United States Patent [19]

Hix et al.

[11] **3,889,500**

[45] **June 17, 1975**

[54] **ANTI-THEFT DEVICE FOR OUTBOARD MOTORS**

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[52] **U.S. Cl.** **70/232;** 70/212; 70/230

[51] **Int. Cl.**[2] **F16B 41/00**

[58] **Field of Search** 70/DIG. 58, 56, 58, 63, 70/211, 212, 230, 232, 423, 455

[56] **References Cited**

UNITED STATES PATENTS

2,856,220	10/1958	Easley	70/56
3,757,549	9/1973	Mullis, Jr.	70/211

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Attorney, Agent, or Firm—John R. Walker, III

[57] **ABSTRACT**

A device for rendering typical transom clamp structure of an outboard motor substantially tamperproof. The device is used in conjunction with a padlock and includes a boxlike member having upper and lower compartments, and a locking member having a hole provided therein for receiving the shackle of the padlock. The upper compartment of the boxlike member is intended to envelope the transom clamp structure of the motor, thus establishing a barrier against access thereto. The lower compartment is intended to envelope the padlock, thus establishing a barrier against tampering access thereto, i.e., the keyway of the padlock is not totally obscured but the common uses of bolt cutters, pry bars, and/or hacksaws to tamper therewith are substantially denied, not only to the padlock but also to the clamp structure. The locking member passes through apertures provided in the upper compartment, i.e., being disposed behind the clamp structure, thus preventing withdrawal of the boxlike member.

9 Claims, 9 Drawing Figures

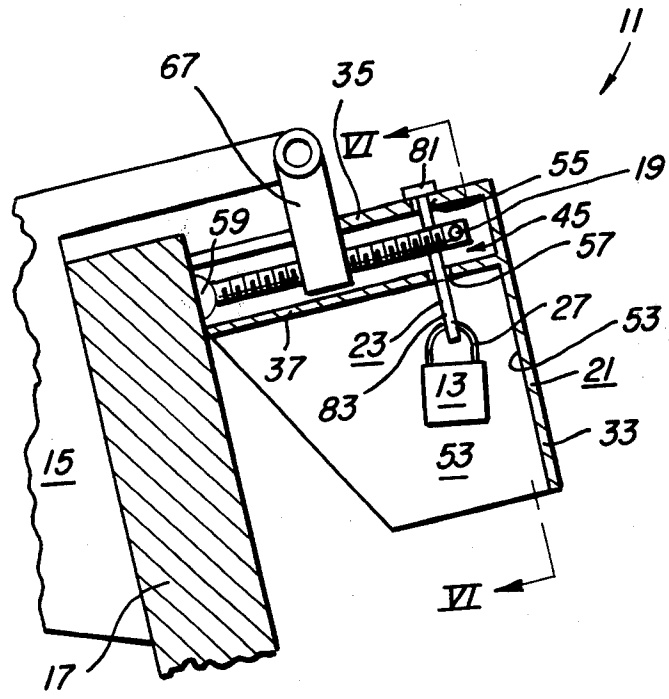


FIG. 1

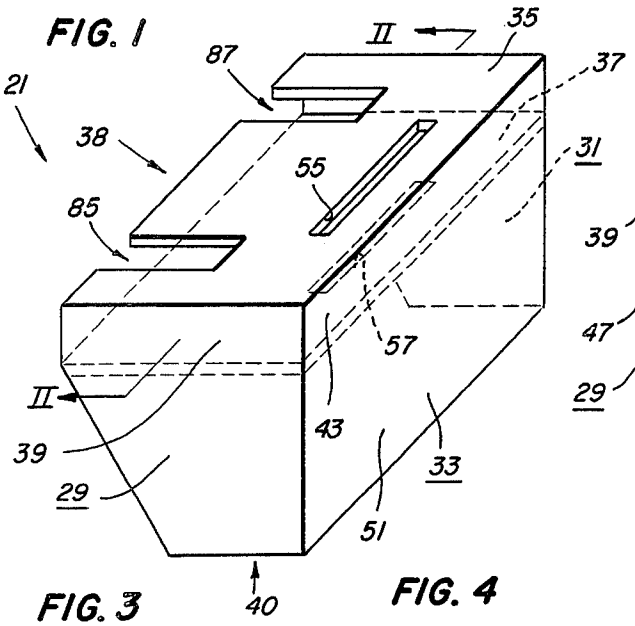


FIG. 2

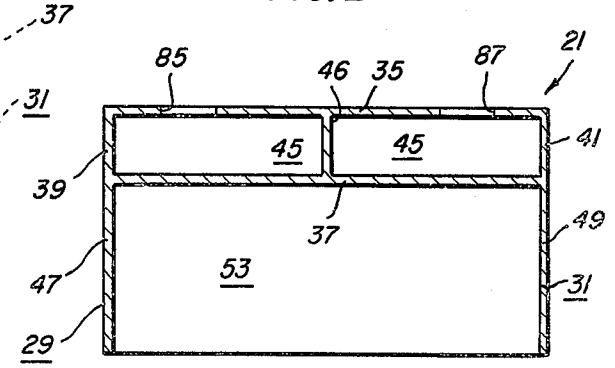


FIG. 3

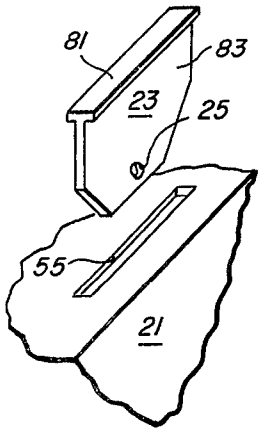


FIG. 4

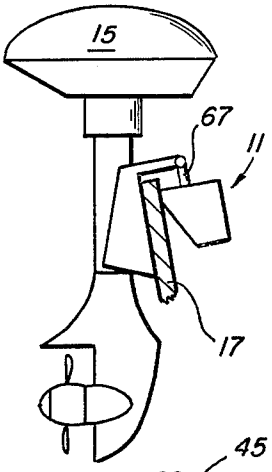


FIG. 5

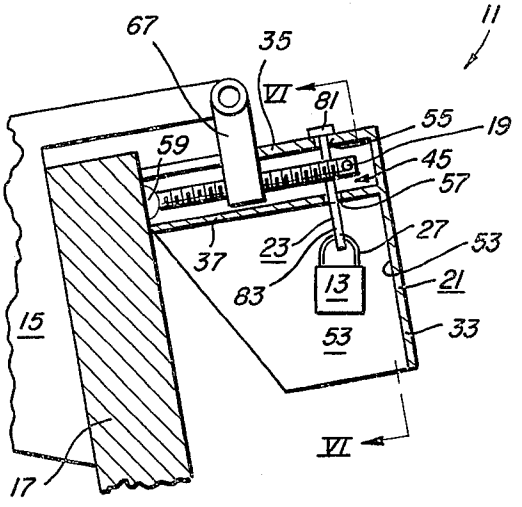


FIG. 6

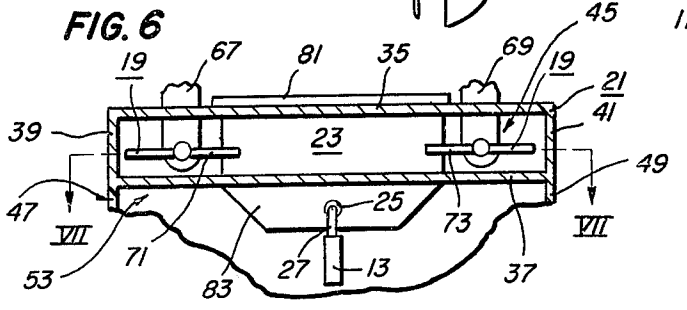


FIG. 8 (PRIOR ART)

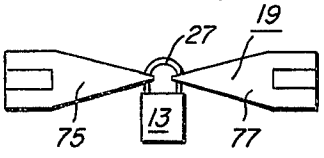


FIG. 7

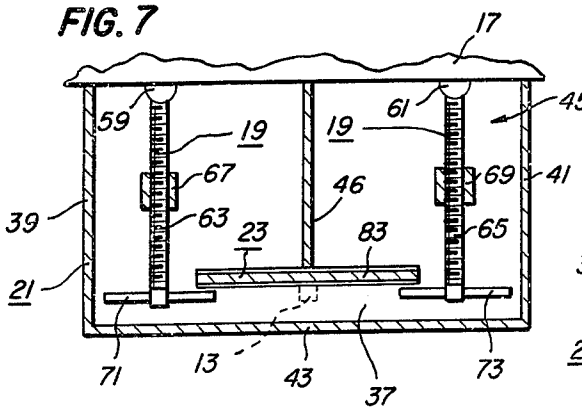
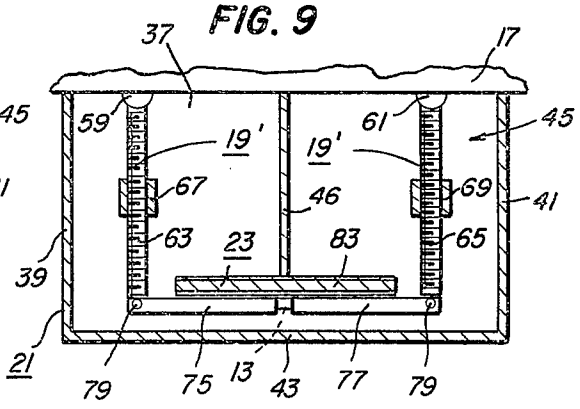


FIG. 9



ANTI-THEFT DEVICE FOR OUTBOARD MOTORS

BACKGROUND OF THE INVENTION

1. Field of the Invention

This invention relates to the field of anti-theft devices for outboard motors.

2. Description of the Prior Art

Applicant has knowledge of the following U.S. patents: the Birdsong U.S. Pat. No. 1,136,582; the Ankovitz U.S. Pat. No. 1,244,404; the Homan U.S. Pat. No. 2,798,369; the Mitchell U.S. Pat. No. 2.955,453; the Hruby U.S. Pat. No. 2,983,133; the Knaack U.S. Pat. No. 3,727,438; and the Belknap U.S. Pat. No. 3,731,504. None of the above patents disclose or suggest applicant's device. It should be pointed out that the above-mentioned U.S. Pat. Nos. 1,136,582 and 1,244,404 pertain to padlock shields which protect the padlock from the rain and elements. In other words, the shields simply slide or swing away to selectively expose or shield the padlock. Additionally, the above-mentioned U.S. Pat. No. 3,727,438 pertains to a padlock protection system for a toolbox.

Further, the above-mentioned U.S. Pat. No. 2,798,369 patent is directed towards an outboard motor mounting but includes structure which is fixedly attached to the stern structure of the boat and when so attached cannot be removed after locking the motor in place without the proper key. The lowering of the motor into place trips the lock and causes immediate and automatic locking action, the device being adapted to receive different makes of outboard motors. Applicant's device is of a totally different concept.

The remaining ones of the above-mentioned patents are very similar one with the other and pertain to blocking or jamming structure which circumferentially engages the typical threaded shaft of the clamping structure. The blocking structure has a predetermined size thus preventing loosening of the clamping structure. Therefore, locking the blocking structure in place is intended to provide security for preventing theft of the motor.

Certain problems exist with the latter mentioned or more specifically the U.S. Pat. Nos. 2,955,453; 2,983,133; and 3,731,504. A few of these problems are: First, the thickness of the transom of different boats varies in thickness, therefore, a standard dimension of the blocking or jamming structure would not be effective for the variety of thicknesses. In other words, unless the dimension of the blocking structure is precisioned fit, the clamping structure could still be slightly loosened allowing the motor to be removed from the transom.

Second, the clamping structure is still exposed to a certain extent. More specifically, the skillful use of a hacksaw or other tampering device, well known to those skilled in the art, quickly renders these types of security devices ineffective.

Third, the U.S. Pat. No. 2,955,453 exposes the padlock which is subject to being tampered with in the usual manner, i.e., the uses of pry bars, hacksaws, and/or bolt cutters in a skillful manner quickly renders this padlock ineffective.

Fourth, the U.S. Pat. Nos. 2,983,133 and 3,731,504 are directed towards peculiar locking structure, i.e., they do not use standard padlocks. In other words, since a standard padlock is not used, the cost of special lock structure greatly increases the cost of manufacturing these types of devices.

Another well-known concept in attempting to secure a motorboat to the boat is shown in FIG. **8** of applicant's drawing. This concept includes providing handles which are pivotally attached to the threaded shaft that urges the usual cuplike structure firmly against the transom of the boat. These handles may be inwardly directed as shown in FIG. **8** of applicant's drawing and are provided with suitable apertures for receiving the usual shackle of a padlock as clearly shown therein. This arrangement also exposes the padlock for easy tampering with the use of a bolt cutter or the like thus rendering the padlock ineffective.

SUMMARY OF THE INVENTION

The present invention is directed towards overcoming the disadvantages and problems associated with previous anti-theft devices for outboard motors. The device of the present invention is used in conjunction with a typical padlock and includes a boxlike member having upper and lower compartments, and a locking member having a hole provided therein for receiving the shackle of the padlock. The upper compartment of the boxlike member is intended to envelope the transom clamp structure of the motor, thus establishing a barrier against access thereto. The lower compartment is intended to envelope the padlock, thus establishing a barrier against tampering access thereto, i.e., the keyway of the padlock is not totally obscured but the common uses of bolt cutters, pry bars, and/or hacksaws to tamper therewith are substantially denied, not only to the padlock but also to the clamp structure. The locking member passes through apertures provided in the upper compartment, i.e., being disposed behind the clamp structure of the motor, thus preventing withdrawal of the boxlike member from the motor. Therefore, the previously enumerated problems are obviated by applicant's device.

DESCRIPTION OF THE DRAWING

FIG. **1** is a perspective view of the boxlike member of the present invention.

FIG. **2** is a sectional view taken as on the line II—II of FIG. **1**.

FIG. **3** is a perspective view showing the locking member of the present invention and a portion of the boxlike member, the locking member slidably received within conveniently sized apertures provided in the boxlike member depicted in FIG. **1**.

FIG. **4** diagrammatically depicts a typical outboard motor in side elevational view and shows the transom of a boat in cross section with aplicant's device being attached to the motor.

FIG. **5** is an enlarged sectional view of applicant's device as shown in FIG. **4**.

FIG. **6** is a sectional view taken as on the line VI—VI of FIG. **5** showing applicant's device engaging one particular typical type of clamping structure having T-bar handles.

FIG. **7** is a sectional view taken as on the line VII—VII of FIG. **6**.

FIG. **8** is an elevational view of a prior art concept which discloses another typical type of clamping structure having pivotal handles used in tightening the clamping structure to the boat transom and facilitates

the attachment of a padlock to prevent loosening the clamps.

FIG. 9 is a sectional view of applicant's device shown engaging the type clamping structure depicted in FIG. 8.

DESCRIPTION OF THE PREFERRED EMBODIMENT

The anti-theft device 11 (FIGS. 4 and 5) of the present invention is intended to be used in conjunction with a padlock 13 for preventing unwarranted removal of an outboard motor, as at 15, from a boat (not shown) having a transom or well-known beam, as at 17, forming part of the stern frame thereof for removable attachment of the motor 15 in a manner well known to those skilled in the art. The means for removably attaching the motor 15 to the transom 17 includes clamp means, as at 19, which will be more fully described as the specification proceeds.

The anti-theft means or device 11 of the present invention generally comprises boxlike means, as at 21 (FIG. 1), formed from high-grade steel or the like, and locking means, as at 23 (FIG. 3), also formed from high-grade steel or the like. The boxlike means or member 21 is disposed about the padlock 13 for providing a barrier against access to the padlock 13 by a tamperer. The locking means or member 23 slidably and removably engages the boxlike means 21 and the clamp means 19 for shackling the boxlike means 21 to the clamp means 19. The locking means 23 is provided with a hole, as at 25, for receiving the shackle, as at 27, of the padlock 13.

From FIGS. 1 and 2 of the drawing it may be seen that the boxlike means 21 includes a pair of end walls 29, 31, a forward wall 33 joined to the end walls 29, 31 in any well-known manner as by welding or the like, and exterior and interior spaced apart top panels 35, 37 also joined to the end walls 29, 31 and to the forward wall 33 in like manner as above described. Therefore, the member 21 defines a rearward directed opening 38 and a downwardly directed opening 40. The end walls 29, 31 and the forward wall 33 respectively include upper portions 39, 41, 43 with the upper portions thereof and the exterior and interior top panels 35, 37 jointly defining an upper compartment, as at 45, for enveloping the clamp means 19 to establish a barrier against tampering access thereto. It should be understood that the rearwardly directed opening 38 leads into the upper compartment 45. Also, it will be understood that if desired a stiffener 46 may be provided between panels 35, 37 extending rearwardly from the rearward edge of slots 55, 57.

The end walls 29, 31 and the forward wall 33 respectively include lower portions as at 47, 49, 51, with the lower portions thereof and the interior top panel 37 jointly defining a lower compartment, as at 53, for enveloping the padlock 13 and thus denying tampering access thereto. It should be understood that the downwardly directed opening 40 leads into the lower compartment 53.

To accommodate the locking member 23, the exterior and interior top panels 35, 37 respectively are provided with aligned apertures 55, 57, i.e., the bolt member 23 is slidably and removably received in the aligned apertures 55, 57. From FIG. 5 of the drawing it may be seen that the locking member 23 passes through the upper compartment 45 for shackling the boxlike member 21 to the clamp means 19, i.e., certain portions of the clamp means 19 are sandwiched between the locking member 23 and the forward wall 33.

It should be pointed out that the device 11 hereindisclosed is universal in that it may be adapted to various different name brand motors 15, i.e., certain name brand motors might have peculiar structure including the clamp means thereof. Accordingly, FIGS. 6 and 7 generally depict one concept of the clamp means 19 while FIGS. 8 and 9 generally depict another concept of the clamp means character referenced therein by the numeral 19'. In this regard, the like structure of the two concepts of clamp means 19, 19' will be designated by like numerals while the structure which differs between the two concepts of clamp means 19, 19' will hereinafter be designated with peculiar numerals.

The clamp means 19 and 19' include cuplike transom engaging members 59, 61 which are carried on the one end of respective threaded shaft members 63, 65. The shaft members 63, 65 are threadedly received by rather massive frame structure, as at 67, 69, i.e., an unwarranted attempt to remove the motor 15 from the transom 17 by sawing through the frame structure 67, 69 would not be feasible since this would result in major damage to the motor 15. The peculiar structure of the clamp means 19 concerns the structure used for turning the threaded shaft members 63, 65.

More specifically, the clamp means 19 includes T-handles 71, 73 respectively fixedly attached to the shaft members 63, 65. The clamp means 19' includes swinging handles 75, 77 respectively pivotally attached to the shaft members 63, 65 by pivot pins 79 or the like.

Both concepts of the clamp means 19, 19' enable the peculiar handle means thereof to rotatably drive the shaft members 63, 65 thus urging the cuplike members 59, 61 tightly against the transom 17 thereby allowing the peculiar handle structure to ultimately be positioned in a horizontal position as shown by the handles 71, 73 in FIG. 6 and by the handles 75, 77 in FIG. 8 of the drawing. As a matter of fact, a common practice heretofore has been to position the swinging handles 75, 77 inwardly and to place a padlock through apertures provided in the distal ends thereof, as shown in FIG. 8 of the drawing. Obviously, this prior art concept exposed the shackle of the padlock, the swinging handles 75, 77, and the shaft members 63, 65, thus simplifying an unwarranted attempt to remove the motor, i.e., by the use of hacksaws, pry bars and/or bolt cutters or the like.

The locking member 23 includes an enlarged head portion 81 which restingly engages the exterior top panel 35 and a main body portion 83 which is provided with the previously mentioned hole 25. The hole 25 is conveniently disposed on the main body portion 83 subjacent the interior panel 37 as best shown in FIG. 6 of the drawing with the shackle 27 of the padlock 13 passing through the hole 25, thus preventing withdrawal of the locking member 23.

It should be understood that the main body portion 83 of the locking member 23 may if desired constitute a first platelike portion as clearly shown in FIGS. 3 and 6 of the drawing. In this event, the apertures 55, 57 would of course be compatibly sized and shaped with respect to the first platelike portion 83, i.e., be elongated for slidably receiving the first platelike portion 83.

Additionally, the enlarged head portion **81** may constitute a second platelike portion as clearly shown in FIG. **3** of the drawing with the second platelike portion **81** being perpendicular to the first platelike portion **83.** Accordingly, the second platelike portion **81** restingly engages the boxlike means **21** upon slidably engaging the locking member **23** with the boxlike means **21** as previously described.

The exterior top panel **35** is provided with a pair of notches **85, 87** as best viewed in FIGS. **1** and **2** of the drawing. The notches **85, 87** allow the exterior top panel **35** to fit around three sides of the respective frame structure **67, 69.**

From FIGS. **1** and **5** of the drawing it may be seen that the end walls **29, 31** have a tapered side thereto. This is particularly advantageous for allowing the rearward edges of the upper portions **39, 41** to engage the transom **17,** thus totally obscuring the cuplike members **59, 61** without interfering with certain well-known reinforcement structure or molding existing on many transoms. However, it should be understood that the end walls **29, 31** may be rectangularly shaped without departing from the spirit of the present invention.

From the above disclosure and a study of FIGS. **6** through **9** of the drawing it may be seen that the antitheft device **11** of the present invention is universal in that it is adaptable to at least the known concepts of clamping means **19, 19'.** More specifically, in attaching the device **11,** the T-handles **71, 73** or the swinging handles **75, 77** are first rotated manually until the clamping means **19** or **19'** firmly attaches the motor **15** to the transom **17.** Thus, the aforementioned handles are ultimately positioned to a horizontal position as shown in FIGS. **6** and **8** of the drawing. The opening **38** is presented to the clamping means **19** or **19'** and the member **21** is moved rearwardly as the structure **67, 69** is brought into the respective notches **85, 87,** thus the upper compartment **45** receives the clamping means **19** or **19'.** More specifically, the cuplike members **59, 61;** the shaft members **63, 65;** and the appropriate handles are enclosed in the upper compartment **45** as clearly shown in FIGS. **5** and **6** of the drawing.

The locking member **23** is then received in the elongated apertures **55, 57,** thus passing through the upper compartment **45** at a position behind the appropriate handles as clearly shown in FIGS. **7** and **9** of the drawing. Therefore, the boxlike member **21** is shackled to the appropriate clamping means **19** or **19'.** The shackle **27** of the padlock **13** is then placed through the hole **25** provided in the locking member **23.** In this manner, the padlock **13** is enclosed in the lower compartment **53** as clearly shown in FIGS. **5** and **6** of the drawing. Accordingly, unwarranted removal of the motor **15** from the transom **17** is highly unlikely since the tamperer does not have access to the locking structure or the clamping structure as he did with the prior known devices. Therefore, the antitheft device **11** herein disclosed overcomes the disadvantages of the known prior devices mentioned earlier in the specification.

Although the invention has been described and illustrated with respect to a preferred embodiment thereof, it is to be understood that it is not to be so limited since changes and modifications may be made therein which are within the full intended scope of the invention.

We claim:

1. In combination with an outboard motor having clamp means for removably attaching said motor to a boat, and a padlock for securing said motor to said boat, the improvement which comprises anti-theft means engaging said clamp means and said padlock for preventing unwarranted removal of said motor from said boat, said anti-theft means including boxlike means disposed about said padlock for providing a barrier against access to said padlock by a tamperer, and locking means slidably and removably engaging said boxlike means and said clamp means for shackling said boxlike means to said clamp means, said locking means being provided with a hole for receiving the shackle of said padlock, said boxlike means including a first compartment for enveloping at least a portion of said clamp means thus denying tampering access thereto and including a second compartment for enveloping said padlock thus denying tampering access thereto.

2. The combination as defined in claim **1** in which said locking means includes a first platelike portion, said boxlike means being provided with at least one elongated aperture compatibly sized with respect to said first platelike portion, said first platelike portion being slidably received in said elongated aperture.

3. The combination as defined in claim **2** in which said locking means includes a second platelike portion disposed perpendicular to said first platelike portion, said second platelike portion restingly engaging said boxlike means upon slidably engaging said locking member with said boxlike means.

4. A device intended to be used in conjunction with a padlock for preventing unwarranted removal of an outboard motor from a boat; said device comprising a boxlike member including a pair of end walls, a forward wall joined to said end walls, and exterior and interior spaced apart top panels joined to said end walls and to said forward wall; said end walls and said forward wall respectively having upper portions with said upper portions thereof and said exterior and interior top panels jointly defining an upper compartment for enveloping certain structure of the motor to establish a barrier against tampering access thereto, said end walls and said forward wall respectively having lower portions with said lower portions thereof and said interior top panel jointly defining a lower compartment for enveloping the padlock and denying tampering access thereto, said exterior and interior top panels being provided with aligned apertures, and a locking member slidably and removably received in said aligned apertures thereby passing through said upper compartment for shackling said boxlike member to said certain structure of the motor contained therein, said locking member including an enlarged head portion which restingly engages said exterior top panel, the lower end of said locking member being provided with a hole disposed subjacent said interior panel for passing the shackle of the padlock therethrough which prevents withdrawal of said locking member.

5. The combination as defined in claim **4** in which said exterior and interior top panels are provided with aligned apertures with said locking member being slidably and removably received therein, said locking member passing through said upper compartment thus shackling said clamp means to said boxlike member.

6. The combination as defined in claim **5** in which said locking member includes an enlarged head portion which restingly engages said exterior top panel, said hole provided in said locking member being disposed subjacent said interior panel with the shackle of said

padlock passing therethrough which prevents withdrawal of said locking member.

7. The device of claim **2** in which said locking member includes a first platelike portion which is slidably received in said aligned apertures, said aligned apertures being elongated for compatibility therewith.

8. The device of claim **7** in which said enlarged head portion of said locking member constitutes a second platelike portion thereof, said second platelike portion being disposed perpendicular to said first platelike portion and restingly engaging said exterior top panel upon slidably engaging said locking member with said boxlike member.

9. In combination with an outboard motor having clamp means for removably attaching said motor to a boat, and a padlock for securing said motor to said boat, the improvement which comprises anti-theft means engaging said clamp means and said padlock for preventing unwarranted removal of said motor from said boat, said anti-theft means including boxlike means disposed about said padlock for providing a barrier against access to said padlock by a tamperer, and locking means slidably and removably engaging said boxlike means and said clamp means for shackling said boxlike means to said clamp means, said locking means being provided with a hole for receiving the shackle of said padlock; said boxlike means including a pair of end walls, a forward wall joined to said end walls, and exterior and interior spaced apart top panels joined to said end walls and to said forward wall; said end walls and said forward wall respectively having upper portions with said upper portions thereof and said exterior and interior top panels jointly defining an upper compartment enveloping at least a portion of said clamp means, said end walls and said forward wall respectively having lower portions with said lower portions thereof and said interior top panel jointly defining a lower compartment enveloping said padlock thus denying tampering access thereto.

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