June 5, 1956 J. W. MORRIS 2,748,742

BOAT BAILER

Filed Nov. 29, 1954

FIG. 2

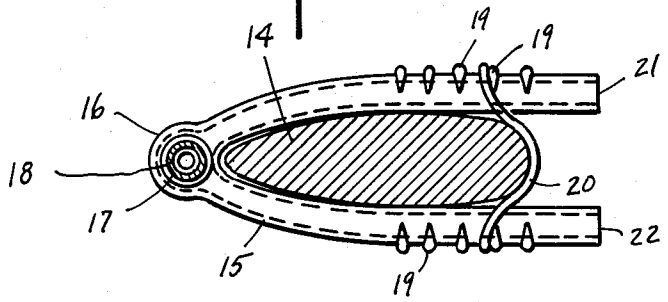


FIG. 3

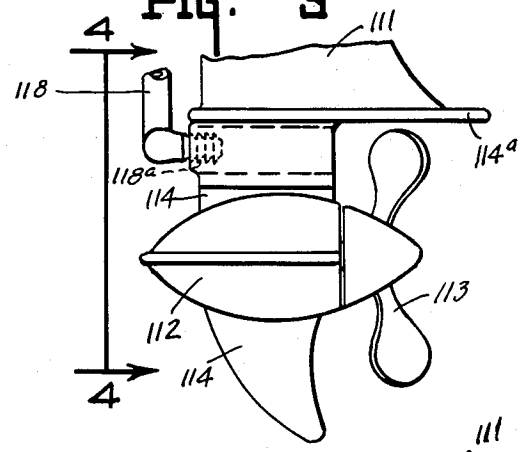


FIG. 1

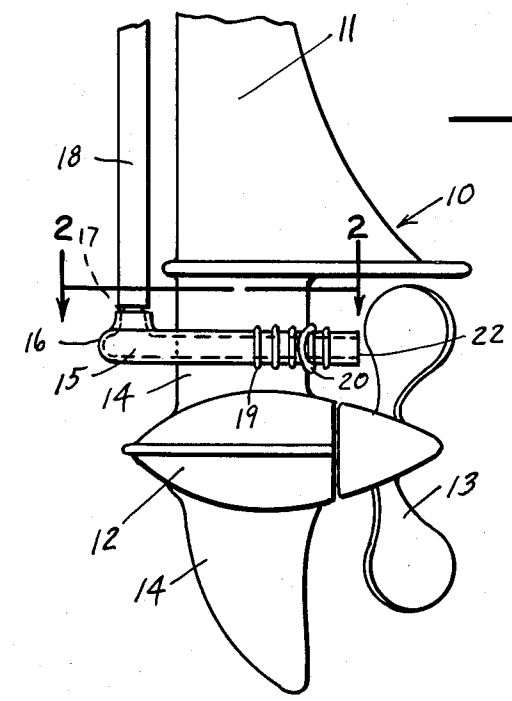
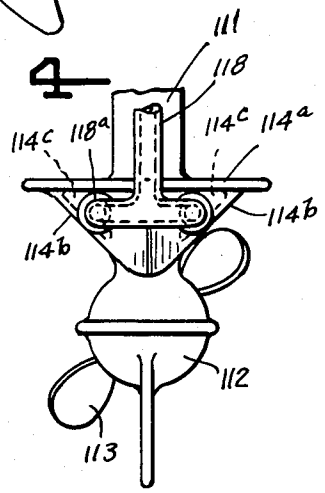


FIG. 4



INVENTOR.
JEAN W. MORRIS.

BY

Lockwood, Galt, Woodard & Smith.
ATTORNEYS.

United States Patent Office 2,748,742 Patented June 5, 1956

2,748,742

BOAT BAILER

Jean W. Morris, Muncie, Ind.

Application November 29, 1954, Serial No. 471,712

5 Claims. (Cl. 115—17)

This invention relates to a boat bailer and more particularly to a boat bailing attachment for outboard motor boats.

As is well known, water frequently accumulates for one reason or another in most outboard motor boats. This may result from rainfall during a time when the boat is not covered, or it may result from many other factors such as slight seam leakage. It is the primary object of this invention to provide automatic means for removing the accumulated water from the boat.

It is a further object of the present invention to provide an attachment that is efficient and yet small enough and compact enough to be put in the ordinary tackle box.

It is a still further object of the present invention to provide an attachment that is so constructed and arranged that it will offer a minimum of resistance to the movement of the boat.

It is a still further object of the present invention to provide a boat bailer that is light in weight and characterized by simplicity in construction.

It is a still further object of this invention to provide a boat bailer which is inexpensive in price, has a minimum number of parts and is easy to attach.

The full nature of the invention will be understood from the accompanying drawings and the following description and claims:

In the drawings Fig. 1 is a side elevation view of the lower portion of an outboard motor showing the invention attached thereto.

Fig. 2 is a cross sectional view taken on lines 2—2 of Fig. 1 in the direction of the arrows, with parts removed.

Fig. 3 is a side elevation view of the lower portion of an outboard motor showing a modification of the invention.

Fig. 4 is an end elevation view thereof taken on line 4—4 of Fig. 3 is in the direction of the arrows.

In the drawings the lower portion of an outboard motor is shown generally at **10**, it comprising the hollow drive shaft housing **11**, the lower gear housing **12** that carries the propeller **13** and the downwardly extending streamlined skeg **14**.

The bailer comprises the substantially V-shaped piece of plastic or the like tubing **15** having its base or vertex portion **16** slightly raised to provide an opening **17**. Connected to this opening is the flexible tubing **18** which is long enough to reach to the bottom of the boat.

A plurality of nubs or projections **19** are formed along the outer sides of the tubing **15** in longitudinally spaced relation. These nubs form anchoring points for the rubber band or the like **20** which secures the tubing **15** in position about the skeg.

As will be observed in the drawings, the open ends **21** and **22** of tubing **15** are located in front of the propeller and adjacent its path of rotation so that they are subjected to a maximum of suction.

In operation, the bailer may be taken from the tackle box along with the length of flexible hose and a rubber band, and then readily and easily connected to the skeg

in the position described and illustrated. By reason of the spaced projections, if it becomes necessary to tighten the bailer, all that has to be done is to hook the rubber band about two other projections.

As the propeller is driven by the motor the suction caused thereby creates a partial vacuum in the tubing **15** whereupon water from the bottom of the boat is removed through openings **21** and **22**.

In the modification of the invention as shown in Figs. 3 and 4, instead of providing an attachment for ready mounting to the outboard motor, the mechanism is cast as an integral part of the skeg **114**. Depending from the substantially horizontal cavitation plate **114***a* are the downwardly converging web portions **114***b*. These web portions are connected along their top edge to the plate and along their lower edge to the skeg, thus providing two separate, parallel channels or openings **114***c*. Said webs are substantially co-extensive with said skeg. That is to say, they extend substantially the same distance from front to back as does the skeg.

Into the forward end of each channel is spaced the flexible tubing **118** having parallel grooves or notches **118***a* formed in its end. The end portions are inserted in each channel and by reason of the construction of their ends, the tubing better remains in place. Just as in the main embodiment of the invention, the tubing leads to the bottom of the boat.

By reason of the fact that the rearward opening of each channel is formed adjacent the propeller and its path of rotation, the channels are subjected to a maximum of suction. Thus as the propeller is driven by the motor, its suction creates the partial vacuum hereinbefore referred to, in each channel whereupon water from the bottom of the boat is removed therethrough.

While the invention has been illustrated and described in detail in the drawings and foregoing description, the same is to be considered as illustrative and not restrictive in character, it being understood that only the preferred embodiment has been shown and described and that all changes and modifications that come within the spirit of the invention and the scope of the claims are also desired to be protected.

The invention claimed is:

1. A boat bailer attachment for an outboard motor, comprising a substantially V-shaped flexible tubing having two free ends and adapted for connection to the skeg of said motor adjacent its propeller, said tubing having a plurality of opposed anchoring means on said tubing and adjacent said free ends, and means associated with said anchoring means for drawing the free ends of said tubing toward each other whereby said tubing snugly embraces said skeg.

2. A boat bailer attachment for an outboard motor, comprising a substantially V-shaped flexible tubing having arms adapted for connection to the skeg of said motor adjacent its propeller, said tubing having a plurality of opposed longitudinally spaced anchoring means formed in the periphery of its arms, and resilient means associated with selected anchoring means for drawing the arms of said tubing toward each other whereby said tubing snugly embraces said skeg.

3. In a boat including an outboard motor having a skeg and a propeller, a boat bailing attachment comprising a substantially V-shaped flexible tubing having arms embracing said skeg with the free ends of the arms disposed adjacent the path of rotation of said propeller, said tubing having a tubular extension leading to the bottom of said boat from adjacent the vertex of the V, said tubing having a plurality of opposed anchoring means formed in its arms, and means associated with said anchoring means for clamping said arms about said skeg.

4. In an outboard motor including a propeller and a skeg having a cavitation plate, a pair of downwarding converging webs connected to the plate adjacent their upper edges, said webs being connected adjacent their lower edges to said skeg, the plate, webs and skeg defining a pair of channels opening at one end adjacent the path of rotation of said propeller, and a flexible tubing for communication with the bottom of a boat carrying said motor, said tubing being inserted in each channel.

5. In an outboard motor including a propeller and a skeg having a cavitation plate, a pair of downwardly converging webs connected adjacent their upper edges to said plate and adjacent their lower edges to said skeg, said webs being substantially coextensive with said skeg, said webs, plate and skeg defining a pair of substantially parallel channels opening at one end adjacent the path of rotation of said propeller, and a flexible tubing operably associated with each channel and communicating with the bottom of the boat carrying said motor, said tubing having circumferential notches formed in the end portion associated with each channel.

References Cited in the file of this patent

UNITED STATES PATENTS

1,874,988	Harvey	Aug. 30, 1932
2,530,664	Pye	Nov. 21, 1950

FOREIGN PATENTS

691,799	Great Britain	May 20, 1953