March 8, 1955 R. J. WOOLDRIDGE 2,703,501

LOCK FOR OUTBOARD MOTORS

Filed Dec. 7, 1951

Fig. 1.

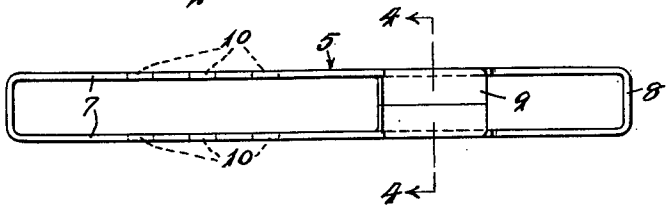


Fig. 4.

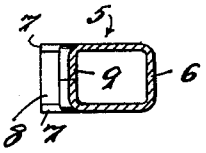


Fig. 2.

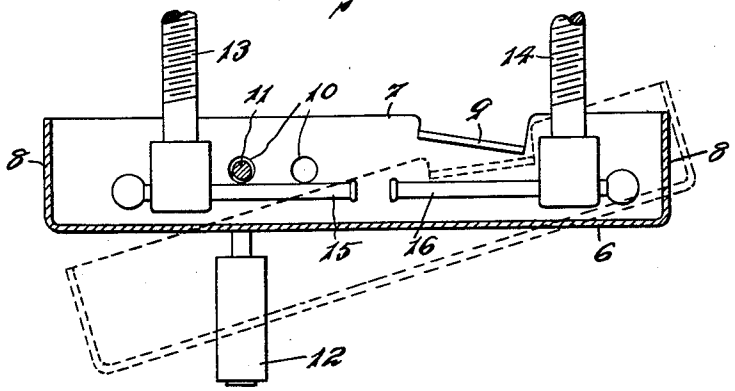
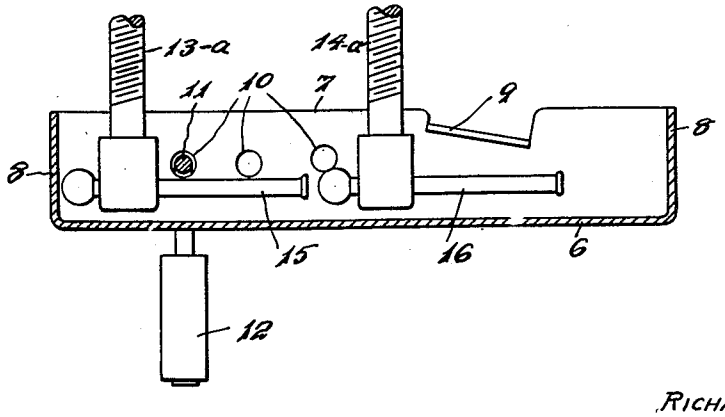


Fig. 3.



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LOCK FOR OUTBOARD MOTORS

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5 Claims. (Cl. 70—232)

This invention relates to a lock for outboard motors and more particularly to a device for locking the clamping screws of outboard motors so as to prevent unauthorized removal of the motor from its clamped position.

It is an object of this invention to provide a simple and inexpensive lock for locking the clamping screws of an outboard motor against rotation so as to prevent the motor from being detached from the boat, or other member, to which it is clamped.

A further object of this invention is to provide such a device which is easy to use and which is adapted to fit motors of different sizes.

Further objects and advantages of this invention will be more clearly understood from the following description and the accompanying drawings in which:

Fig. 1 is a rear view of an outboard motor lock embodying my invention.

Fig. 2 is a sectional top view illustrating the use of the said lock.

Fig. 3 is a similar view illustrating the use of the lock on a small size motor.

Fig. 4 is a sectional end view on line 4—4 of Fig. 1.

As illustrated in the drawings, my improved lock comprises a bar 5 which is preferably constructed of sheet metal and formed to provide a channel 6 having surrounding side walls 7—7 and end walls 8—8. Intermediate the ends of said bar there is provided a bridge 9 which extends between the said side walls 7—7 and over the channel 6. This bridge is preferably formed by opposed tabs which are bent inwardly from the side walls 7—7 and abut each other as shown.

The said bridge 9 is preferably located adjacent to one end of the bar 5, and the opposite end of the bar is provided with aligned holes 10—10, in the walls 7—7, which are adapted to receive a suitable locking device such as the shackle 11 of a padlock indicated at 12.

As shown in Fig. 2, the numerals 13 and 14 denote conventional clamping screws such as used for clamping outboard motors to the stern of a boat, such screws being provided with handle bars 15 and 16 respectively for turning them to firmly clamp the motor in position.

The operation of my improved lock is as follows: When it is desired to lock an outboard motor in clamped position upon a boat or other member, the clamping screws 13 and 14 are rotated until the motor is properly clamped and the handle 15 is in a horizontal position and the handle 16 is near its horizontal position. The bar 5 is then placed over the head of the screw 14 by first passing the handle 16 under the bridge 9 and then moving the bar over the said head. The bar is then rotated with the handle 16 until the said bar is in line with the head of the screw 13. The bar is then swung towards the screw 13 until the head and the handle thereof are positioned in the channel 6 as shown in Fig. 2. The shackle of the padlock 12 is then inserted through the holes 10—10 and the lock is closed. When the bar 5 is in locking position, it cannot be removed from the clamping screws because the bridge 9 will engage the handle 16 and the shackle 11 will engage the handle 15 and the outboard motor is, therefore, securely locked against removal by unauthorized persons.

As illustrated in Fig. 3 my improved lock may be readily

used on outboard motors of small sizes wherein the clamping screws 13–*a* and 14–*a* are located closer together than on the motors of larger sizes. When so used, the handles 15–*a* and 16–*a* are first brought into horizontal position and the latter handle is then inserted under the bridge 9. The bar 5 is then placed over the head of the screw 13–*a* and the padlock 12 is applied as above described.

I claim:

1. A lock for a pair of spaced clamping members each having a head and a handle thereon, the said lock comprising an elongated bar having a channel therein adapted to receive the heads of said members and the handles thereon and to prevent rotation thereof, a bridge portion extending over the channel for engaging one of said handles and preventing detachment of the bar from its respective clamping member, and locking means extending through said channel and engageable with the other handle to prevent detachment of the bar from said members.

2. A lock for outboard motors having a pair of spaced clamping screws each having a head and a handle thereon, the said lock comprising an elongated bar having a channel running longitudinally therein and adapted to receive the heads and handles of said screws, a bridge extending over said channel and spaced from the bottom thereof adjacent one end of said bar, and means adjacent the opposite end of the bar for receiving a locking device which extends across said channel.

3. A lock for outboard motors having a pair of spaced clamping screws with handles extending perpendicularly therefrom, the said lock comprising an elongated member having a channel running longitudinally therein and adapted to receive the said handles to prevent rotation of the screws, a bridge adjacent to and spaced from one end of said channel and extending thereover, and a pair of opposed openings in the walls of said channel adjacent to and spaced from the opposite end thereof to receive a locking member.

4. For an outboard motor having a pair of clamping screws each having a handle extending perpendicularly therefrom, a lock comprising an elongated bar formed of sheet metal and having side walls and end walls forming a channel running longitudinally in said bar, portions of the said side walls extending inwardly and forming a bridge over the channel adjacent to and spaced from one end thereof, and opposed openings in said side walls adjacent to and spaced from the other end of the channel.

5. For an article having a pair of spaced clamping screws for clamping said article to a member and the said clamping screws each having a head and a handle extending perpendicularly from said head, a lock comprising an elongated bar-shaped member having a channel running longitudinally therein, the said channel being of a width substantially the size of the screw heads and of a length to extend beyond the said heads, and the said channel being adapted to receive the said handles in aligned position and prevent rotation of the screws, a bridge extending across said channel and spaced from the bottom thereof to receive one of said handles therebetween, the side walls of said channel having aligned openings adjacent the other end of the channel to receive the shackle of a padlock in position to extend over the handle of the other screw and thereby prevent detachment of the bar from said screws and lock the screws against rotation.

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