an outboard motor including a clamp casting 4 which has a portion extending downwardly behind the stern board 5 of a boat, and on the near side of the clamp a pair of spaced arms carry clamping screws 6 which are adapted to be turned into tight engagement with the stern board 5 to securely connect the clamp to said

stern board. As shown in Fig. 2, the clamping screws 6 have winged heads 7 of conventional type to make it easier to turn said screws. Since the structure above referred to is entirely conventional and known to those skilled in the art, it is not thought a more detailed discussion of the motor clamp and its screws is needed.

My improved locking unit includes a pair of generally trough-shaped rigid metallic shells 8 and 9, the latter being slightly smaller than the former and, as best shown in Fig. 2, being adapted to fit within the shell portion 8. Each of the shells is provided with spaced notches cut in one side wall, as indicated at 8a and 9a, and when the two portions are nested together they present a substantially enclosed casing except for openings 10 and 11 which are in alignment in adjacent ends of the sections 8 and 9. These latter openings will be described below. The notches 8a and 9a are tapered inwardly from the lower and upper edges of shell sections 8 and 9 respectively, and when the two sections are fitted together over the winged heads 7 of the clamp screws 6 the wedge-shaped notches will closely engage the shanks of screws 6 to prevent undue movement or rattling of the locking unit on the clamp screws.

It is, of course, to be understood that the height and width of the casing provided by the shell sections 8 and 9 is sufficient to enclose the winged screw heads 7 with said sections placed one within or over the other. However, the height of the casing is such that very little rotational movement of either winged screw head can take place in the casing when the two sections are joined together.

The right-hand end of the casing shown in Fig. 2 illustrates a method of securing that end of the casing so that the ends of the complementary sections are removably connected. That means includes a pair of nested and inwardly punched detents 12 which permit separation of the right-hand ends of the two sections only after the left-hand ends have been freed for separation. The left-hand ends of said shell portions 8 and 9 with their openings 10 and 11 in alignment provide for the admission of the bow 13 of a suitable lock 14 and when the lock is secured in the manner illustrated in Fig. 1 the two trough-like sections 8 and 9 are positively connected and can only be separated by first unlocking and removing the lock 14. Said lock may conveniently be connected to one of the trough-like casing sections, such as the section 9, by means of a chain 15 secured between a cotter key 16 in the

bottom wall of casing section 9 and a loop 17 on the body of the lock 14.

In order to prevent rattling of the lock unit, I place strips 18 of felt or some other suitable material in the two casing portions as shown. It will be seen that the felt strips lie closely around the clamping bolts and they cooperate with the tapered cut-outs in the casing portions to provide a tight fit for the lock assembly, while at the same time permitting quick and easy removal when unlocked.

It should also be noted that my locking assembly can be secured to the clamping screws when the motor is removed from a boat and the assembly can be used as a handle for conveniently carrying the motor. Some of the older motors have no handles and are awkward to carry and even with the newer types of motor which are provided with handles the lock assembly affords an auxiliary handle for increased convenience in carrying.

From the foregoing description it will be seen that I have provided a lock for outboard motors which can be connected between the spaced winged heads of the motor clamp screws and which is so constructed that neither screw can be rotated with the locking unit applied since such rotation would involve swinging movement of the locking member, and such movement is prevented by the other clamp screw. The device is of such structure that it can be applied to the conventional outboard motor clamp which in most cases includes a pair of spaced screws and it can be utilized without in any way altering the original structure of the motor clamp or its screw. It is of simple structure and can be manufactured at a low cost and yet, at the same time, provides effective means for preventing deliberate or accidental loosening of the motor clamp screw.

It will, of course, be understood that various changes may be made in the form, details, arrangement and proportions of the various parts without departing from the scope of my invention.

What is claimed is:

1. A lock for outboard motor clamps having a pair of spaced clamping screws with heads comprising, a pair of trough-shaped elements each having a pair of spaced notches in a side thereof, one of said elements removably nesting in the other with the notches of one element substantially coinciding with those of the other and

adapted to receive said motor clamp screws at opposite sides of said screws to encircle the same, and said elements being adapted to receive said heads between them to prevent rotation thereof, and means for releasably locking said elements together.

2. The structure in claim 1 and said notches being tapered inwardly to provide a wedge-like engagement with said screws.

3. The structure in claim 1 and said means for releasably locking said elements together comprising, interengaging portions adjacent one end of said elements, the elements having aligned openings therethrough adjacent their opposite ends, and lock means releasably secured through said openings.

4. A lock for outboard motor clamps having a pair of spaced clamping screws with heads thereon comprising, a pair of trough-shaped elements having screw head retaining inner side walls, at least one of which elements has a pair of spaced notches in one side thereof to receive the clamp screws with the heads thereon enclosed within the trough-shaped elements, one of said elements releasably nesting in the other, and means for releasably locking said elements together.

5. A lock for outboard motor clamps having a pair of spaced clamping screws with heads thereon comprising, a pair of casing members one of which is adapted to be telescopically received over the other, said casing members having screw head retaining side walls, there being aligned notches within said side walls at one side of the lock within which said clamping screws are adapted to be received with the heads of the clamping screws lying within and enclosed by said casing members, and means for releasably locking said elements together.

6. A lock for outboard motor clamps having a pair of spaced clamping screws with heads thereon comprising, a pair of half casings adapted to be assembled together to form a full casing, said half casings having aligned notches at one side thereof within which the clamping screws are adapted to be received with the heads of the clamping screws lying within the casings, said casing members having inter-engaging portions adjacent one end of the same and said half casings having aligned openings through their opposite end to receive a padlock.

ANDREW McWALTERS.