

Nov. 6, 1928.

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L. T. SAVAGE  
OUTBOARD ENGINE BRACKET

Filed April 13, 1927

*Fig. 1.*

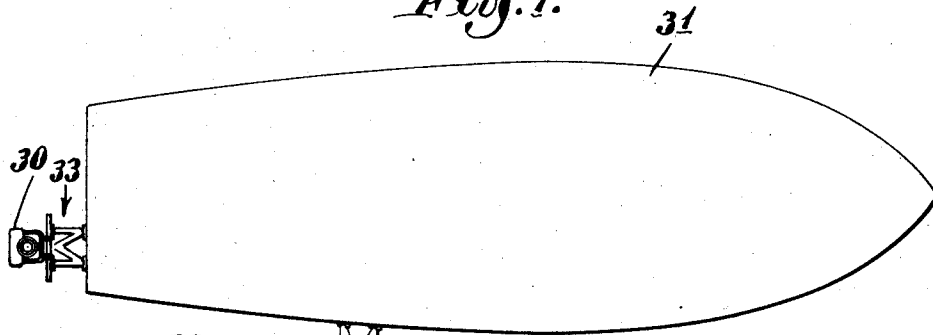


*Fig. 3.*

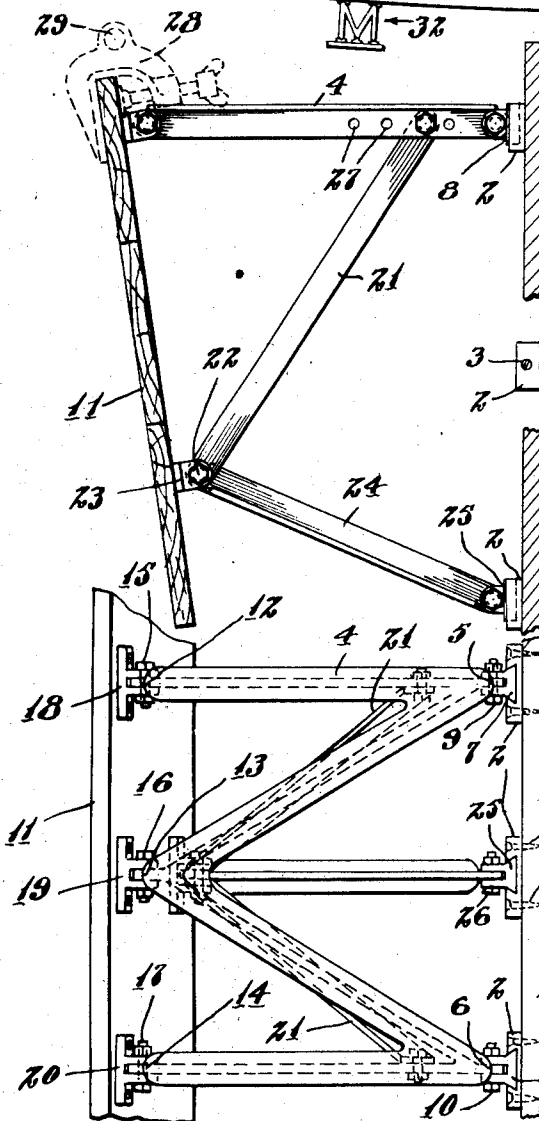


*Fig. 4.*

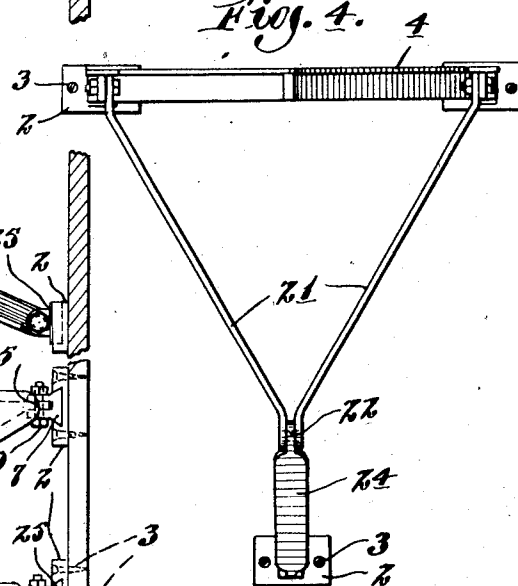


*Fig. 5.*

Inventor  
L. T. Savage  
by James F. Waddell  
Attorney

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# UNITED STATES PATENT OFFICE.

LLEWELLYN T. SAVAGE, OF BOSTON, MASSACHUSETTS, ASSIGNOR TO JOHN M. KEYES  
AND LAURA H. KEYES, BOTH OF CONCORD, MASSACHUSETTS.

## OUTBOARD-ENGINE BRACKET.

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My present invention relates to brackets, and more particularly to brackets adapted for use with outboard engines.

An important object of the present invention is the provision of such an outboard engine bracket applicable to boats or vessels upon which it has been heretofore found difficult, if not impossible, to properly mount an outboard motor. This is particularly true with regard to boats having considerable freeboard.

A further and important feature of the present invention is the fact that by my novel outboard engine bracket construction I deflect the exhaust gases, and consequent soot, away from direct contact with the boat or vessel on which the engine is utilized. This is an important consideration, since, when utilizing an outboard engine or motor on a boat with white or light paint, the finish quickly becomes soiled, marring the appearance of the boat.

A still further important feature of the present invention resides in the fact of adjustability, and of ready attachment and detachment from the vessel.

In carrying out my present invention I utilize a plurality, preferably three, of sockets or groove members, preferably permanently secured to the vessel. The outboard engine bracket comprises an outboard to which the engine is secured, and interposed between this outboard and the sockets or groove members are a plurality of adjustable and reinforcing braces, webs, or arms. Certain of these arms or braces are equipped with tenons, or plug members, adapted to fit within the aforesaid socket members, their attachment and detachment being merely a matter of positioning the same in the sockets, and removing the same therefrom. My novel outboard engine bracket can be applied to any desired portion of the vessel, on the sides, quarters, or stern, and can be applied at any height, the position of the bracket being largely determined by the size of the boat to be driven, the freeboard of the boat, and the construction of the boat.

I believe that my outboard engine bracket is novel, and I have therefore claimed the same broadly herein.

Further features of the invention, details of construction, and advantages, will be hereinafter more fully pointed out and claimed.

As shown in the drawings,

Fig. 1 is an outline view of a vessel with bracket attached both on side and stern;

Fig. 2 is a top plan view of the bracket;

Fig. 3 is a vertical sectional view of the bracket; and

Fig. 4 is an end view of the outboard supporting and retaining bars or braces.

As shown in the drawings, 1 designates the hull of a vessel to which my novel bracket is applied. A plurality of groove members or sockets 2 are permanently affixed to the hull 1 by means of lag screws or the like 3. A top frame 4 is comprised of a plurality of arms, generally shaped like the letter M, and at the two points 5 and 6 these arms are provided with tenons or plug members 7 and 8 respectively. The tenons or plug members 7 and 8 are pivotally attached to the arms at the points 5 and 6 by bolts or pivot pins 9 and 10 respectively. An outboard 11 is pivotally attached to the frame 4 at the points 12, 13, and 14 by means of bolts or pivot pins 15, 16 and 17 respectively, yoke members 18, 19, and 20 being secured to the outboard 11, and the pivot pins 15, 16 and 17 passing through the arms of the said yokes and through the frame 4 at the points 12, 13 and 14. Adjustably secured to the side members of the frame 4 are a pair of depending straps or strips 21, joining at a common pivot point 22, at the yoke member 23 secured to the outboard 11. A single reinforcing web or arm 24 is likewise jointed to the yoke 23 at the pivot point 22, and depends therefrom, at an angle, terminating in the tenon or plug member 25, pivoted to the arm 24 by bolt or the like 26. This tenon or plug 25 fits in the lower groove or socket member 2. The straps 21 are adjustable along the side members of the frame 4, and can be secured in any one of the recesses 27, 27', to vary the angle of the outboard 11. The outboard engine bracket being positioned in the groove or socket members 2, a clamp or clamps 28 are secured to the outboard 11, these clamps 28 being a part of the outboard engine, which is usually affixed to said clamps through the recesses 29. I have not deemed it necessary to illustrate the entire engine, except in conventional form as shown at 30 in Fig. 1. When it is no longer desired to use the outboard engine, the entire bracket can be readily raised from the socket members 2, collapsed and stowed away.

As shown in Fig. 1, the boat or vessel may have the outboard engine bracket 32 se-

cured at the side or may have a bracket secured at the stern as at 33. The positioning of these brackets, as heretofore stated, is optional, and will, of course, vary with boats or  
5 vessels of varying sizes and dimensions. When the bracket is attached to the side of a vessel, the outboard engine attached thereto may be swung on its own pivot, by means of  
10 its tiller or tiller ropes, in order to properly position the same for forward propulsion of the vessel. This arrangement has not heretofore been possible with prior means for attaching said outboard engines to boats.

The feature of adjustability of my novel  
15 bracket for varying the angle of the outboard 11, will be appreciated by those utilizing outboard engines, as the pitch of this outboard 11 can be readily varied to derive the greatest driving power from the outboard engine.

20 The feature of collapsibility of the present device will also be found of great advantage.

It will thus be seen that I have devised an extremely efficient, handy, strong and durable outboard engine bracket, and one which is  
25 capable of practically instant attachment or detachment.

While I have necessarily described my present invention somewhat in detail, it will be appreciated that I am not limited thereto, but

may vary the size, shape, and arrangement of 30 parts, within reasonably wide limits without departing from the spirit of the invention.

My invention is further described and defined in the form of claims as follows:

1. The combination with the hull of a boat, 35 of a bracket attached thereto and extending outwardly therefrom, an outboard engine support pivotally attached to the bracket, and a strut pivotally attached to the outboard engine support and adjustably attached to the bracket, whereby the angle of the outboard 40 engine support with respect to the hull may be varied at will.

2. The combination with the hull of a boat, 45 of a bracket pivotally attached thereto and extending outwardly therefrom, an outboard engine support pivotally attached at its upper end to the bracket, a strut pivotally attached to the hull and to the outboard engine support and at a point remote from the bracket and a 50 second strut pivotally attached to the outboard engine support and adjustably attached to the bracket, whereby the angle of the outboard engine support with respect to the hull 55 may be varied at will.

In testimony whereof, I have signed my name to this specification.

LLEWELLYN T. SAVAGE.