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WHEEL SUPPORT AND CARRIER ATTACHMENT
FOR TRANSPORTING BOATS
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2,484,346

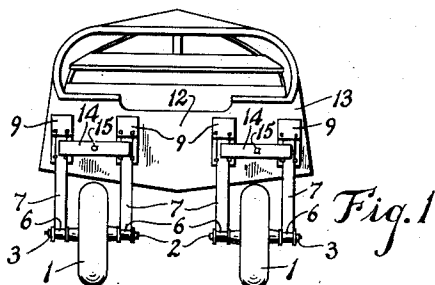


Fig. 1

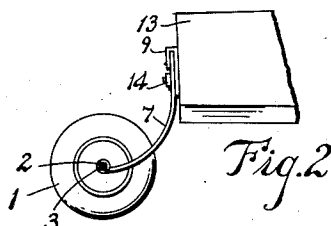


Fig. 2

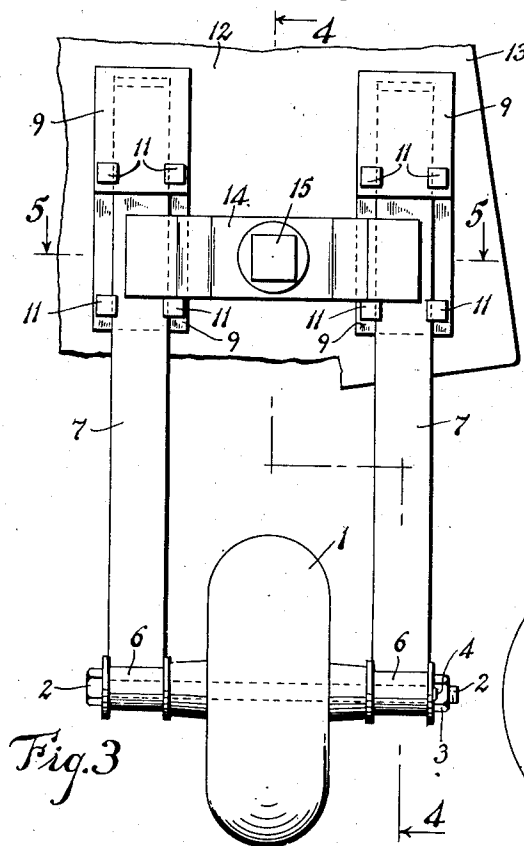


Fig. 3

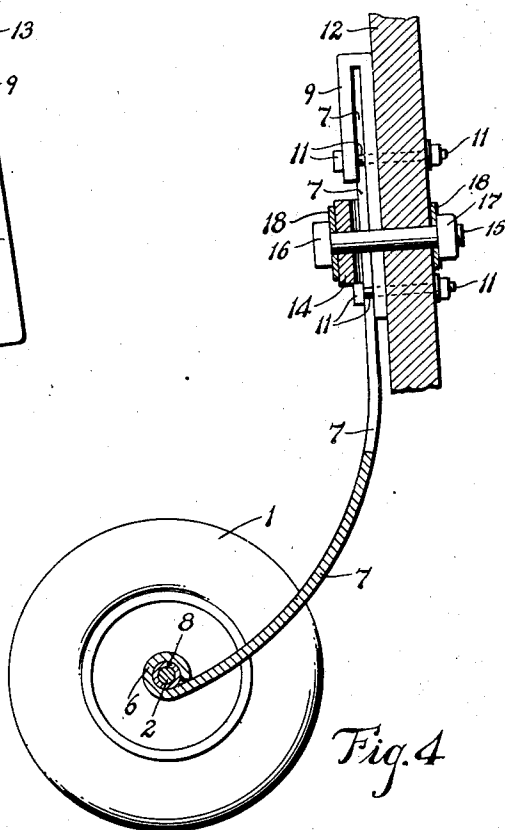


Fig. 4

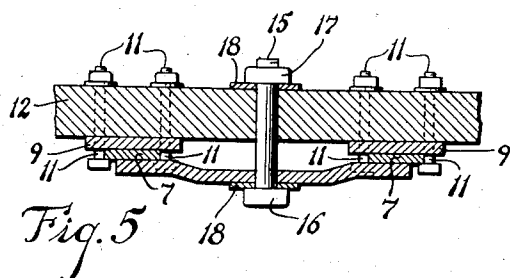


Fig. 5

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WHEEL SUPPORT AND CARRIER ATTACHMENT FOR TRANSPORTING BOATS

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1 Claim. (Cl. 280—61)

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The primary object of my invention is the provision of a detachable and wheeled supporting means for attachment to the body of any object it is necessary or desired to convey from one place to another, and to which the invention may readily be attached.

To better illustrate this, the drawing shows the invention attached to the stern of a boat, whereby the latter, and for which purpose my invention is exceptionally and ideally suited, is readily conveyed from one place to another when either hitched at its bow to a vehicle, or otherwise there uplifted so that it may readily be moved about.

It is thus a principal object of my invention to provide a means whereby the object to which the device is attached may readily be adapted to trail behind the towing means to which it is attached.

A further object of the herein invention is to provide a device which for the purpose of conveying a boat, may readily be substituted for the standard boat cradle and trailer means commonly employed, and thereby completely eliminate the danger of chafing and abrasion of the boat hull, quite common in the use of trailers as a conveying means.

A further object of my invention is to provide a device which may readily be handled by one person provided the object to be conveyed is within the lifting power of that person.

A further object of my invention is to provide a carrier device possessing individual wheel suspension, and whereby road shock to the object carried is materially reduced if not entirely eliminated.

A further object of my invention is to provide a device of said characteristics which when in attachment to the stern of a boat, for example, may be left thereon as the latter is placed into the water, and from which the wheels may easily and quickly be removed, if desired, as soon as the boat is afloat, and to which they may as readily be re-attached in the water when it is desired to beach the boat.

A still further object of my invention is the provision of a carrier device which may be carried in a boat when afloat without taking up any appreciable room, and if the boat be equipped with an outboard motor, the latter may be left in place tilted up when the boat is maneuvered about in its placement or removal from the water.

A still further object of my invention is the provision of a carrier device that is directly attached to the body of the object to be moved in

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detachable relation thereto, and whereby the object travels with free motion, without sway, and backing and parking thereof is possible with ease and safety.

And a still further object of my invention is the provision of a device that may easily and quickly be attached to the object to be conveyed and in less time than it would take to load it on a vehicle, boat trailer, for example, and whereby the object itself may be used as a trailer for carrying both people and merchandise, at will.

I attain these objects by the device illustrated in the accompanying drawings, in which:

Figure 1 is a rear or stern view of a boat showing my wheeled support and carrier attached;

Figure 2 is a fragmentary side view of Fig. 1;

Figure 3 is a rear view of one of a pair of identical wheel supports shown in Fig. 1, but on an enlarged scale;

Figure 4 is a side view of Fig. 3 with parts thereof broken away taken on the line IV—IV of said figure, and

Figure 5 is a transverse section of Fig. 3 taken on the line V—V of said figure.

Similar numerals of reference indicate like parts throughout the several views, the device consisting essentially of a pair of frames, each having a wheel attached, and wherein the numeral 1 represents the wheels, 2 is a headed bolt therethrough functioning as an axle, a nut 3 affixed at its threaded end, and a cotter pin 4 extended therethrough comprising one means for securing the wheel to the frame.

Eyes 6 formed from the ends of leaf spring arms 7 surround bushings 8 which serve as bearing members for the bolts 2, and clips or brackets of an inverted U-shape are suitably secured as by bolts 11 to the transom 12 of a boat 13.

A clamping bar 14 bears against the springs 7 and upon tightening of a bolt 15 centrally positioned therein even pressure is exerted against said springs 7 whereby they are held in secured relation to the clips 9. Said bolt 15 has a nut 17 affixed at its threaded end, and washers 18 are positioned adjacent the bolt head 16 of said bolt 15 and said bolt nut 17.

In use, the clips 9 are attached to the object to be moved. If a boat, they could and undoubtedly would be left permanently in place. The spring members 7 are inserted within the clips 9 which actually serve as mounting plates for said springs 7. The bolts 11 which secure the clips 9 to the structure further serve to hold the springs 7 in place against side sway.

As the weight of the object, the stern of the

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boat as illustrated, rests on the ends of the springs 7 at the immediate U-shaped portion of the clips 9, the springs 7 cannot ply loose and disengage from the latter, notwithstanding that the springs 7 are normally loose fit. Be that as it may, to assure against excessive vibration when traveling over rough and otherwise rock strewn or cut-up road surfaces, and thus assure against the possibility of dislodgment, the pressure clamp 14 is provided. It simultaneously exerts a constant even pressure against the springs and holds them in secured relation within the U-shaped clips 9. Tightening the bolt 15 functions to bring that about. Loosening the latter readily permits removal of the springs 7 at will together with the accompanying wheels.

As long as the wheels are bearing the weight of the load, the springs 7 even if the pressure clamps 14 were accidentally broken would retain their position, and thus assure complete safety in use. Moreover, as the device may be produced in varying sizes adequate to the respective loads it may be designed to carry, and with the springs correctly tempered to effectively cushion road shock and absorb the load weight, spring breakage is substantially eliminated.

The entire device weighs considerably less than a standard boat trailer, for example. It is readily produced from materials the open market affords, can be manufactured at a moderate cost, and is simple and highly efficient in use.

I am aware that slight modifications may from time to time be made in the details of structure illustrated without departing, however, from the scope of the herein invention, and as defined in the claim which is appended hereto. Hence, I do not limit my invention to the exact description

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or embodiment of structure herein disclosed, but what I do claim is:

In a wheeled support and carrier for a boat, a pair of brackets having portions of an inverted U-shape, fastenings for securing said brackets to the stern of a boat, a pair of leaf spring arms each having one end thereof removably mounted in said U-shaped portions of said brackets and held against lateral displacement by means of said fastenings, an axle supported by and between the other ends of said arms, a wheel supported on said axle, means for clamping said arms in said brackets, including a bar having each of its ends overlying and bearing respectively against each of said arms beneath said U-shaped portions, and means for adjustably securing said bar to the stern of said boat for detachably removing said wheeled support from said brackets.

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