Sept. 27, 1966 C. A. HANSON 3,274,849

EXTENSION HANDLE FOR OUTBOARDS

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Fig. 1

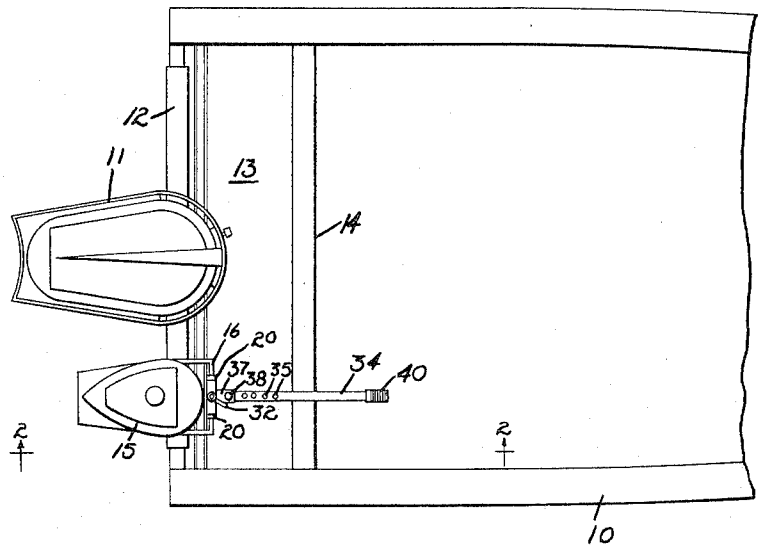
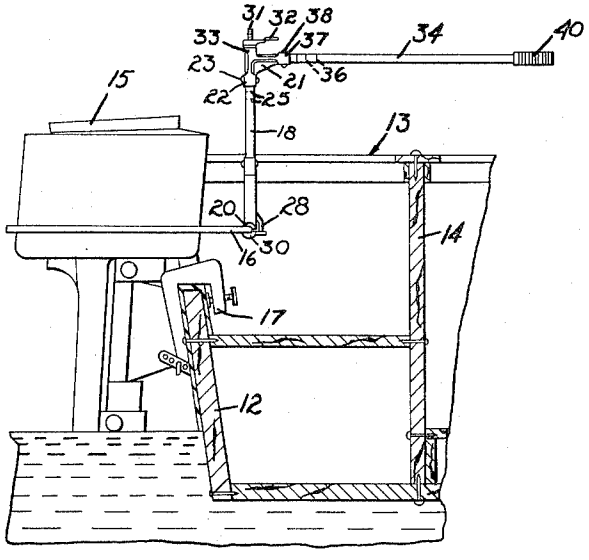


Fig. 2



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Fig. 3

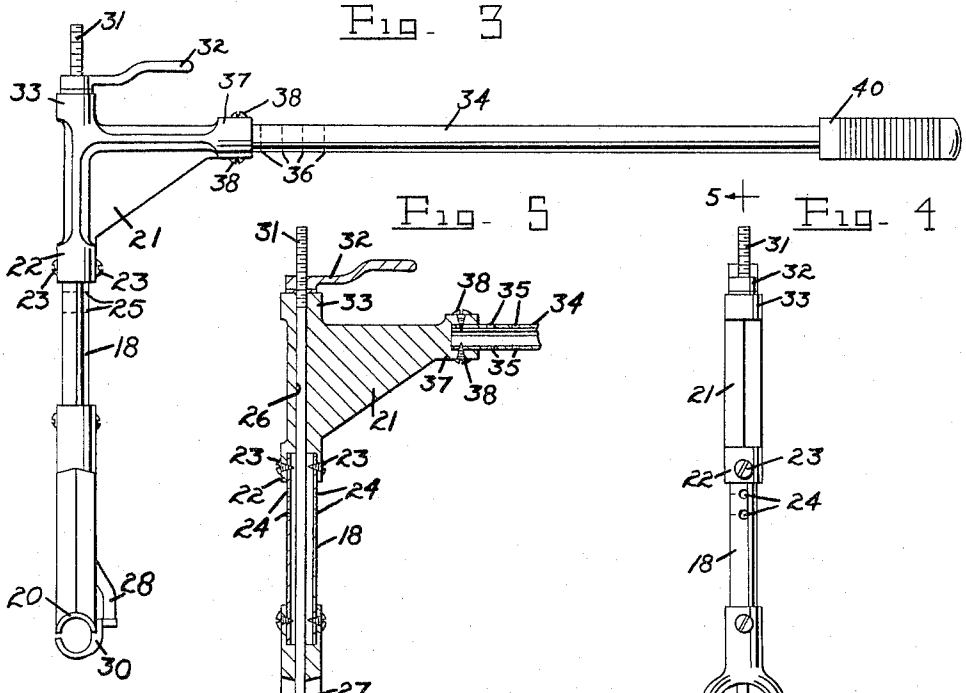


Fig. 5

Fig. 4

Fig. 6

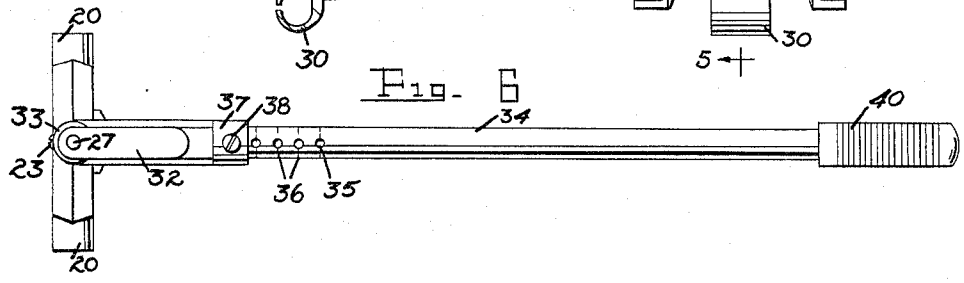
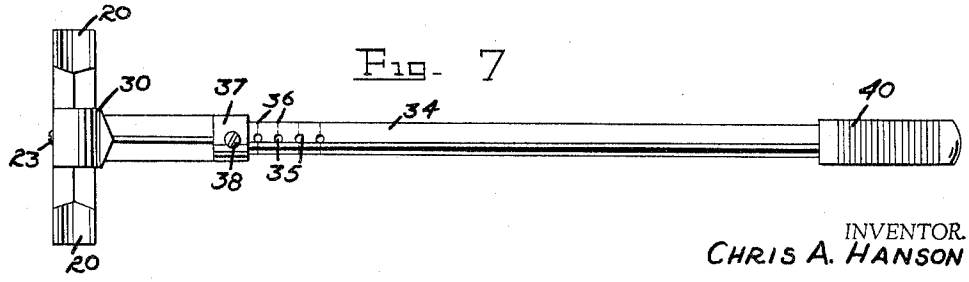


Fig. 7



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EXTENSION HANDLE FOR OUTBOARDS

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5 Claims. (Cl. 74—480)

This invention relates to an extension handle for the steering of an auxiliary marine outboard motor.

Persons owning relatively larger outboard powered boats find it desirable to utilize a small auxiliary outboard motor for emergency use and for trolling while fishing, where a constant slow speed is necessary. Therefore, many boats provided with a large size outboard motor also carry a small motor at the side of the main motor for such auxiliary use. Normally, the large motor will have remote steering controls and throttle controls, and, in most instances will be separated from the seating compartments of the boat by a rather deep well. This well is commonly used to accommodate the control apparatus necessary for the larger motors, auxiliary fuel tanks, and batteries. The usual small trolling outboard has a short steering handle on it, which does not extend through such a well. In addition, this handle is often at a height that is uncomfortably low in relation to the recessed transoms found in larger outboard boats.

It is a first object of this invention to provide a simple mechanical handle for the steering and control of such an auxiliary outboard motor mounted on a larger boat.

Another object of this invention is to provide such a handle that can be clamped to the motor without requiring the user of the handle to lean over the end of the boat. The clamp mechanism shown in the following disclosure is remotely operated from a comfortable and safe location.

Another object of this invention is to provide a simple extension handle that can be readily accommodated to boats having rear motor wells of various lengths and transoms of various heights.

These and further objects will be evident from a study of the following disclosure, taken in conjunction with the accompanying drawings which illustrate a preferred form of the invention. It is to be understood that this form of the invention is not intended to limit or restrict the scope of this disclosure, except as the invention itself is defined in the claims at the end of the detailed specification.

In the drawings:

FIGURE 1 is a top fragmentary view of the rear end of a typical boat provided with a large main outboard marine motor and an auxiliary outboard motor equipped with the instant extension handle;

FIGURE 2 is a vertical sectional view taken along line 2—2 in FIGURE 1, showing only the auxiliary motor and its mounting on the boat;

FIGURE 3 is a plan view of the extension handle;

FIGURE 4 is an end view of the handle shown in FIGURE 3, taken from the left hand end thereof;

FIGURE 5 is a fragmentary sectional view taken along line 5—5 in FIGURE 4;

FIGURE 6 is a top view of the handle seen in FIGURE 3; and

FIGURE 7 is a bottom view of the handle seen in FIGURE 3.

As seen in FIGURE 1, a typical outboard powered boat 10 is provided with a large marine outboard engine 11, mounted centrally on an upstanding transom 12 separated from the seating or cabin compartment of the boat 10 by a recessed well 13. The well 13 accommodates the various control mechanisms for the larger motor 11, starting battery, and auxiliary fuel tanks (not shown). Well 13 is separated from the cabin compartment of the boat by an upstanding bulkhead 14. In many instances, particularly in larger boats, the transom 12 is recessed for mounting of the outboard engine 11.

This invention is concerned with the mounting of a second auxiliary outboard motor 15, normally of a small size, designed for fishing or trolling purposes and for use in emergency situations when the larger engine 11 is disabled. Such a motor 15 normally has a front carrying handle 16 that is fixed to the main block of motor 15 and which turns in unison with motor 15 as motor 15 is steered relative to the boat 10. The details of motor 15 and its mounting on the transom 12 are not material to this invention, since no modification of motor 15 itself is contemplated. The motor 15 is shown clamped to the transom 12 by means of a conventional mounting clamp 17, and motor 15 will normally be provided with a conventional steering handle (not shown) which can be removed if desired. This conventional handle is of little value in most instances, since it will probably strike the bulkhead 14, or will be in such a low position as to be rather inaccessible to persons in the cabin compartment of the boat 10.

In order to provide a comfortable steering handle, I have devised the structure shown in detail in FIGURES 3 through 7. The handle includes a vertical or upright member 18 which is merely a rigid straight length of metal tubing. Fixed to the lower end of the member 18 is an inverted U-shaped element having bottom flanges 20 adapted to engage the top surface of the carrying handle 16 on the auxiliary motor 15. The flanges 20, as shown, are concave and face downwardly relative to the upright member 18.

At the top end of the member 18 is a solid rigid casting 21 having a first socket 22 within which is received the upper end of the vertical member 18. The member 18 is securely fastened to the casting 21 by means of self tapping screws 23 that engage within preformed holes 24 drilled through the tubing of the member 18. Several holes 24 are provided along the upper end of the member 18, which is also marked as shown at 25, in order to permit the member 18 to be shortened to the length necessary in a particular installation in order to comfortably clear the bulkhead 14 (see FIGURE 2).

The casting 21 has a bore 26 that is formed coaxially with the straight hollow tubular member 18. Received within the bore 26 and extending through the member 18 is a rod 27 having an axially offset end 28 to which is fastened a flange member 30 that faces upwardly in opposition to the flanges 20 at the lower end of the member 18. As can be seen in FIGURE 4, the single flange 30 is interposed between the two lateral flanges 20. Flange 30 is formed with an upwardly facing concave surface so as to engage the bottom surface of the carrying handle 16 on the motor 15.

The rod 28 is threaded at its upper end shown in the drawings by the reference numeral 31, and is of sufficient length so that the threaded portion 31 will be received within the casting 21 regardless of the selected length of the member 18. Extra length of the rod 27 protruding beyond the casting 21 can be cut so as to leave only sufficient threads 31 for proper manipulation of the lower clamp. As shown, the threads 31 are engageable by a rotatable handle 32 that bears against a top boss 33 formed integrally with the casting 21. By turning the handle 32, one can draw the rod 27 upwardly or downwardly relative to the upright member 18. In this manner the handle 16 can be grasped by the flanges 20 and 30 as the flange 30 is drawn upwardly relative to the two lateral flanges 20. The engagement of the clamp mechanism therefore does not require that one bend over the bulkhead 14 or reach to a rather inaccessible position in order to grasp the handle 16.

Also fixed to the casting 21 is a horizontal extension handle comprising a second rigid straight tubular member 34. The member 34 is also drilled at 35 and marked at 36 so as to assure proper length of the member 34 to fit a particular installation. One need only to select the length desired, cut the member 34 along one of the lines 36 and fasten the member 34 to a second socket 37 on the casting 21 by means of self tapping screws 38.

The member 34 is located on the casting 21 in a perpendicular position relative to the member 18. At its outer or forward end the member 34 is provided with a suitable rubber grip 40 which will be held by the hand of the person steering the motor 15. Thus, one sitting comfortably in the cabin portion of the boat 10 can safely and comfortably steer the auxiliary motor 15 by gripping the grip 40 and turning it as desired.

In some instances, a throttle control for the motor 15 will be located adjacent the grip 40, and will be connected to the carburetor of the motor 15 by a cable linkage extending adjacent to the extension handle, or through the hollow tubular portion thereof.

While I have shown a very detailed structure that has been proven effective in this application, it is evident that many minor modifications could be made without deviating from the basic concept of this disclosure. For this reason, the detailed description above is provided only as an example of my invention.

Having thus described my invention, I claim:

1. An extension handle for a marine outboard motor having a horizontal carrying handle at the front surface thereof, comprising:

a vertical member having a releasable clamping element at its lower end adapted to be secured to the motor carrying handle;

and a forwardly directed member fixed to the upper end of said vertical member, said forwardly directed member having a grip mounted on its forward end.

2. An extension handle as defined in claim 1 wherein said clamping element is releasable by manipulation of a control element at the upper end of said vertical member.

3. An extension handle as defined in claim 1 wherein said vertical member is a hollow rigid tubular structure having fixed to its lower end a transverse flange adapted to abut the upper surface of the motor carrying handle;

a coaxial rod slidably mounted within said vertical member for longitudinal motion relative thereto, said rod having an axially offset lower end and a transverse flange fixed to its lower end opposed in direction to the flange at the lower end of said vertical member, said rod extending upwardly beyond the upper end of said vertical member;

and means operatively engaged with said rod at its upper end and to said vertical member adapted to selectively position said rod with respect to said vertical member.

4. An extension handle for a marine outboard motor having a horizontal carrying handle at the front surface thereof, comprising:

a first straight tubular member;

clamping means mounted at one end of said first member adapted to selectively engage the motor handle;

a rigid casting fixed to the remaining end of said first member;

a second straight tubular member fixed at one end to said casting and extending outwardly therefrom perpendicular to said first member.

5. A handle as defined in claim 4 wherein said casting includes a bore extending therethrough in coaxial alignment with said first tubular member;

an actuating element connected to said clamping means and received through the bore;

and means operatively engageable with said actuating element and said casting adapted to selectively operate said clamping means.

No references cited.

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