Nov. 24, 1953 A. A. MORAN 2,660,385

TRANSOM PLATE FOR OUTBOARD MOTORBOATS

Filed July 18, 1950

Fig. 1.

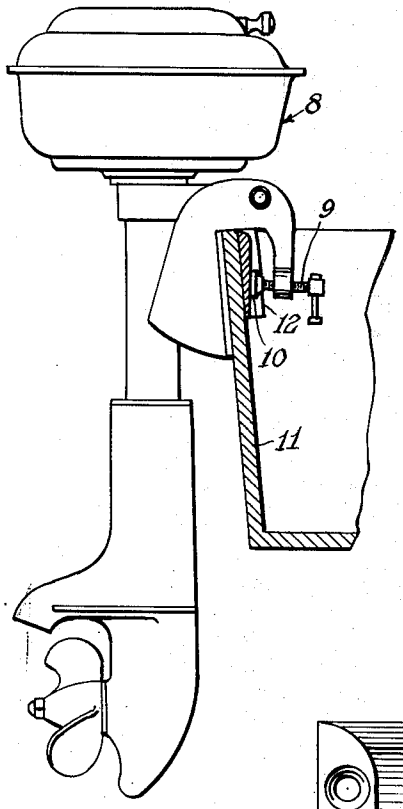


Fig. 2.

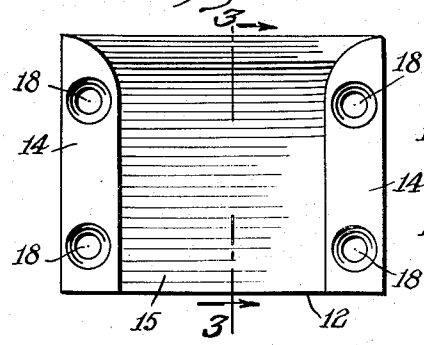


Fig. 3.

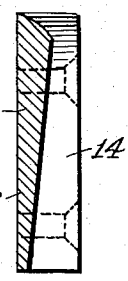


Fig. 4.

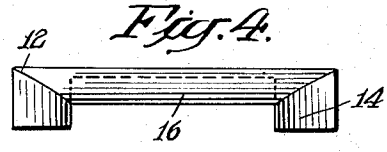
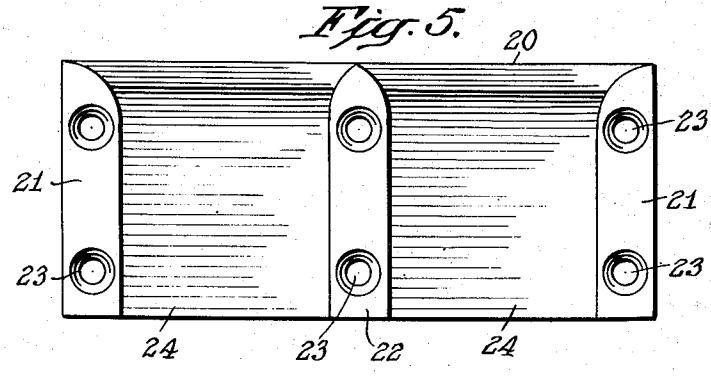


Fig. 5.



INVENTOR.

Archibald A. Moran

BY

Byerly, Townsend & Watson

ATTORNEYS

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TRANSOM PLATE FOR OUTBOARD MOTORBOATS

Archibald A. Moran, Mendham, N. J.

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1 Claim. (Cl. 248—4)

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This invention relates to outboard motor boats and aims to provide an improved transom plate for attachment to the inner face of the sternboard of an outboard motor boat to receive the clamp button of an outboard motor.

It has been customary in the past to fasten an outboard motor to the boat with which it is used by clamping the motor to the sternboard of the boat through manually adjustable screw clamps. An outboard motor tends in use to ride upward above the top of the sternboard. As a consequence, it is necessary to stop the motor frequently to lower the same and prevent the clamps from riding above the top of the sternboard. Failure to do this may result in loss of the motor at a critical time.

I have discovered that an outboard motor can be prevented from moving upwardly when in use by providing on the sternboard of the boat with which the motor is used a seat for each clamp button of the motor which increases in thickness from its bottom to its top. Such a transom plate provides a wedge-like seat for each clamp button of the outboard motor. This is accomplished in accordance with my invention by fastening to the inner face of the sternboard of the boat a transom plate comprising a generally rectangular block of metal having a rib projecting from its face along each side edge. A channel which increases in depth from the top to the bottom of the block is located in the face of the block between the ribs to provide a seat for the clamp button of an outboard motor.

In order that my invention will be clear to those skilled in the art, I will describe the specific embodiment thereof which is illustrated in the accompanying drawing in which:

Fig. 1 is a side elevation, partly in section, showing an outboard motor attached to the sternboard of a boat which is equipped with my transom plate;

Fig. 2 is a front elevation of the transom plate;

Fig. 3 is a section along the lines 3—3 of Fig. 2;

Fig. 4 is a plan view of the transom plate illustrated in Fig. 2; and

Fig. 5 is a front elevation of a modified form of transom plate.

The outboard motor 8 illustrated in the drawing is of the conventional type which contains a pair of manually adjustable screw clamps 9 (only one of which is shown in the drawing), each having a clamp button 10 adapted to be screwed tightly against the sternboard 11. In the practice of my invention, a transom plate 12 is interposed between the clamp button 10 and the sternboard 11.

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The transom plate 12 consists of a generally rectangular block of metal, such as brass, having a rib 14 extending from its face along each edge. The face of the block is recessed between the ribs 14 to form a channel 15. The channel 15 increases in depth from the top to the bottom of the transom plate 12 to provide a wedge-like portion 16 between the ribs 14, as best illustrated in Fig. 3. The channel 15 provides a seat for clamp button 10. To facilitate proper placing of clamp button 10 in this channel as the motor is attached to the boat, the upper edge of the wedge-like portion 16 is beveled and the upper ends of the ribs 14 are curved. Each rib 14 is provided with a pair of countersunk holes 18 to receive screws through which the transom plate 12 is firmly attached to sternboard 11.

When an outboard motor is attached to a boat equipped with my transom plate 12, the clamp button 10 is firmly seated in the channel 15 against the face of the wedge-like portion 16 adjacent or below its center. The increasing thickness of the portion 16 above the point where clamping button 10 is seated effectively prevents that clamping button and the motor to which it is attached from riding upward toward the top of sternboard 11.

The transom plate illustrated in Figs. 2–4 is designed to receive the clamp button 10 of one of the outboard motor clamps 9 and, when this type of transom plate is used, a pair is required, one for each clamp button 10. The modified transom plate 20 illustrated in Fig. 5 is designed to receive both of the clamp buttons of an outboard motor. It consists of a block of metal having side ribs 21 and intermediate rib 22, each of which is provided with counter-sunk screw holes 23. The face of plate 20 contains a tapered channel 24 between each side rib and intermediate rib 22. The channels 24, like the channel 15, increase in depth from the top to the bottom of plate 20 and are beveled at their upper edges. The upper ends of ribs 21, 22 are rounded to facilitate the seating of clamp buttons 10 in channels 24. The operation of the transom plate 20 is similar to that described above in connection with transom plate 12.

The terms which I have used are terms of description and not of limitation and it will be appreciated that changes may be made in the specific embodiment of my invention which I have described without departing from the spirit thereof as it is defined in the appended claim.

What I claim is:

A transom plate for attachment to the stern board of an outboard motor boat, comprising a

generally rectangular block of hard rigid material, a pair of ribs projecting from the front of said block along its side edges and having generally rounded upper ends, and a tapered section having a beveled upper edge and extending across the face of said block between said ribs to provide a channel adapted to receive a clamp button of an outboard motor, said channel increasing in depth from the top to the bottom of said block.

ARCHIBALD A. MORAN.

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