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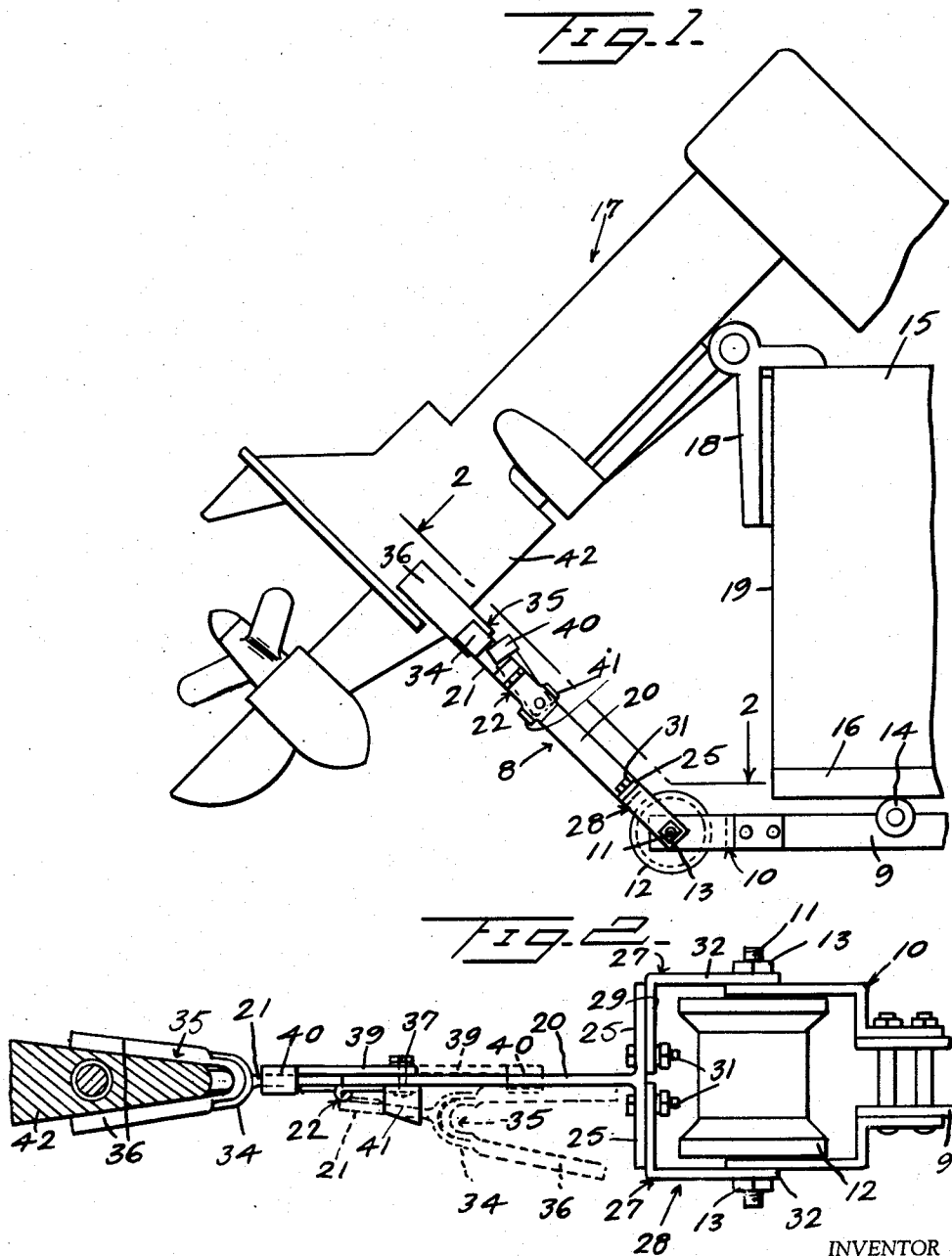
S. L. ANDERSON

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OUTBOARD MOTOR SUPPORTING TRAILER ATTACHMENT

Filed Sept. 19, 1958

2 Sheets-Sheet 1



INVENTOR

S.L. Anderson

BY

John N. Ranselph

ATTORNEY

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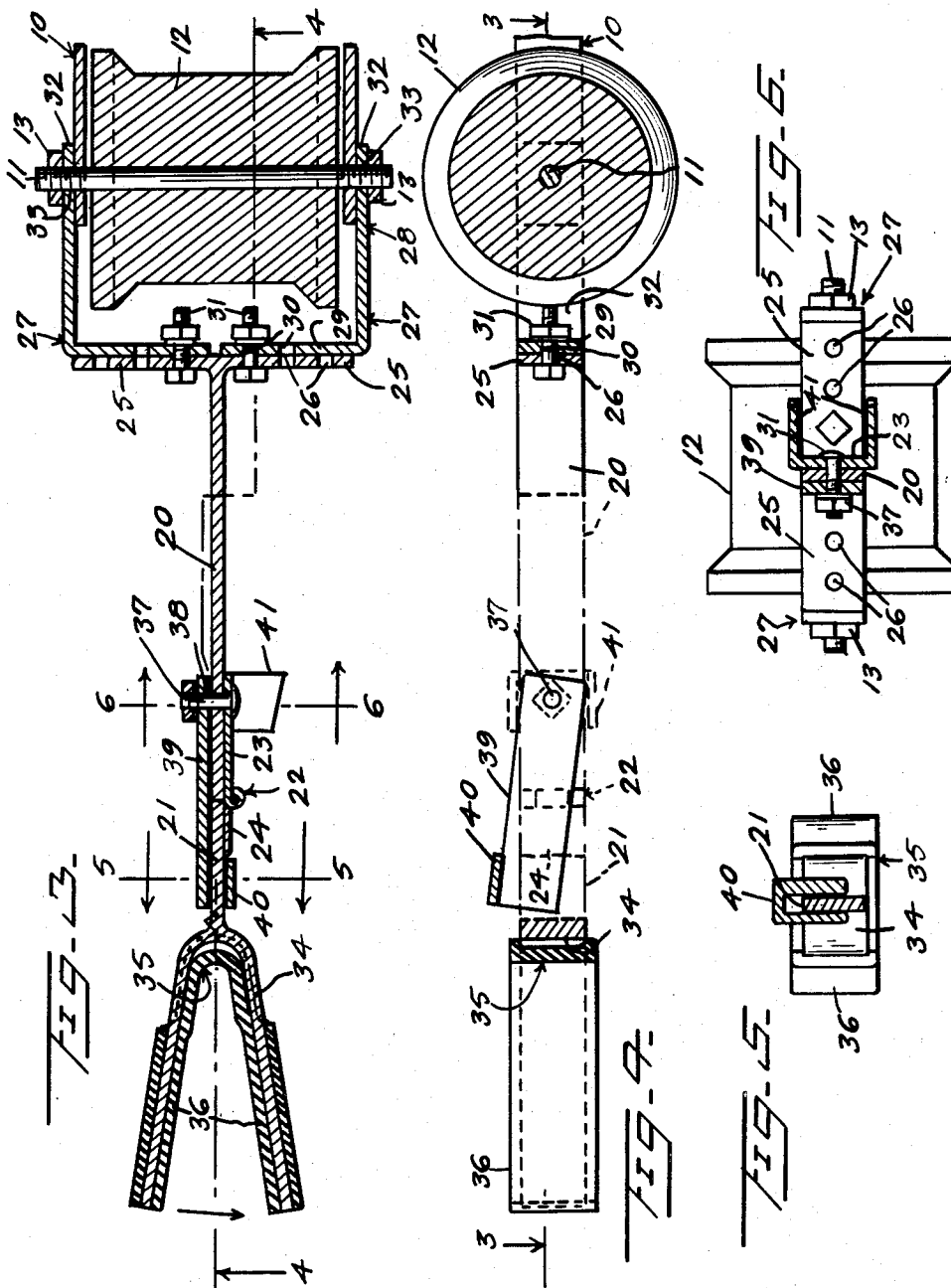
S. L. ANDERSON

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INVENTOR

S.L. Anderson

BY

John N. Ransy

ATTORNEY

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OUTBOARD MOTOR SUPPORTING TRAILER ATTACHMENT

Sidney L. Anderson, Gold Hill, Oreg.
(Rt. 1, Box 527, Central Point, Oreg.)

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3 Claims. (Cl. 248—351)

This invention relates to a novel attachment of extremely simple construction capable of being readily mounted upon a conventional boat trailer and which may be utilized for partially supporting the weight of an outboard motor, attached to the transom of a boat carried by the trailer.

More particularly, it is an aim of the present invention to provide an outboard motor support which can be utilized as an attachment for a boat trailer to enable a boat, with an outboard motor attached thereto, to be safely transported on the trailer without risk of damage to the boat transom or keel resulting from the weight of the outboard motor and the up and down movement of the trailer chassis, boat and outboard motor, while traveling over rough roads.

A further object of the invention is to provide an outboard motor supporting trailer attachment which may be quickly and easily applied to a boat trailer and which requires the use of no tools in connecting the supporting attachment to the outboard motor or in disconnecting it therefrom.

Still another object of the invention is to provide such a supporting attachment which may be left mounted upon the trailer when not in use, and which will not interfere with the movement of a boat onto or off of a trailer.

Still another object of the invention is to provide an attachment which may be adjustably positioned to most conveniently engage a part of an outboard motor for supporting the outboard motor at a most desirable carrying angle relative to the boat transom.

Various other objects and advantages of the invention will hereinafter become more fully apparent from the following description of the drawings, illustrating a presently preferred embodiment thereof, and wherein:

Figure 1 is a side elevational view showing the outboard motor supporting attachment in an applied and operative position in relation to a rear portion of a trailer and boat and an outboard motor engaged by the attachment;

Figure 2 is an enlarged sectional view partly in top plan, taken substantially along the line 2—2 of Figure 1;

Figure 3 is an enlarged substantially horizontal sectional view on an enlarged scale of the supporting attachment, taken substantially along a plane as indicated by the line 3—3 of Figure 4;

Figure 4 is a longitudinal, vertical sectional view, taken substantially along the line 4—4 of Figure 3, and

Figures 5 and 6 are cross sectional views, taken substantially along planes as indicated by the lines 5—5 and 6—6, respectively, of Figure 3.

Referring more specifically to the drawings, for the purpose of illustrating a preferred application and use of the outboard motor supporting trailer attachment, designated generally 8 and comprising the invention, a rear end portion of a boat trailer tongue 9 is illustrated in Figures 1 and 2, and has a fork 10 connected to and projecting from the rear end of said tongue. An axle

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11 extends through the outer ends of the arms of the fork 10 for journaling a roller 12 thereon between the fork arms. Nuts 13 threadedly engage the ends of the axle 11, outwardly with respect to the fork arm, for maintaining said axle in engagement with the fork. The tongue portion 9, as illustrated, is disposed rearwardly with respect to the axle and ground engaging wheels, not shown, of the trailer, and above which a part of the tongue 9 is yieldably supported relative to the axle, as is conventional in two wheeled boat trailers. The tongue 9 is provided with a plurality of additional rollers 14, one of which is shown in Figure 1. The rear portion of a boat 15 is shown mounted on a trailer and with the boat keel 16 engaging the roller 14. The keel 16 also engages the roller 12 in movement onto and off of the trailer. A portion of a conventional outboard motor 17 is shown with a clamp 18 thereof secured in a conventional manner to the transom 19 of the boat 15. All of the parts previously described are of conventional construction and are illustrated merely to afford a better understanding of the mounting and use of the attachment 8.

The attachment 8 includes two rigid bars 20 and 21 which are connected to one another by a hinge 22, the leaves 23 and 24 of which are secured to complementary sides of the bars 20 and 21, respectively, as best seen in Figure 3. The hinge 22 is arranged so that when the leaves 23 and 24 thereof are extended relative to one another the bars 20 and 21 will be disposed in extended positions relative to one another with adjacent ends thereof in abutting engagement.

The bar 20 is provided at its other inner end with a crosshead formed of corresponding laterally extending arms 25 which are disposed in alignment with one another and each of which is provided with spaced openings 26. Two angle members 27 combine with the crossarms 25 to form a fork 28. Each angle member 27 has an arm 29 which is disposed against the outer side of one of the arms 25 and which is provided with longitudinally spaced openings 30 to selectively register with the openings 26 of said arm 25 for receiving a nut and bolt fastening 31. The other arms 32 of the angle members 27 extend outwardly from the remote ends of the arms 29 and are disposed substantially parallel to one another for straddling the arms of the fork 10. Said fork arms 32 are provided with apertures 33 through which the ends of the axle 11 extend, and the nuts 13 are disposed on the outer sides of the fork arms 32 for swingably mounting the supporting attachment 8 on the axle 11. The openings 26 and 30 enable adjustment of the arms 29 outwardly or inwardly relative to the crossarms 25 for varying the width of the fork 28 for straddling forks 10 of different widths.

The outer bar 21 has a bifurcated outer end 34, preferably in the form of a substantially V-shaped fork, as best seen in Figures 2 and 3. A cushioning member 35, preferably formed of soft rubber, completely lines the interior of the fork 34 and includes sleeve portions 36 which encase and snugly engage the outer portions of the furcations of the fork 34 for retaining the cushioning member 35 in an applied position.

The bolt of a nut and bolt fastening 37 extends transversely through the bar 20, adjacent to but spaced from the bar 21, and loosely through an opening 38 in one end of a latch bar 39, for swingably mounting said latch bar on the side of the bar 20, opposite to the side thereof to which the hinge leaf 23 is secured. The other free end of the latch bar 39 has an angular extension forming a yoke 40, as best seen in Figure 5, which opens downwardly when the latch bar 39 is swung outwardly and downwardly toward the bar 21, so that said yoke will embrace the bar 21 inwardly of but adjacent the fork

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34 for securely holding the bar 21 in an extended position, as illustrated in the drawings.

The latch bar 39 can be swung upwardly and inwardly to a released position, as illustrated in dotted lines in Figure 2, out of engagement with the outer bar 21, so that the bar 21 can be swung inwardly about the axis of the hinge 22 to a folded position thereof, as illustrated in dotted lines in Figure 2. Vertically spaced ears 41 project laterally from the bar 20 to receive and frictionally grip therebetween a portion of the bar 21, when said bar 21 is swung to its folded position. The ears 41 may form extensions of the top and bottom edges of the hinge leaf 23, as illustrated in Figure 6.

With the bar 21 latched in an extended position by being engaged by the yoke 40 of the latch bar 39, the support 8 is swung upwardly about the axle 11 to an upwardly and rearwardly inclined position, as seen in Figure 1, so that a part of the housing 42 of the outboard motors 17 can be snugly engaged in the fork 34, for partially supporting the weight of the outboard motor 17 in a raised position relative to the boat transom 19. The angle of the support 8 may be varied, relative to its position of Figure 1, for engaging the motor housing 42 either above or below the position as shown in Figure 1, for supporting the outboard motor 17 at a most convenient angle. The cushioning liner 35 prevents the outboard motor housing 42 from being damaged by contact with the support 8. It will be readily apparent that the support 8 will relieve the boat transom 19 of a substantial part of the weight of the outboard motor 17 and will prevent leverage forces being exerted by the outboard motor on the boat transom due to up and down movement of the boat and trailer while the trailer is traveling over a rough road, and which leverage forces frequently damage a boat transom and keel. In addition, since the trailer tongue 9 is yieldably supported by the trailer springs, not shown, the support 8 will be yieldably supported relative to the trailer wheels and axle, not shown, to effectively cushion vibratory movement of the outboard motor 17.

It will be understood that while the boat 15 is being moved into a position on the trailer or being removed therefrom, that the support 8 will be disengaged from the outboard motor 17 and will be swung downwardly to a downwardly inclined position relative to the tongue 9 so as not to obstruct such movement of the boat and outboard motor relative to the trailer. When the support 8 is not in use, as when a boat is not mounted on the trailer, said support is folded as shown in dotted lines in Figure 2 and may be permitted to hang in a depending position beneath the axle 11 and will not extend below the level of the trailer axle. If preferred, the support 8,

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while folded, may be swung upwardly and forwardly to a position overlying and resting on the tongue 9.

From the foregoing it will be readily apparent that the supporting attachment 3 may be quickly and easily mounted upon a conventional boat trailer and may be quickly and easily adjusted from a folded to an extended position or conversely and may be engaged with or disengaged from the housing of an outboard motor, without the use of any tools.

Various modifications and changes are contemplated and may be resorted to, without departing from the function or scope of the invention as hereinafter defined by the appended claims.

I claim as my invention:

1. The combination with a trailer tongue having a rear end provided with a fork and a roller supporting axle extending through said fork and having ends projecting outwardly from opposite sides of the fork; an outboard motor supporting attachment comprising an elongated bar having an inner end and an outer end, a fork connected to the inner end of said bar, said fork straddling the trailer tongue fork, said axle ends extending through the bar fork for swingably mounting the bar on the axle, and a fork forming an extension of the outer end of the bar and adapted to receive therein a part of an outboard motor housing for partially supporting the weight of an outboard motor attached to a boat which is mounted on a trailer of which the trailer tongue forms a part.
2. A combination as defined by claim 1, said bar forks being disposed substantially coplanar, said bar comprising end sections, a hinge joint connecting said end sections of the bar between the forks thereof, and the axis of said hinge joint being disposed perpendicular to the plane of the bar forks.
3. A combination as defined by claim 2, and a rigid latch member swingably connected to one of the bar sections and having a free end provided with a yoke portion straddling the other bar section, in an operative position of said latch member, for retaining said bar sections in extended positions relative to one another.

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