The present invention relates to ships and, more particularly, to an improved device for docking boats, such as pleasure craft and the like.

One of the problems in docking a boat by tying the same to a dock, pier or float is that precautions must be taken to prevent the boat from rubbing or bumping against the dock as the boat is moved by wind or tidal currents or changes in tide.

In the past, various expedients have been resorted to, the most common being the unsightly discarded automobile tire which was hung from the dock or the boat to serve as a bumper. Also, more elaborate arrangements have been devised but these required modifications of or attachments on the boat.

Accordingly, an object of the present invention is to provide an improved device for docking boats, the device being effective to hold the boats out of contact with the dock while allowing the boats to ride the wind and tide without damage to the boats.

Another object is to provide such a device which can be arranged to dock the boats alongside or sternwise to the dock.

Another object is to provide such a device which does not require modifications of or attachments on the boats.

A further object is to provide such a device which is sturdy, compact and economical in construction and is attractive in appearance.

Other and further objects will be obvious upon an understanding of the illustrative embodiment about to be described, or will be indicated in the appended claims, and various advantages not referred to herein will occur to one skilled in the art upon employment of the invention in practice.

A preferred embodiment of the invention has been chosen for purposes of illustration and description and is shown in the accompanying drawing, forming a part of the specification, wherein:

FIG. 1 is a fragmentary exploded perspective view of a boat docking device in accordance with the present invention.

FIG. 2 is a plan view illustrating a boat tied up alongside to a dock.

FIG. 3 is a plan view illustrating a boat tied up sternwise to a dock.

FIG. 4 is a side elevational view of the boat and dock shown in FIG. 3.

Referring now in detail to FIG. 1 of the drawings, a device is shown which generally comprises a clamp 10 for engaging a boat, a bracket 11 for securing to a dock or float, and a member 12 secured to the clamp 10 and removably mounted on the bracket 11.

The clamp 10 has a pair of arms 14 and 15 disposed at about right angles to each other. Preferably the arm 14 is shorter than the arm 15 for the reason to be explained hereinafter. The clamp 10 may be constructed of spring steel, so that the arms 14 and 15 can tightly grip the boat but yet yield slightly in response to motion of the boat caused by wind and tide.

A bumper block 16 is secured to the free end of each of the arms 14 and 15 at the inner sides thereof, so that the blocks 16 face the boat. The blocks are constructed of suitable resilient material, such as rubber, which will not mar the surface of the hull of the boat upon movement of the boat.

The bracket 11 has a vertical plate section 17 for securement to the dock or float and has a horizontal plate section 18 provided with one or more lengthwise extending openings 19, such as elongate slots, and an angularly disposed slot 19a adjacent each end of the horizontal plate section 18.

The member 12 is a flat strip having a horizontal arm 20 and a vertical arm 21, so that these arms are disposed at about right angles to each other. The free end of the arm 20 includes a right angular arm 22 which is secured to the free end of the arm 14 of the clamp 10. The arm 21 is dimensioned for insertion into the slots 19 and 19a to mount the clamp 10 on the bracket 11. The arm 20 may be formed with a hole 23 for attaching one end of a chain 24 which has its other end attached to the bracket 11 at one of its slots, so that the clamp 10 cannot fall overboard.

As shown in FIGS. 2 and 3, a dock or float D is shown equipped with a row of spaced apart brackets 11; and in docking a boat B two brackets 11 and two clamps 10 are utilized.

In FIG. 2, the boat is shown tied up alongside by inserting the arms 21 of two members 12 in angularly disposed slots 19a of two brackets 11, so that the bumper block 16 of the clamp arm 14 engages the side wall of the boat hull and the clamp arm 15 is biased against the side of the dock. Moorings L are tied to bow and stern cleats C and to brackets 11 in slots thereof.

In FIGS. 3 and 4, the boat is shown tied up sternwise by inserting the arms 21 of two members 12 in lengthwise extending slots 19 of two adjacent brackets 11, so that the bumper blocks 16 of the arms 14 engage the stern wall of the boat hull and the bumper blocks 16 of the arms 15 engage the port and starboard side walls of the boat hull, respectively. Moorings L are tied to port and starboard stern cleats C and to the brackets 11 in slots thereof. The lines L are made taut, so that the clamps 10 firmly engage the boat.

The clamp arms 14 are dimensioned to extend inwardly across the stern wall a considerable distance without overlapping or interfering with an outboard motor M. By providing a plurality of slots 19, the clamps can be positioned to accommodate boats of various beam dimensions.

The clamp arms 15 are much longer than the arms 14, so that they hold a considerable portion of the boat hull captive therebetween. The arms 20 of the member 12 are sufficiently long to keep the boat at a safe distance from the dock.

From the foregoing description it will be seen that the present invention provides an improved boat docking device which is easy to manipulate and is effective to prevent the boat from bumping the dock.

As various changes may be made in the form, construction, and arrangement of the parts herein, without departing from the spirit and scope of the invention and without sacrificing any of its advantages, it is to be understood that all matters are to be interpreted as illustrative and not in any limiting sense.

What is claimed is:

1. A boat docking device comprising a clamp having a pair of arms disposed at about right angles to each other and having resilient bumper means at the free end of each arm adapted to engage the side or stern wall of a boat hull, a bracket adapted for securement to a dock or float having a section formed with openings extending thereonethrough, and a support provided with a first arm having its free end secured to one of said clamp arms and provided with a second arm disposed at about right
3,380,244

3. A device according to claim 1, wherein said openings are elongate slots, and said second support arm is a flat strip.

4. A device according to claim 3, wherein at least one of said slots extends lengthwise on said section.

5. A device according to claim 3, wherein at least one of said slots extends angularly on said section.

6. A device according to claim 1, including a flexible member having one end attached to said bracket and having its other end attached to said support.

7. A device according to claim 1, including two of said clamps, two of said brackets, and two of said supports.

8. A device according to claim 7, including a flexible member for each respective bracket and said support.

MILTON BUCHLER, Primary Examiner.
T. M. BLIX, Assistant Examiner.

No references cited.