

Sept. 27, 1960

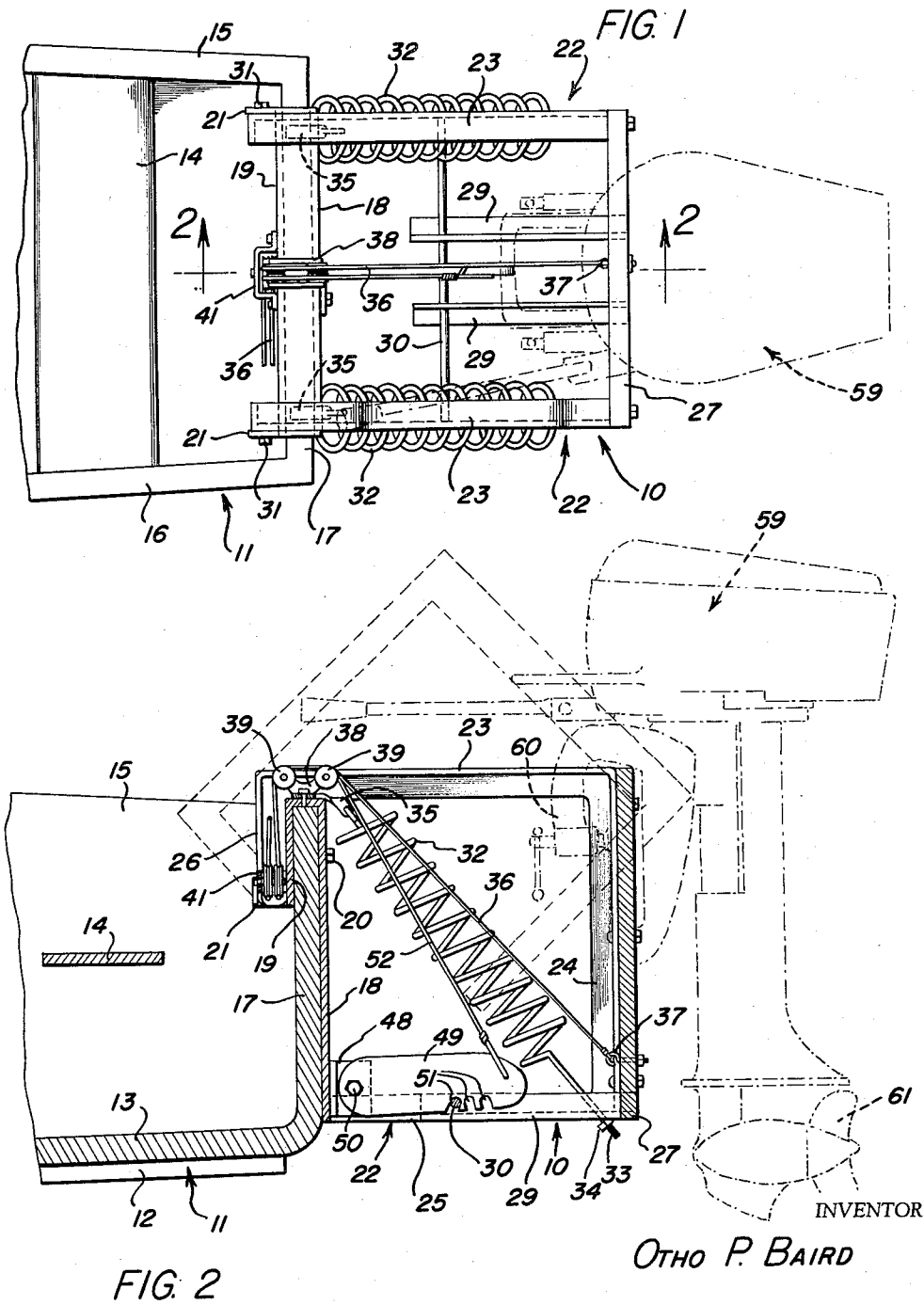
O. P. BAIRD

2,954,192

OUTBOARD MOTOR MOUNT ATTACHMENT FOR BOATS

Filed Dec. 4, 1958

2 Sheets-Sheet 1



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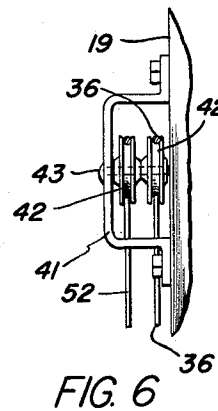
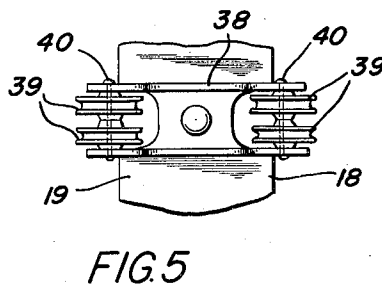
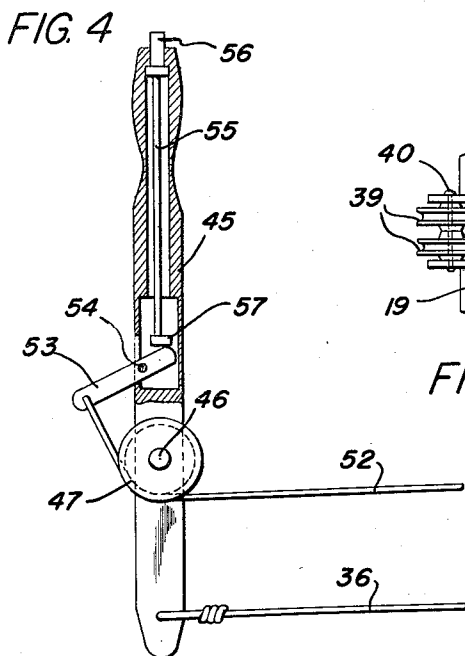
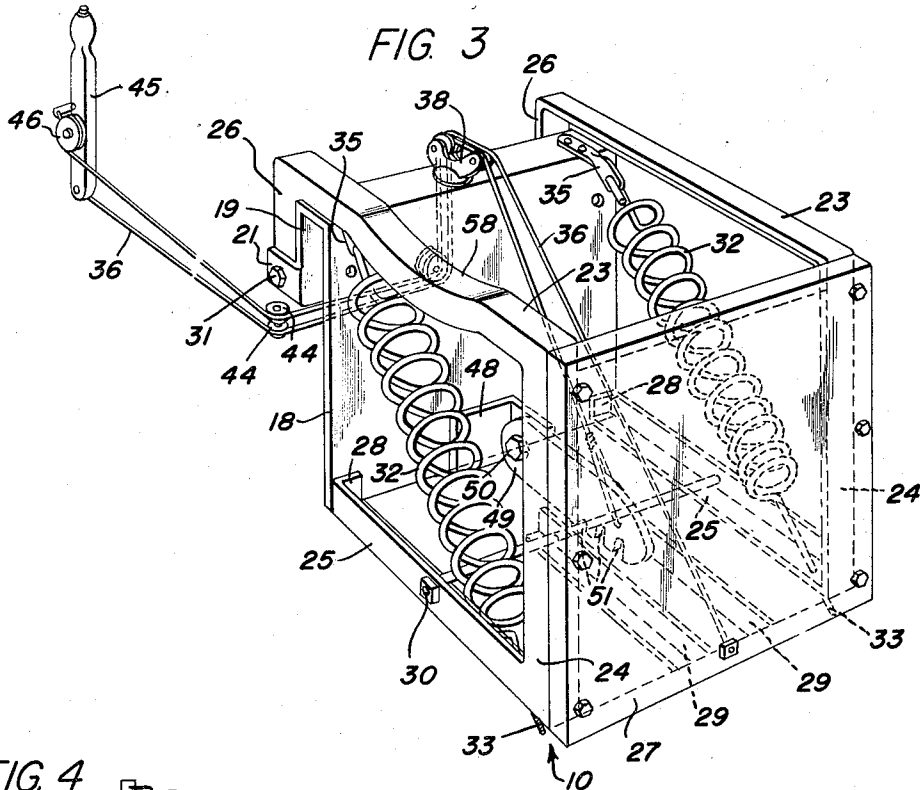
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2 Sheets-Sheet 2



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OUTBOARD MOTOR MOUNT ATTACHMENT FOR BOATS

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1 Claim. (Cl. 248—4)

The present invention relates to outboard motor mount attachment for boats and particularly to such attachments which are adapted to support the motor in a plurality of angularly adjusted positions.

The present invention is a continuation-in-part of my co-pending application Serial No. 735,614 filed May 15, 1958 and entitled, "Outboard Motor Mount Attachment for Boats," now U.S. Patent Number 2,916,009.

The primary object of the invention is to provide an outboard motor mount attachment for boats by means of which the outboard motor can be elevated with respect to the boat through a remotely controlled actuator.

Another object of the invention is to provide an outboard motor mount attachment for boats of the class described above having means therein to counterbalance the weight of the outboard motor to assist in elevating the motor with respect to the boat.

A further object of the invention is to provide an outboard motor mount attachment of the class described above which is pivotally secured to the boat and is mounted to be swung inboard while elevating the outboard motor.

A still further object of the invention is to provide an outboard motor mount attachment for boats of the class described above having a remotely controlled latch securing the motor in lowered position to retain the mount in lowered position during reverse movement of the outboard motor and to support the mount in a plurality of partially elevated positions for unusual operation.

Another object of the invention is to provide an outboard motor mount attachment of the class described above which is inexpensive to manufacture, simple to attach to a boat, and which is efficient in providing means for elevating the motor with respect to the boat.

Other objects and advantages will become apparent in the following specification when considered in light of the attached drawings, in which:

Figure 1 is a fragmentary top plan view of the invention shown attached to a boat which is broken away for convenience of illustration;

Figure 2 is a fragmentary longitudinal sectional view taken along the line 2—2 of Figure 1, looking in the direction of the arrows;

Figure 3 is a fragmentary perspective view of the mount removed from the boat;

Figure 4 is a fragmentary side elevation of the operating lever shown partially broken away and in section for convenience of illustration;

Figure 5 is a fragmentary top plan view of a cable yoke used with the invention; and

Figure 6 is a fragmentary top plan view of another cable yoke used with the invention.

Referring now to the drawings in detail wherein like reference characters indicate like parts throughout the several figures, the reference numeral 10 indicates generally an outboard motor mount attachment for a boat generally indicated at 11.

The boat 11 is of conventional design including a keel

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12, bottom 13, seats 14, opposite sides 15, 16 and a transom 17.

The attachment 10 is secured to the transom 17 and includes a generally rectangular plate 18 reverted at its upper end to form a hook 19 which engages over the upper end of the transom 17. The plate 18 is secured to the transom 17 by a plurality of bolts 20. The hook 19 on the plate 18 has a pair of spaced apart forwardly extending ears 21 secured to the opposite side edges thereof adjacent the bottom edge thereof. A pair of frame members, generally indicated at 22, are arranged in laterally spaced parallel relation and each is formed of angle iron.

The frame members 22 each have an upper horizontal portion 23, a rear vertical portion 24, a lower horizontal portion 25 arranged parallel to the horizontal portion 23, and a relatively short forward vertical portion 26 depending from the forward end of the upper horizontal portion 23.

The frame members 22 are connected by a generally rectangular mounting plate 27 extending between and secured to the rear vertical portion 24 of the frames 22. The forward ends of the lower horizontal portions 25 are each provided with an offset end portion 28 which contacts the plate 18 with the frame members 22 in their lowermost position.

A pair of spaced apart parallel forwardly extending angle iron members 29 have their rear ends secured to the lower end of the mounting plate 27 and their forward ends supported by a transversely extending bolt 30, which is arranged horizontally and has its opposite ends supported in the lower horizontal frame members 25. The lower ends of the relatively short forward vertical members 26 are positioned between the ears 21 and are respectively pivotally connected thereto by pivot bolts 31 extending horizontally therethrough. A pair of coil tension springs 32 are arranged on opposite sides of the attachment 10 and are arranged in upwardly and forwardly sloping position. Each of the springs 32 has its lower rear end formed into a threaded extension 33 which projects through the rear end of the lower horizontal member 25 and is releasably secured therein by a nut 34. The upper forward end of each of the coil springs 32 is secured to a bracket 35 mounted on the upper edge of the transom plate 18.

A cable 36 has its rear end connected to an I-bolt 37 secured centrally of the mounting plate 27 adjacent the lower edge thereof. A pulley yoke 38 is secured to the upper edge of the transom plate 18 and has a pair of parallel pulleys 39 journaled at each end thereof on transversely extending pivots 40. A second yoke 41 is secured to the hook 19 inwardly of the boat 11 and vertically spaced beneath the yoke 38. A pair of pulleys 42 are arranged in spaced parallel relation and journaled on a longitudinally extending horizontal pivot pin 43 supported in the yoke 41. The cable 36 is trained over an aligned pair of pulleys 39 in the yoke 38 and is engaged under one of the pulleys 42 in the yoke 41. The cable 36 is trained over additional pulleys 44 positioned as required in the boat 11 and has the forward end thereof connected to the lower end of a lever 45. The lever 45 is pivotally mounted on a pivot pin 46 securing it to the boat 11 and a pulley 47 is arranged adjacent the lever 45 and is journaled on the pivot pin 46. Movement of the lever 45 about the pivot 46 draws on the cable 36 to lift the mount 10, swinging it about the pivot pins 31.

An L-shaped bracket 48 is secured centrally of the lower end of the transom plate 18 and has a rearwardly extending brace bar 49 pivotally secured thereto by means of a transversely extending horizontal pivot pin 50. The bar 49 has a plurality of spaced apart notches 51 formed in its lower edge for latching engagement with the bolt 30

securing the mount 10 in its lowermost as well as in intermediate points of adjustment.

A second cable 52 has its rear end secured to the rear end of the bar 49 and is trained over a second aligned pair of the pulleys 39 and under the other of the pulleys 42. The cable 52 is then trained over pulleys 44 mounted where required on the boat 11 and extends forwardly to the lever 45. The cable 52 is trained under the pulley 47 and is connected to the outer end of a link 53 pivotally secured at 54 to the lever 45.

A push rod 55 has a button 56 extending through the upper end of the lever 45 and is provided with a plate 57 on its lower end engaging the inner end of the link 53 so as to swing the link 53 and pull the cable 52 to raise the bar 49, disengaging it from the bolt 30.

It should be noted that the upper horizontal frame member 23 is arcuately downwardly recessed at 58 to provide clearance for portions of the outboard motor, indicated generally at 59 to permit the motor to be speared. The outboard motor 59 is secured to the mounting plate 27 by its conventional clamp 60 and the motor 59 is operated in the conventional manner to drive the boat 11. On reaching particularly shallow water the motor 59 can be lifted as required so that the propeller 61 is out of danger of engagement with the bottom of the body of water in which the boat is floating. Furthermore, the motor 59 can be supported in driving position at a point spaced above its lowermost position, supported by the bar 49 engaging the bolt 30. By use of the cable 36 the motor 59 can be swung to a horizontal position with the upper portion of the motor 59 inboard of the boat 11 to permit service to be performed on the motor 59 without necessitating its detachment from the mounting plate 27.

Having thus described the preferred embodiment of the invention, it should be understood that numerous structural modifications and adaptations may be resorted to without departing from the scope of the appended claim.

What is claimed is:

In an outboard motor mounting attachment for a boat having a transom board at the stern thereof and including an inverted U-shaped transom plate adapted for engagement over the transom of a boat, a pair of spaced apart substantially U-shaped parallel frame members positioned rearwardly of said transom plate, said frame members each having a depending portion at the extremity of the upper leg thereof, means pivotally securing said depending portions to the upper forward end portion of said transom plate, a mounting plate positioned rearwardly of said transom plate extending between and connecting the bight portions of said frame members together, a pair of forwardly extending angle iron members secured to the lower edge of said mounting plate, a bolt extending through said angle iron members and the lower legs of said U-shaped frame members, and hand actuatable means for pivoting said frame members on said transom plate, the improvement consisting in latching means for releasably holding said frame members in adjusted position comprising a rearwardly extending brace bar having the forward end pivotally connected to said transom plate adjacent the lower ends of the latter, said bar being provided in the lower edge thereof with spaced notches each selectively engageable with said bolt, and a cable having one end secured to the rearward end of said bar and having the other end adapted for connection to a hand actuatable lever in the boat, said bar being operable upon execution of pivotal movement of said frame members in one direction to ride over said bolt and to engage said bolt and prevent pivotal movement of said frame members in the other direction.

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