May 31, 1932. W. M. CONOVER 1,861,048

OUTBOARD MOTOR BOAT

Filed Jan. 13, 1930

Fig. 1.

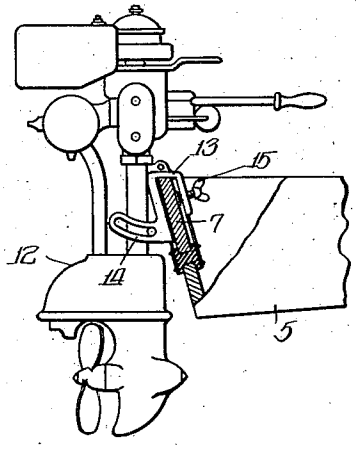


Fig. 2.

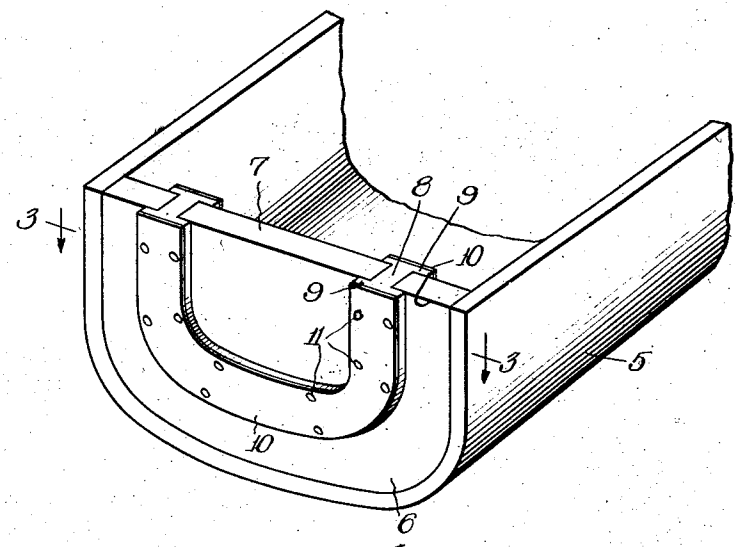
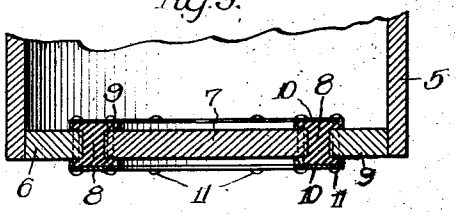


Fig. 3.



Inventor:
Warren M. Conover,
By Kent W. Mowrell atty.

Patented May 31, 1932

1,861,048

UNITED STATES PATENT OFFICE

WARREN M. CONOVER, OF WAUKEGAN, ILLINOIS, ASSIGNOR TO JOHNSON BROTHERS ENGINEERING CORPORATION, OF WAUKEGAN, ILLINOIS, A CORPORATION OF INDIANA

OUTBOARD MOTOR BOAT

Application filed January 13, 1930. Serial No. 420,566.

This invention relates in general to a motor boat and has more particular reference to a silencing and shock reducing engine mounting for an outboard motor at the rear or transom of the boat. One of the principal objects of the invention is in the provision of a resilient mounting for the motor of a motor boat to reduce the jarring and noise in the boat both of which are so objectionable to the occupants.

A further object of the invention is to provide a mounting for cushioning the motor in a boat to minimize vibration and shaking and thus to prevent damage to and leaking of the boat.

A further object of the invention is in the provision of a yielding mounting for the motor of a high speed motor boat.

A further object of the invention is in the provision of an outboard motor mounting which reduces vibration and shaking of the boat and silences the boat reverberation.

A further object of the invention is in the provision of a transom motor mounting in which a portion is yieldable to reduce the jar, shock and vibration transmitted therethrough.

Still another object is in the provision of a sectional transom for a boat in which the motor mounting section is connected to the remainder by a yielding water tight joint.

Other principles of the invention will appear hereinafter, the accompanying drawings illustrating a preferred embodiment of the invention.

In the drawings Fig. 1 illustrates an outboard motor in side elevation as applied to the stern of a boat; Fig. 2 is a perspective of the stern of a boat constructed in accordance with the principles of this invention; and Fig. 3 is a section taken on the line 3—3 of Fig. 2.

In propelling a motor boat in the water, and more particularly in the high speed type of motor boats the jar and vibration of the motor not only shakes the boat and its occupants but also the vibrations transmitted directly from the motor to the boat cause a considerable noise and reverberation, magnify the sound of the motor so that it is very objectionable to the occupants of the boat and particularly upon small bodies of water producing a noise which is even objectionable in the general vicinity of the boat. Another objection is that the continual vibration and shaking of most types of boats is injurious and damaging to the construction of the boat itself tending to loosen and weaken the parts and their connections and to cause the boat to leak.

The above objections are particularly true of the present type of high speed outboard motor boats in which the motor is mounted at the rear of the boat and the boat itself is of light hollow form such that any noise or vibration is magnified and reverberated by the hull of the boat making it a sounding board or drum for magnifying and transmitting the noise of the motor.

The present invention proposes to overcome these objections by providing a boat 5 having a motor support or transom 6 with a separate section 7 which may be attached to or separated from the remainder of the transom as shown more clearly in Fig. 2. Between the sections of the transom a yielding, resilient and substantially water proof material 8, such for example as rubber is inserted, preferably having flanges 9 which overlap the adjacent edges of the transom 6 and the section 7 so that an attaching plate 10 may be applied over the flanges both inside and out and the edges thereof separately secured through the corresponding edges of the flanges to the transom and the motor mounting section 7 by fastening devices 11 such as nails or screws. This construction provides a water tight resilient joint in which there is no direct contact between the transom and the motor mounting section, but only a resilient yielding and shock absorbing connection.

An outboard motor designated generally by the reference numeral 12 in Fig. 1 has a pivotal mounting bracket 13 adapted to be secured to the transom of a boat and having parallel guides 14 which are a part of the mounting connection in which the outboard motor is rotatable about a substantially vertical axis for steering.

The mounting bracket 13 is adapted to be engaged over the top of the mounting section 7 and to be held in place at the inside thereof by fastening screws 15 so that the entire outboard motor is supported entirely by the mounting section 7 and does not engage or come in contact with any other portion of the transom or of the boat during the ordinary operation thereof.

With this construction it will be evident that the outboard motor is entirely insulated from the boat proper and no jar, shock, vibration or noise of the motor is directly transferred to the body of the boat except through the resilient joint which connects the mounting sections 7 with the remainder of the transom. It is obvious that various changes in the construction, combination and arrangement of the parts may be made without departing from the spirit and scope of the invention.

I claim:

1. A yielding boat mounting for a motor comprising a boat section resiliently connected to the remainder of the boat and to which section the motor is attached.

2. A boat having a boat portion yieldingly connected to the remainder of the boat, and a motor attached to said portion for reducing the shock transmitted to the remainder of the boat.

3. A boat, an outboard motor therefor, and a substantially vertical boat part constituting a mounting for the motor having a resilient connection with the remainder of the boat.

4. A boat having a part thereof constituting a substantially vertical engine mounting and having a portion with a shock resisting connection to the remainder of the mounting, and a motor connected to the said portion.

5. A boat having a sectional transom, one portion of which is resiliently connected to the remainder, and a motor mounted upon said portion.

6. An outboard motor boat comprising a transom having a portion connected to the remainder by a resilient shock reducing joint and adapted to support an outboard motor thereon.

7. An outboard motor having a supporting bracket and a boat having a transom with a resiliently connected water tight section to which the bracket is attached.

8. An outboard motor boat having a substantially vertical support with a motor mounting section spaced from the remainder and means connecting the sections constituting a yielding water tight joint.

9. An outboard motor boat having a transom with a cutout section and means comprising a watertight joint connecting the section to the remainder of the transom.

10. In an outboard motor boat a transom having a motor attaching section, and means attached both to the transom and the section forming a water tight resilient connection.

11. In a boat, a motor attachment member comprising a mounting section, means connecting the member to the boat comprising a resilient watertight shock absorbing material between the boat and member, and fastening means for attaching the said material separately to the boat and the attaching member.

12. An outboard motor boat comprising a driving plate having a separate motor attachment member, and means connecting the member and the plate and constituting a water-tight resilient connection there between, said means having an opposite flange overlapping the adjacent edges of the plate and member, and means separately attaching the flange to the plate and member.

13. In an outboard motor boat, a transom, a motor attachment support therefor, means forming a resilient joint there between, said means comprising interposed material having a flange overlying the adjacent edges of the transom and support, a protecting plate applied to the outer side of the flange, and means connecting the opposite edges of the plate to and extending through the flange into the transom and the support.

WARREN M. CONOVER.