J. H. MAXWELL.

MOUNT FOR OUTBOARD MOTORS.

APPLICATION FILED NOV. 23, 1915.

1,190,663.

Patented July 11, 1916.

Fig. 1

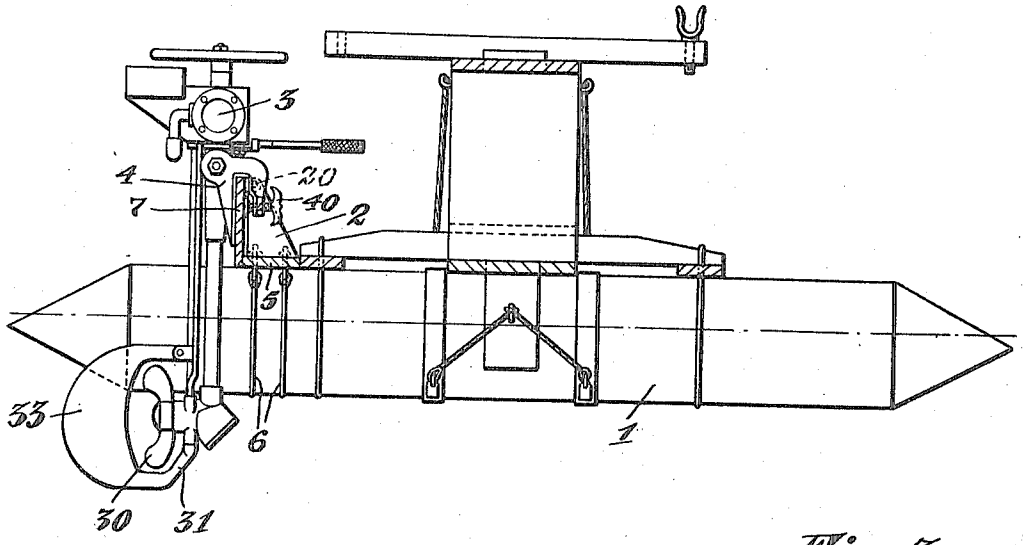


Fig. 2

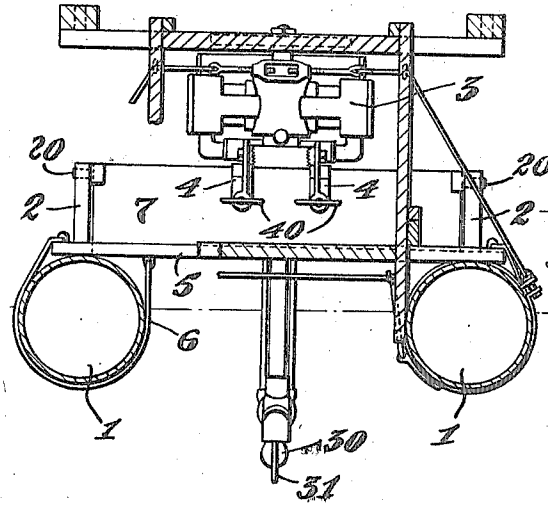
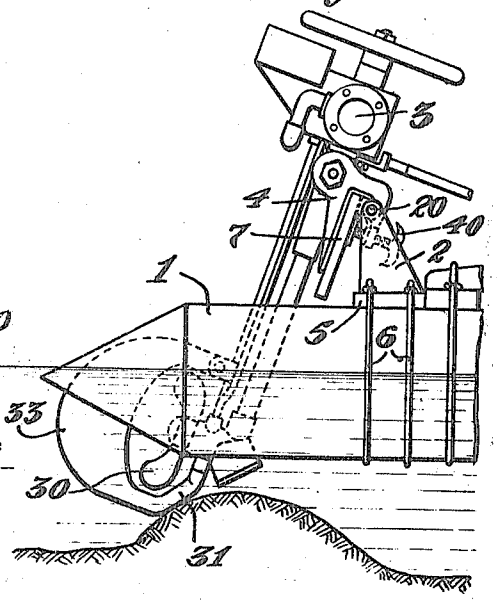


Fig. 3



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UNITED STATES PATENT OFFICE.

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MOUNT FOR OUTBOARD MOTORS.

1,190,663. Specification of Letters Patent. Patented July 11, 1916.

Application filed November 23, 1915. Serial No. 63,129.

To all whom it may concern:

Be it known that I, JAMES H. MAXWELL, citizen of the United States, and resident of Seattle, King county, Washington, have invented certain new and useful Improvements in Mounts for Outboard Motors, of which the following is a specification.

My invention relates to the manner of mounting or supporting motors and propeller mechanisms upon boats, rafts, and the like.

The object of my invention is to provide a means for mounting motors and propelling mechanism, more particularly the type which is generically known as out-board motors, upon rafts, boats, and the like, so that it may be permitted to swing rearwardly and slide over a rock or like obstruction which it might encounter while in use.

My invention comprises certain novel features of construction, which will hereinafter be described and specifically defined in the claims.

In the accompanying drawings I have shown my invention as applied to an outboard motor, which is mounted upon a raft. It is, however, evident that the same principles may apply in the mounting of a like motor upon a boat.

Figure 1 is a longitudinal sectional elevation of the raft taken between the two floats 1. Fig. 2 is a transverse section taken through the seat. Fig. 3 is a side elevation of the rear end of the raft, showing the motor as sliding over a stone or elevation in the bottom of the body of water.

Out-board motors as usually constructed are designed to have their propellers located well beneath the surface of the water, in which case they quite generally extend some distance lower than the bottom of the boat or raft. Under such conditions they are in position to contact with a stone or other obstruction over which the boat or raft will pass freely. In such case damage is likely to ensue by reason of the bending or breaking of some part. By my invention the motor is mounted to swing upon a transversely extended horizontal axis, a stop being provided to prevent the lower end, which carries the propeller, from swinging forwardly beyond the desired position, while permitting free swinging rearwardly.

In the drawings I have shown my device mounted upon a raft, which raft consists of two pontoons 1, and the connecting frame work. The board 5 which extends between the pontoons may be a part of the normal frame of the raft, or as herein shown, a separate board which is secured upon the pontoon by means of the encircling bars or cords 6. This board carries two brackets or standards 2, these having the face which is toward the rear of the raft or boat substantially vertical. A vertical board 7 is journaled by pins 20 upon the upper part of these brackets. The forward swing of the lower edge of this board is limited by contact, either with the rear faces of the bracket 2, or the rear edge of the board 5, or in any other suitable manner, to such position as will place the propeller 30 of the outboard motor, which is mounted thereon, in proper position. The out-board motor, which as a whole is indicated by the number 3, is secured to the board 7. As herein shown this motor is provided with clamps 4 adapted to embrace the upper edge of the board 7, and to be secured thereon by clamping screws 40. Under these conditions of mounting if the guard 31, which forms the lowermost edge of rudder 33 of the outboard motor, hits a stone or other obstruction, it will ride over the same as is indicated in Fig. 3. The motor is at all times free to swing in this direction, and after passing an obstruction will immediately swing back into its normal position. By reason of this, accident to the propeller will be prevented.

What I claim as my invention and desire to patent is:

1. The combination with a raft or like construction of a board adapted for use as a support for an outboard motor and pivoted by one edge to swing in a fore-and-aft direction.

2. A support for an outboard motor having a board pivoted by one edge upon a transverse axis and a stop limiting its swing in the direction of the action of the motor.

3. A means for supporting an outboard motor upon a water craft comprising upwardly extending brackets having rearwardly facing surfaces, and a transversely extending board hinged toward its upper edge upon said brackets and adapted to bear against the rearward faces thereof.

Signed at Seattle, Washington, this 18th day of November, 1915.

JAMES H. MAXWELL.