May 16, 1961 C. M. CANNING 2,984,203

OUTBOARD MOTOR TROLLING PLATE

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Fig.1

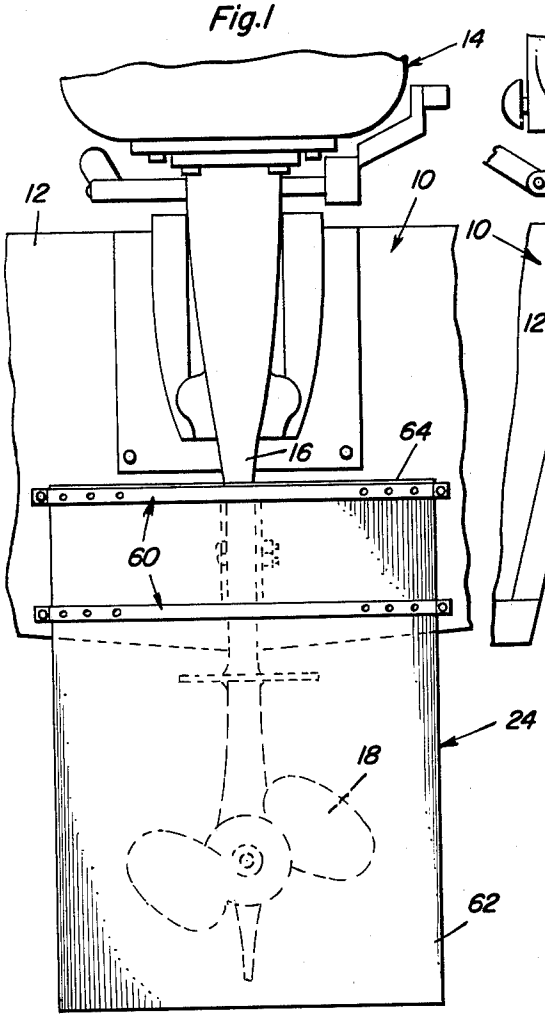


Fig.2

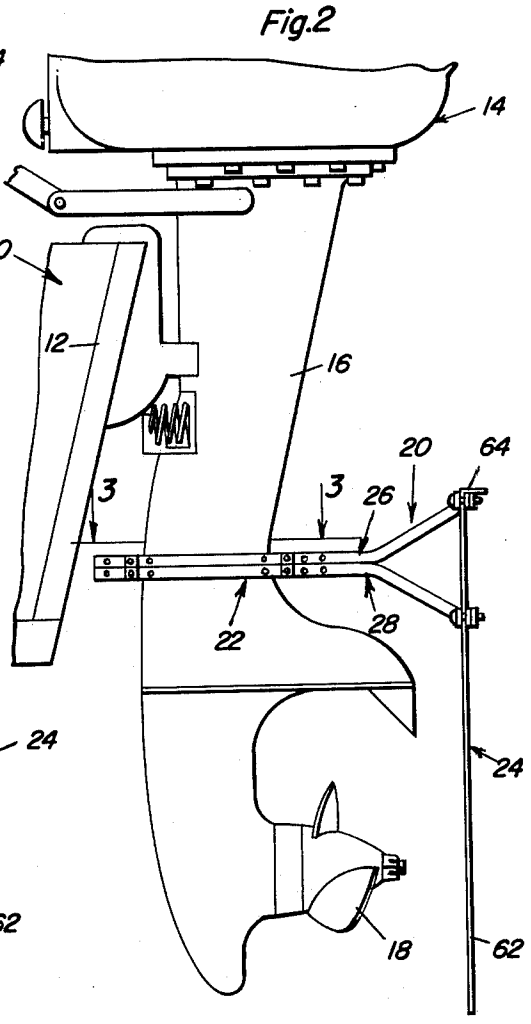
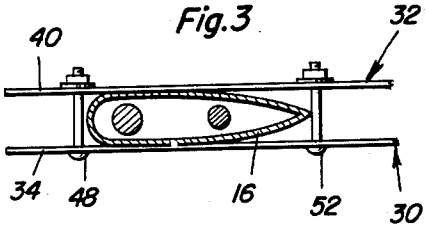


Fig.3



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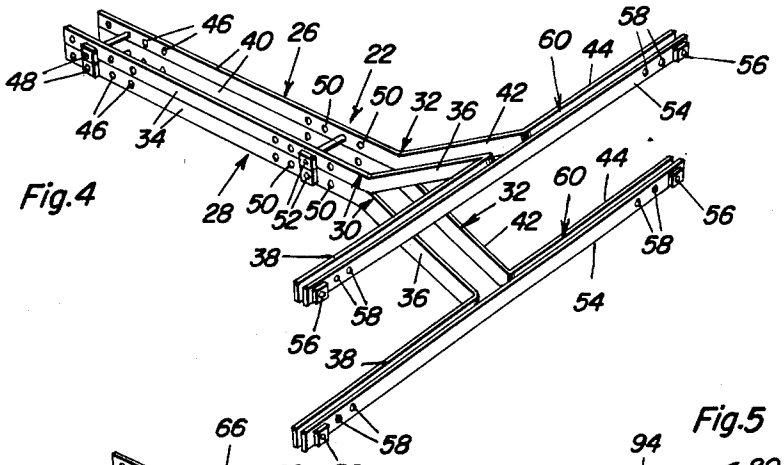


Fig.4

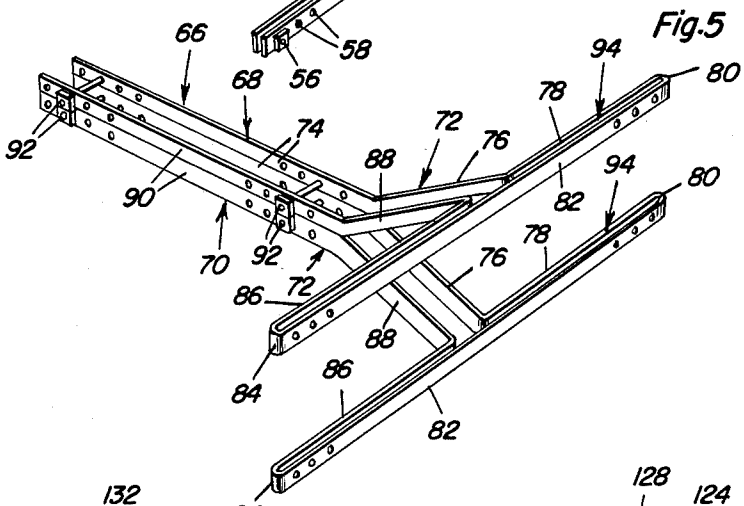


Fig.5

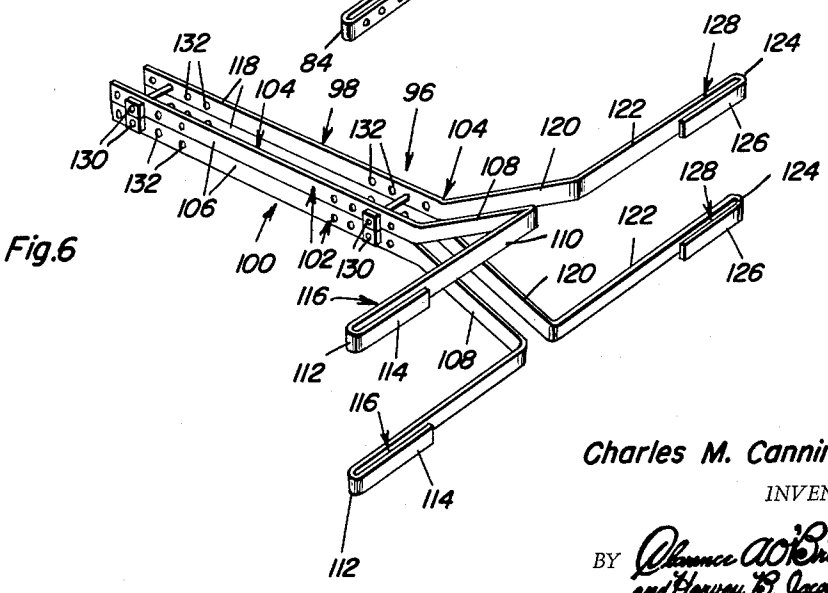


Fig.6

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OUTBOARD MOTOR TROLLING PLATE

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6 Claims. (Cl. 115—17)

This invention relates in general to new and useful improvements in boating equipment, and more specifically to a trolling plate attachment for outboard motors.

At the present time in most instances large outboard motors are being used. The purpose of this is so that the desired speed may be obtained with the boat. On the other hand, because of the size of the outboard motor, even when the outboard motor is in its low speed position, the speed of the boat is too high for trolling. It is therefore the primary object of this invention to provide an improved attachment for outboard motors which attachment reduces the effectiveness of the outboard motor whereby the speed of a boat may be greatly reduced when desired for the purpose of trolling.

Another object of this invention is to provide an attachment for outboard motors to facilitate trolling therewith, the attachment being in the form of a plate which may be mounted directly behind the propeller of the outboard motor so as to reduce the effectiveness thereof.

Another object of this invention is to provide a trolling attachment for outboard motors, the trolling attachment including a support bracket assembly which may be secured to the housing of the outboard motor and a plate, the plate being supported by the support bracket assembly and being positionable directly rearwardly of an outboard motor propeller so as to reduce the effectiveness thereof so that the desired trolling speed may be obtained.

A further object of this invention is to provide a trolling attachment for outboard motors, the trolling attachment including a support bracket assembly which may be permanently secured to the housing of an outboard motor, the support bracket assembly including vertically alined guides for receiving a plate in a vertical position directly rearwardly of the outboard motor propeller to reduce the effectiveness thereof, the plate being removable from the guides and readily stored so as to not in any way affect the speed of the boat when it is not desired to troll.

These together with other objects and advantages which will become subsequently apparent reside in the details of construction and operation as more fully hereinafter described and claimed, reference being had to the accompanying drawings forming a part hereof, wherein like numerals refer to like parts throughout, and in which:

Figure 1 is a fragmentary rear view of a boat having mounted on the outboard motor thereof a trolling plate attachment which is the subject of this invention;

Figure 2 is a fragmentary side elevational view of the rear part of the boat of Figure 1 and shows further the details of the trolling plate attachment;

Figure 3 is a fragmentary horizontal sectional view taken substantially upon the plane indicated by the section line 3—3 of Figure 2 and shows the manner in which the support bracket assembly of the trolling plate attachment is secured to the housing of the outboard motor;

Figure 4 is an enlarged perspective view of the support bracket assembly and shows the specific details thereof;

Figure 5 is an enlarged perspective view of a modified form of the boat bracket assembly; and

Figure 6 is an enlarged perspective view of still another form of support bracket assembly.

Referring now to the drawings in detail, it will be seen that there is illustrated in Figures 1 and 2 a conventional type of outboard motor boat **10** which has mounted on the transom **12** thereof an outboard motor **14**. The outboard motor **14** is also of a conventional type and among other components includes a lower housing **16** and a propeller **18**.

In order to reduce the effectiveness of the outboard motor **14** to slow the boat **10** down to a trolling speed, there is provided the trolling plate attachment which is the subject of this invention, the trolling plate attachment being referred to in general by the reference numeral **20**. The trolling plate attachment **20** includes a support bracket assembly **22** and a trolling plate **24**.

Referring now to Figure 4 in particular, it will be seen that the support bracket assembly **22** is formed of a pair of identical support brackets **26** and **28** which are disposed in inverted relation with respect to each other. Each of the support brackets **26** and **28** is formed of a pair of straps **30** and **32** which are of a similar configuration but are left and rights. Each of the straps **30** includes an elongated straight portion **34** to which there is integrally connected a vertically sloping intermediate portion **36** which in turn terminates in an integral transverse portion **38**. Each of the straps **32** also includes an elongated straight portion **40** which terminates in an integral vertical sloping portion **42**. The vertically sloping portion **42** in turn terminates in a transverse portion **44**.

Formed in the straight portions **34** and **40** adjacent the locked ends thereof, as viewed in Figure 4, is a plurality of apertures **46**. The apertures **46** are longitudinally spaced and have passed therethrough clamping bolt assemblies **48**. The straight portions **34** and **40** are also provided with a plurality of apertures **50** adjacent the inner sections with the vertically sloping portion **36** and **42**, respectively, and have passed therethrough a second bolt assembly **52**.

The purpose of the plurality of apertures **46** and **50** is to permit the support bracket assembly **22** to be conveniently mounted on different models of outboard motors. As is best shown in Figures 2 and 3, the bolt assemblies **48** and **50** are spaced apart just sufficiently to clear the lower housing **16** and serve to clamp the straps **30** and **32** against opposite sides thereof to position the support bracket assembly **22**.

Referring once again to Figure 4 in particular, it will be seen that the transverse portions **38** and **44** are in transverse alignment and have secured thereto in spaced relation a transverse strap **54**. The transverse strap **54** is secured to the transverse portions **38** and **44** in spaced relation relative thereto by a bolt assembly **56** at opposite ends thereof. The bolt assemblies pass through suitable openings **58** in the transverse portions **38** and **44** and in the transverse strap **54**. The transverse portions **38** and **44** and the transverse strap **54** combine to form vertically aligned guides which are referred to in general by the reference numeral **60**. The vertically aligned guides **60** are vertically spaced to provide adequate supports for the trolling plate **24**.

As is best illustrated in Figures 1 and 2, the trolling plate **24** includes a vertical plate portion **62** of a relatively great extent with the plate portion **62** terminating at the upper edge thereof in a generally horizontal flange **64**. The plate portion **62** is passed through the guides **60** and is retained in alignment with the propeller **18** by engagement of the flange **64** with the uppermost guides **60**. It is to be understood that the trolling plate **24** is freely vertically slidable through the guides **60** to facili-

tate the positioning thereof as well as removal. The plurality of openings **58** are provided so that trolling plates **24** of various widths may be accommodated and at the same time centrally positioned.

With the trolling plate **24** disposed immediately astern of the propeller **18**, the effectiveness of the propeller **18** is greatly reduced. Furthermore, the trolling plate **24** produces a drag which in turn reduces the effectiveness of the outboard motor **14**. For that reason, the speed of a boat propelled by the outboard motor **14** may be greatly reduced as is desired to produce the desired trolling speed.

Referring now to Figure 5 in particular, it will be seen that there is illustrated a modified form of support bracket assembly which is referred to in general by the reference numeral **66**. The support bracket assembly **66** includes a pair of identical, but reversely positioned, support brackets **68** and **70**. The support brackets **68** and **70** correspond to the support brackets **26** and **28** and differ therefrom only in that each is formed from a single strap **72** which is bent to have a horizontal portion **74**, an intermediate sloping portion **76**, a first transverse portion **78** which is connected by a reverse bend **80** to a second elongated transverse portion **82**. The second elongated transverse portion **82** is connected by means of reverse bend **84** to a third transverse portion **86** which is aligned with the transverse portion **78**. Integrally connected to the transverse portion **86** is a vertically sloping portion **88** which is in turn integrally connected to the straight portion **90**. The straight portions **74** and **90** are disposed in spaced parallel relation and connected together by a pair of longitudinally spaced clamp bolt assemblies **92**.

The transverse portions **78**, **82** and **86** combine to provide vertical guides **94**. These guides correspond to the guides **60**. In fact, it will be seen that the only difference between the support brackets **68** and **70** of the support brackets **26** and **28** is that the straps **54** have been formed integral with the transverse portions **38** and **40** and bolt assemblies **56** have been eliminated in the formation of the support brackets **68** and **70**.

Referring now to Figure 6 in particular, it will seen that there is illustrated a modified form of support bracket assembly which is referred to in general by the reference numeral **96**. The support bracket assembly **96** is formed of a pair of support brackets **98** and **100** which are identical, but disposed in inverted relation. Each of the support brackets **98** and **100** is formed by a pair of strap units **102** and **104** which are similar, but are formed in right and left relation.

Each of the strap units **102** includes an elongated straight portion **106** which terminates at its rear end in a vertically sloping portion **108** which in turn terminates in a transversely extending portion **110**. The transversely extending portion terminates in a reversely bent portion **112** and a short transvesre portion **114** which is disposed in parallel relation to the transverse portion **110**. The transverse portions **110** and **114** cooperate to form portions of guideways **116**.

The strap units **104** include elongated straight portions **118** which terminate in vertically sloping portions **120** which in turn terminate in transverse portions **122**. The transverse portions **122** are provided at their extreme ends with reversely bent portions **124** which in turn terminate in transverse portion **126** disposed in spaced parallel relation to the transverse portions **122**. The transverse portions **122** and **126** combine to form a guideway portion **128**. The guideway portions **116** and **128** are in transverse alignment for receiving a trolling plate, such as the trolling plate **24**.

In order that the support brackets **98** and **100** may be clamped onto an outboard motor housing, the straight portions **106** and **118** are connected together by clamp bolt assemblies **130**. The clamp bolt assemblies **130** are passed through suitable openings **132** formed in the straight portions **106** and **118**.

It is to be understood that the function of the support brackets **66** and **96** will be identical to those of the support bracket assembly **22**. Each of the support bracket assemblies is intended to be clamped on the lower housing, such as the lower housing **16**, of an outboard motor and support a trolling plate, such as a trolling plate **24** rearwardly of the outboard motor propeller to reduce the effectiveness of the outboard motor so as to reduce the speed of the boat on which it is mounted to the desired trolling speed.

The foregoing is considered as illustrative only of the principles of the invention. Further, since numerous modifications and changes will readily occur to those skilled in the art, it is not desired to limit the invention to the exact construction and operation shown and described, and accordingly all suitable modifications and equivalents may be resorted to, falling within the scope of the invention as claimed.

What is claimed as new is as follows:

1. A trolling plate assembly for outboard motors comprising a pair of support brackets, each of said support brackets including a clamp portion adapted for securement to an outboard motor housing and a vertical guide portion positioned rearwardly thereof, said guide portions being vertically spaced and aligned, a plate, said plate being slidably received vertically and seated in said guide portions in a vertical position for positioning rearwardly of an outboard motor propeller, said guide portions being connected to said clamp means by vertically sloping intermediate portions whereby said clamp means are centrally located.

2. A trolling plate assembly for outboard motors comprising a pair of support brackets, each of said support brackets including a clamp portion adapted for securement to an outboard motor housing and a vertical guide portion positioned rearwardly thereof, said guide portions being vertically spaced and aligned, a plate, said plate being slidably received vertically and seated in said guide portions in a vertical position for positioning rearwardly of an outboard motor propeller, said guide portions being connected to said clamp means by vertically sloping intermediate portions whereby said clamp means are centrally located, said support brackets being identical.

3. A trolling plate assembly for outboard motors comprising a pair of support brackets, each of said support brackets including a clamp portion and a vertical guide portion, said guide portions being vertically aligned, and a plate seated in said guide portions in a vertical position for positioning rearwardly of an outboard motor propeller, said guide portions being connected to said clamp portions by vertically sloping intermediate portions whereby said clamp portions are centrally located, said clamp portions and said intermediate portions being defined by a pair of identical straps disposed in generally spaced parallel relation and angular in elevation, and fasteners extending between said straps and securing said straps together.

4. A trolling plate assembly for outboard motors comprising a support bracket assembly and a plate, said bracket assembly including a pair of elongated clamp members having corresponding end portions adapted for attachment to an outboard motor housing in vertical spaced relation on said housing with the other end portions projecting rearwardly of said housing, guide means carried by the other end portion of each of said clamp members, said guide means being vertically aligned, said plate being slidably received vertically and seated in said guide means, said plate including an upper generally horizontal flange, said flange normally engaging an uppermost one of said guide means and limiting downward movement of said plate to alignment with an outboard motor propeller.

5. A trolling plate assembly for outboard motors com-

prising a support bracket assembly and a plate, said bracket assembly including a pair of elongated clamp members having corresponding end portions adapted for attachment to an outboard motor housing in vertical spaced relation on said housing with the other end portions projecting rearwardly of said housing, guide means carried by the other end portion of each of said clamp members, said guide means being vertically aligned, said plate being slidably received vertically and seated in said guide means, the intermediate portions of said clamp members being outwardly convergent toward said guide means whereby the vertical spacing of said corresponding end portions will be less than the vertical spacing of said guide means on said other end portions.

6. A trolling plate assembly for outboard motors comprising a support bracket assembly and a plate, said bracket assembly including a pair of elongated clamp members having corresponding end portions adapted for

attachment to an outboard motor housing in vertical spaced relation on said housing with the other end portions projecting rearwardly of said housing, guide means carried by the other end portion of each of said clamp members, said guide means being vertically aligned, said plate being slidably received vertically and seated in said guide means, said guide means each including a pair of spaced opposing surfaces extending transversely of the corresponding clamp members defining vertical openings for slidably receiving said plate.

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