April 15, 1941. W. E. GOODWIN 2,238,168

SUPPORT FOR OUTBOARD MOTORS

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Fig. 1.

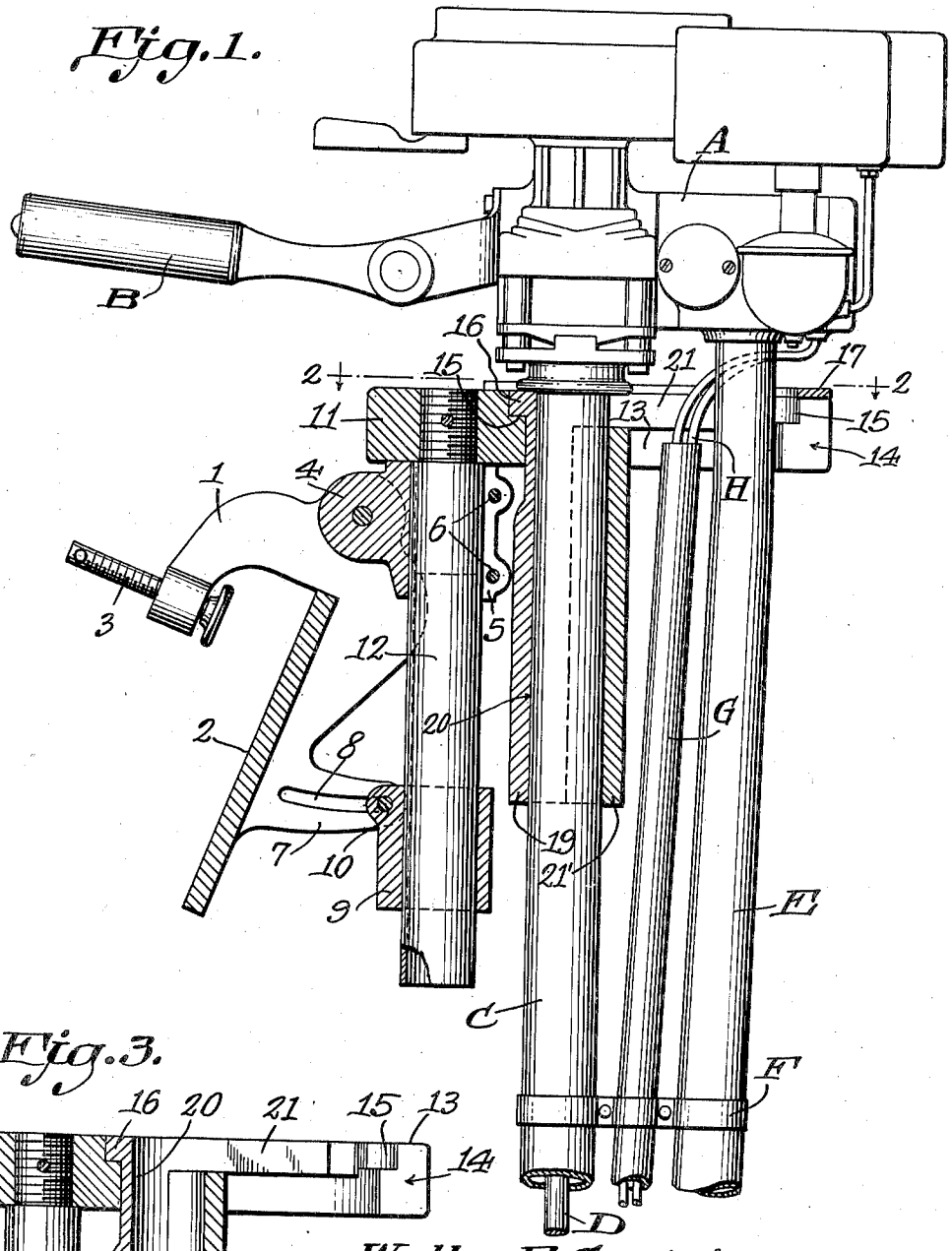
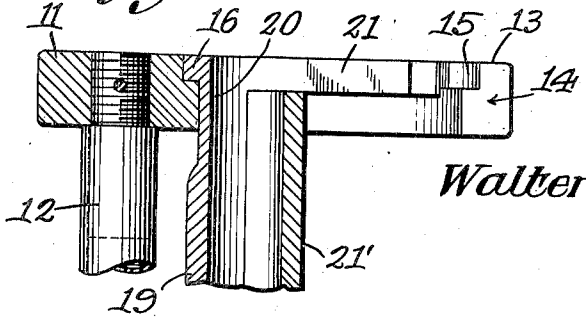


Fig. 3.



Walter E. Goodwin INVENTOR.

BY Albert Bros.

ATTORNEYS.

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Fig. 2.

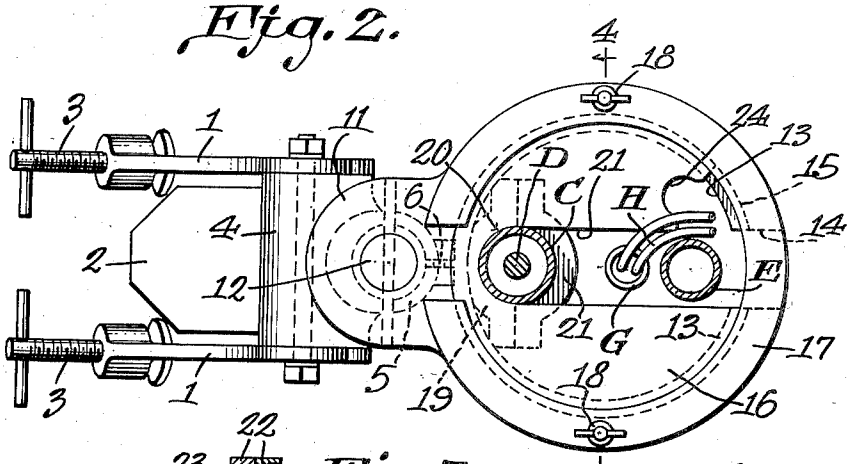


Fig. 7.

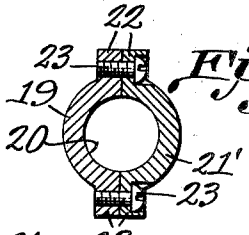


Fig. 5.

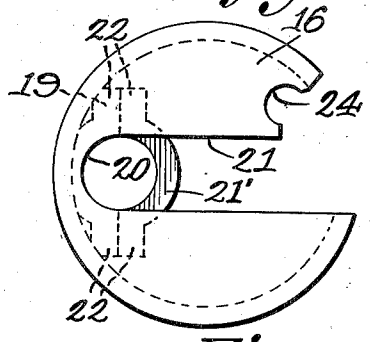


Fig. 4.

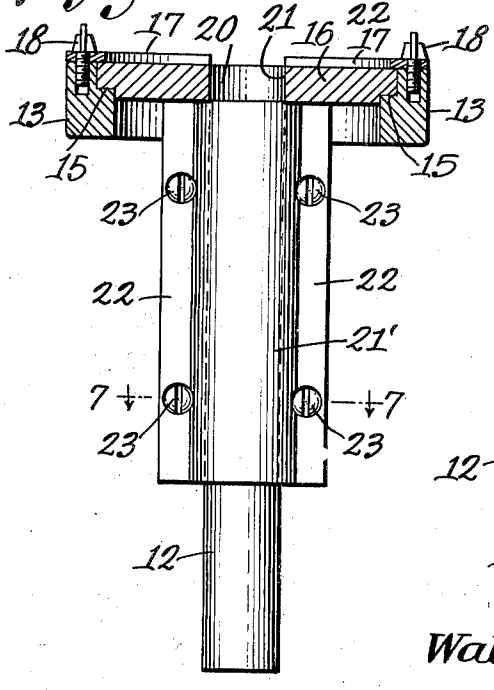
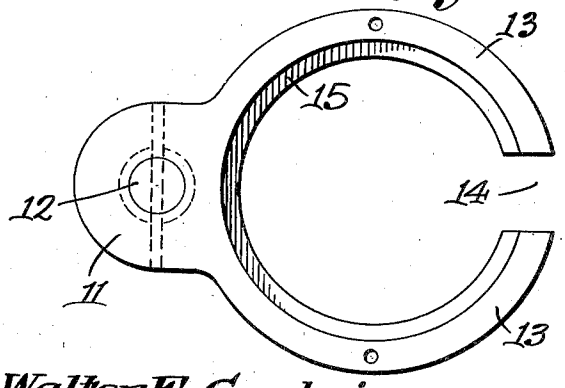


Fig. 6.



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ATTORNEYS.

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UNITED STATES PATENT OFFICE

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SUPPORT FOR OUTBOARD MOTORS

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Application September 30, 1939, Serial No. 297,406

1 Claim. (Cl. 248—4)

This invention relates to a support for outboard motors and an object is to provide a structure of this character which is so constructed as to allow the motor to be rotated in a circle for the purpose of propelling the boat in any desired direction.

It is a further object to provide simple but efficient means by which the motor can be held in any position to which it is adjusted without requiring the use of the handle or lever as is usually the case.

With the foregoing and other objects in view which will appear as the description proceeds, the invention consists of certain novel details of construction and combinations of parts hereinafter more fully described and pointed out in the claim, it being understood that changes may be made in the construction and arrangement of parts without departing from the spirit of the invention as claimed.

In the accompanying drawing the preferred form of the invention has been shown.

In said drawing

Figure 1 is a view of a portion of an outboard motor mounted in a support such as constitutes the present invention.

Figure 2 is a section on line 2—2, Figure 1, the clamping ring being shown in plan.

Figure 3 is a central vertical section through the head of the support.

Figure 4 is a vertical transverse section through the support taken on the line 4—4, Figure 2.

Figure 5 is a top plan view of the adjustable member of the support.

Figure 6 is a top plan view of the head.

Figure 7 is a section on line 7—7, Figure 4.

Referring to the figures by characters of reference, 1 designates yokes carrying a clamping plate 2 and clamping screws 3, the screws and plates cooperating to grip the transom of a boat as ordinarily. A block 4 is connected to and pivotally mounted between the yokes 1 and carries a split sleeve 5 having transverse bolts 6 whereby this sleeve can be contracted about a shank when inserted thereinto. Arms 7 are extended outwardly from the yokes back of the plate 2 and are slotted as at 8 so as to be adjustably engaged by a sleeve 9 adapted to aline with the sleeve 5. This sleeve is connected to the arms 7 for both sliding and angular adjustment, a clamping bolt 10 being used for this purpose.

The support constituting the present invention includes a head 11 in which is secured one end of a shank 12 which extends downwardly within the sleeves 5 and 9 and is adapted to be securely gripped in the sleeve 5 by tightening the bolt 6. This head has oppositely extending arcuate arms 13 spaced apart at their free ends to provide a gap 14 and these arms are provided, at their inner sides, with a rabbet or recess 15 forming a part of a circle.

A disk 16 is mounted on the seat 15 with its upper surface slightly above the upper surfaces of the arms 13 and the marginal portion of this disk is locked by a split clamping ring 17 held to the arms 13 by thumb screws 18 or the like which, when tightened, will bind the ring upon the disk so as to hold said disk against rotation between the arms in which it is seated.

A bearing member extends downwardly from and is preferably integral with the disk 16 as shown at 19, this bearing member being formed with a longitudinal semicircular channel 20 which alines with the inner rounded end of a slot 21 extending diametrically within disk 16 and open at its outer end. A removable bearing member 21' is normally extended across the channelled face of the member 19 and both of these members are provided with longitudinal flanges 22 detachably connected by bolts 23 or the like.

An outboard motor head has been indicated generally at A and is provided with the usual handle B whereby the motor can be shifted bodily about an upwardly extending axis. This outboard motor has the usual depending tubular housing C in which is located a drive shaft D. This housing can be braced to an exhaust pipe E by means of a connection F which can also be used for holding in place the tubular container G of drain and/or lubricating pipes H such as commonly employed in outboard motors.

In practice the yokes 1 are connected to the transom of a boat in the usual way and the head 11 is mounted in the sleeves 5 and 9 by inserting shank 12 and gripping it as before explained. Bearing plate 21' is removed and clamping ring 17 is also removed. The outboard motor is then positioned with the housing C and exhaust pipe E back of the gap 14 after which these parts are inserted backwardly into slots 20 which registers with the gap until housing C is brought into the channelled bearing member 19. Disk 16 is lowered onto its seat 15 and bearing plate 21' is secured in position. Ring 17 is then placed on the arms 13 so as to bridge the gap 14 and it is held in place by the binding screws 18. If these screws are not tight the outboard motor can be rotated readily about the axial center of the disk

16, which is the center of the space defined by the arms 13. This adjustment of the outboard motor is effected by means of the handle B and by mounting the motor as described, it will be apparent that it can be rotated to any angle within a circle, thereby operating to drive the boat in any direction desired. Whenever it is deemed advisable to hold the motor in position after it has been adjusted, it becomes necessary merely to tighten the thumb screws 18 so that ring 17 will bind upon the disk 16. Thus the motor will be held in the position to which it has been adjusted and it will not be necessary to retain a grip upon the handle or lever B.

It has been found that by cutting away one side wall of the slot 20, as shown at 24, the support is adapted for use with more than one type of outboard motor because this cut-away portion permits the reception of certain depending parts found on some structures.

What is claimed is:

The combination with a transom-engaging structure having a sleeve, of a shank gripped within the sleeve, a head fixed on the shank, opposed arcuate arms extending from the head and providing a gap between their free ends, said arms and head cooperating to form an arcuate seat extending to the gap, a disk mounted on the seat and having a slot positioned to register with the gap, a member fixed to and depending from the disk at the inner end of the slot, said slot being proportioned to receive the depending portions of an outboard motor when inserted through the gap and longitudinally of the slot, means detachably connected to the depending member and cooperating therewith for embracing and holding a depending portion of an outboard motor, and clamping means carried by the arms for engaging the disk to hold said disk against rotation relative to the arms.

WALTER E. GOODWIN.