June 3, 1941. J. C. PRIES 2,244,217

WEEDLESS PROPELLER GUARD

Filed Jan. 10, 1940

Fig. 1.

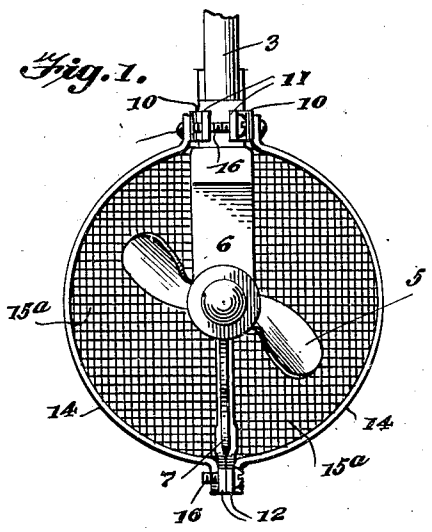


Fig. 4.

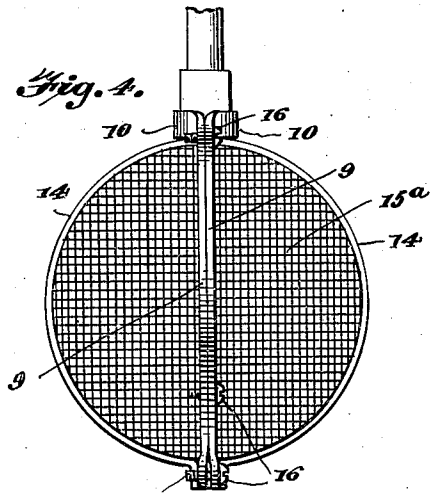


Fig. 2.

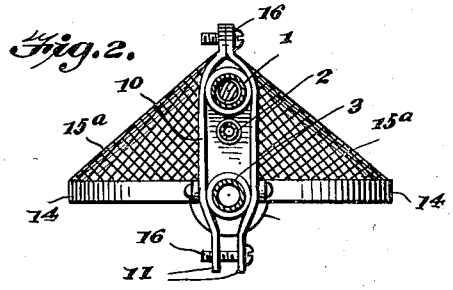


Fig. 3.

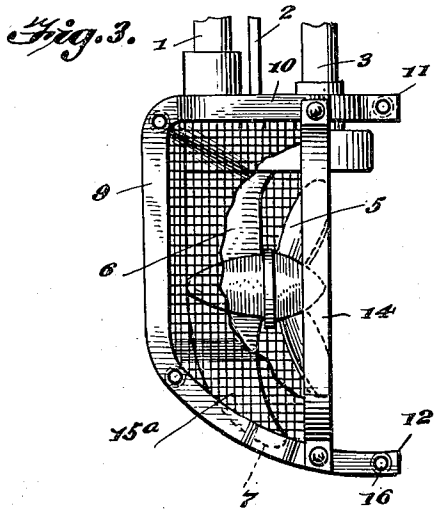
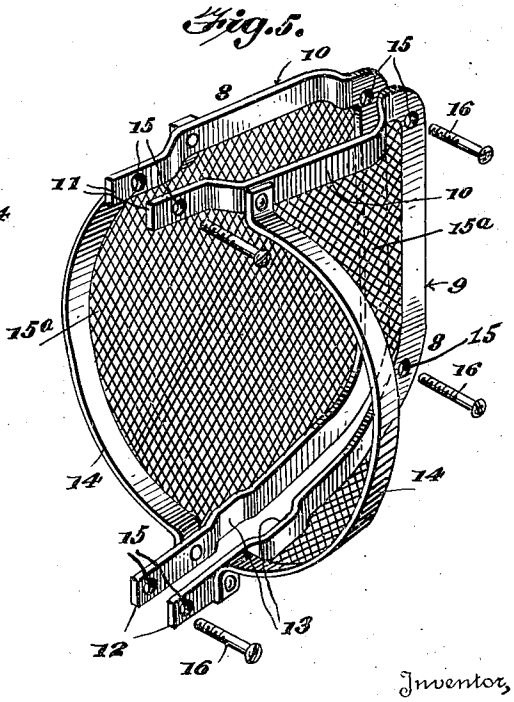


Fig. 5.



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Patented June 3, 1941

2,244,217

UNITED STATES PATENT OFFICE

2,244,217

WEEDLESS PROPELLER GUARD

John C. Pries, Lorain, Ohio

Application January 10, 1940, Serial No. 313,289

1 Claim. (Cl. 115—42)

This invention relates to a weedless propeller guard.

An object of the invention is the construction of a simple and efficient device for attachment to outboard motors, to prevent grass and weeds from getting wrapped around the propeller.

Another object of the invention is the construction of a novel device which will permit free flow of the water to the propeller, but will not allow grass, weeds or foreign objects to contact the propeller blades, which free-running of the propeller greatly increases the efficient operation of the motor.

A still further object of the invention is the construction of a weed guard that can be fitted to all outboard motors, as well as some of the smaller inboard motors.

Another object of the invention is the construction of a weed guard from two similarly constructed units or sections, each of which is provided with a clamping jaw, and with ears, whereby the sections can be efficiently applied to the motor, and the parts of the device retained securely together.

With the foregoing and other objects in view, the invention comprises certain novel constructions, combinations, and arrangements of parts as will be hereinafter fully described, illustrated in the accompanying drawing, and more particularly pointed out in the appended claim.

In the drawing:

Figure 1 is a view in front elevation of a device constructed in accordance with the present invention, showing the same mounted on a propeller, while

Figure 2 is a top plan view of the same.

Figure 3 is a view in side elevation, part of the metal mesh being broken away.

Figure 4 is a rear view.

Figure 5 is an enlarged perspective view of the device, showing the two sections thereof separated.

Referring to the drawing, in which I have shown the preferred embodiment of my invention, 1 designates a tube for the propeller drive shaft; 2 is the oil line, and 3 is the exhaust tube. The propeller 5 is driven by suitable gearing within casing 6, which casing has a lower end 7.

My improved guard device comprises two similarly constructed units or sections 8—8. Each section 8 includes a curved primary bar 9 that is provided on its upper end with a clamping jaw 10, which jaw 10 terminates on its outer end in a horizontal ear 11. The lower end of bar 9 terminates in an outwardly extending ear 12. The bar 9 is provided on its lower portion with an outwardly-bowed portion 13, which portions 13 of the two sections produce a socket for receiving the lower end 7 of the casing 6. An outwardly-bowed auxiliary bar 14 is fastened at its ends to the jaw 10 and ear 12 of the bar 9. A metal mesh 15a is secured to the bar 9 and bar 14, whereby, when the sections 8 are secured together, a suitable protection cover is provided for the propeller 5.

To secure the sections 8 together registering apertures 15 are provided, and normally extending through each pair of registering apertures is a screw 16. One of the apertures in each registering pair is threaded so that the screw 16 may be screwed into same, for holding the sections together.

The clamping jaws 10 are formed of springy material, whereby, when the screws at the upper part of the device are screwed tightly into place the jaws will clamp upon the tubes 1 and 3, with the lower end 7 in the socket formed by portions 13.

It is to be noted that the upper set of ears 11 and the lower set of ears 12 accommodate each a single screw.

The mesh 15a can be of any size, and the parts of the device can be of different sizes, to accommodate the device to different size motors, without changing the principle of the invention. By reason of the sectional structure of the device, and the efficient clamping action of the jaws 10, the device can be quickly attached, or detached, as the operator desires.

While I have described the preferred embodiment of my invention and illustrated same in the accompanying drawing, certain changes or alterations may appear to one skilled in the art to which this invention relates during the extensive manufacture of same, and I, therefore, reserve the right to make such changes or alterations as shall fairly fall within the scope of the appended claim.

What I claim is:

In a guard for a propeller and a vertically disposed rudder, the combination of a body open at its rear end and tapered towards its front end, said body comprising companion side sections each having a frame and a sheet of wire mesh secured along its margins to the frame, such frame consisting of a main member and an auxiliary member, the main members being each in the form of a metal strip having a vertically extending forward portion and upper and lower arms extending rearwardly from its ends,

the auxiliary members extending vertically and being bowed outwardly and formed with end feet secured against upper and lower arms of the companion main members in spaced relation to rear ends thereof, fasteners passing through the main members to hold the said side sections in engagement with each other, the upper arms having outwardly offset portions constituting jaws for gripping a vertically-extending propeller-shaft casing and an exhaust tube above a propeller and a rudder, and the lower arms having portions offset outwardly to form a pocket for receiving the lower end of the rudder.

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