M. D. THOMPSON.

PORTABLE GASOLENE ENGINE BED FOR DORIES.

APPLICATION FILED JAN. 11. 1909.

921,913.

Patented May 18, 1909.

2 SHEETS—SHEET 1.

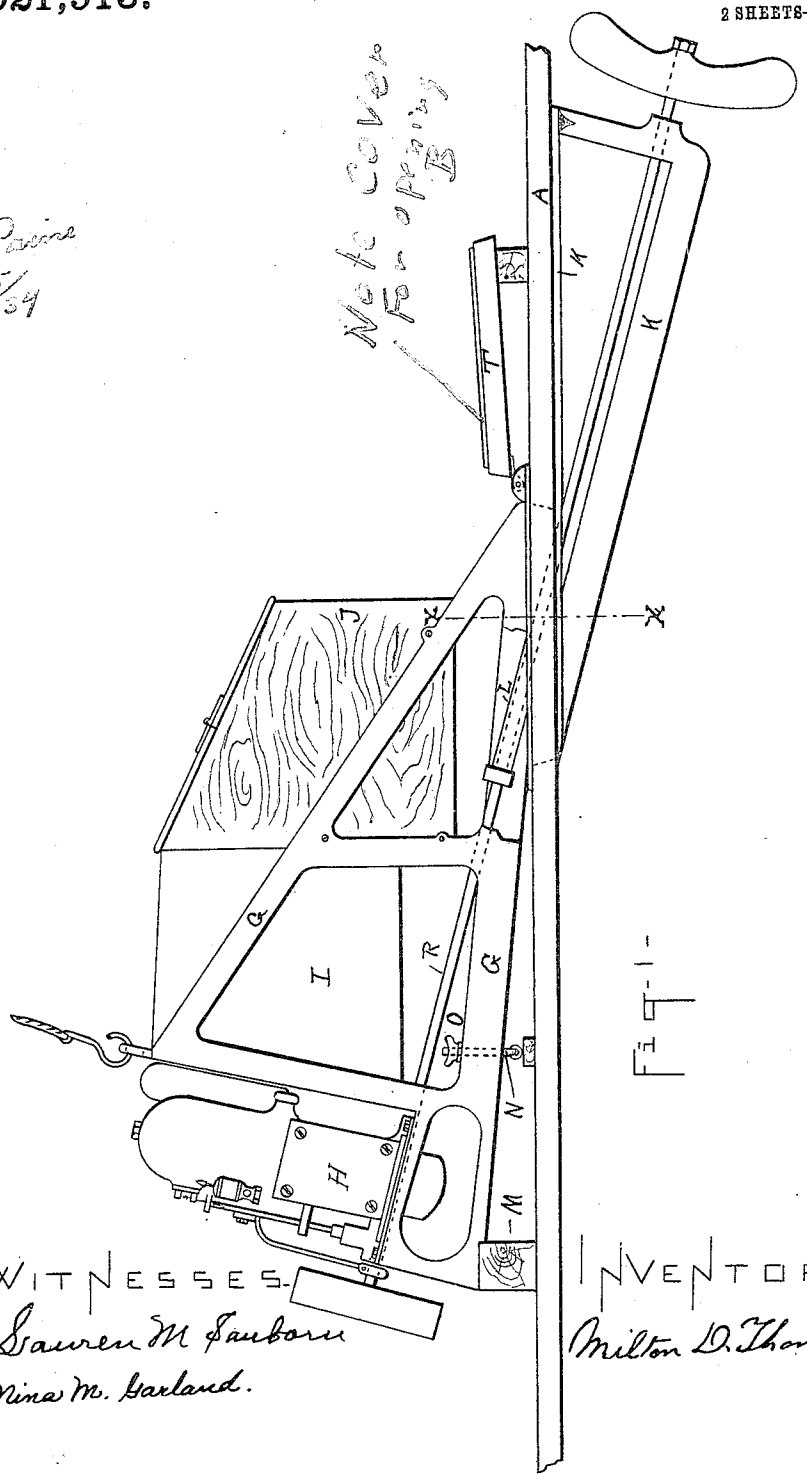


Fig. 1.

WITNESSES.

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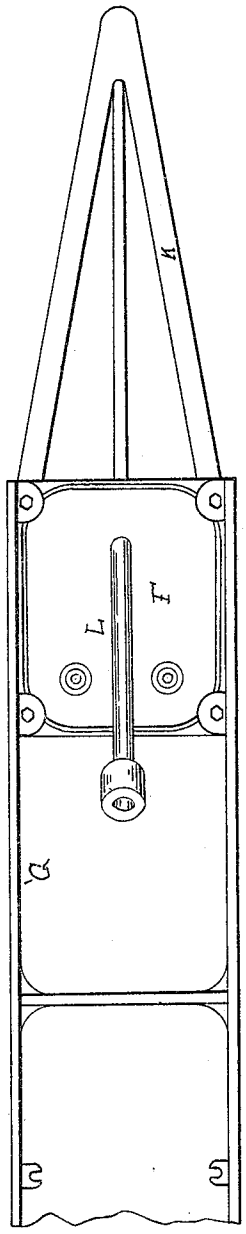


FIG. 2.

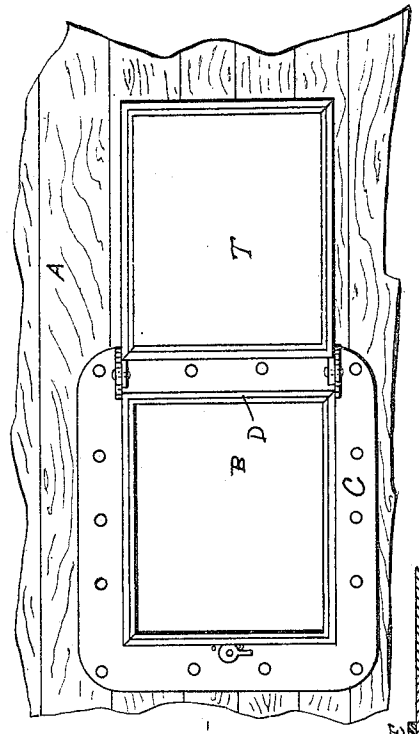


FIG. 3.

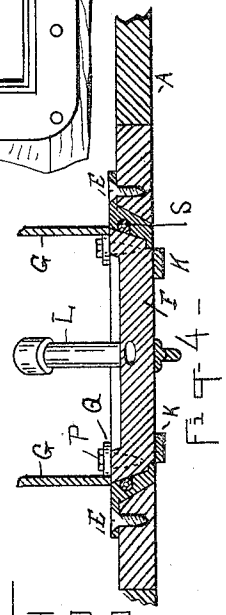


FIG. 4.

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PORTABLE GASOLENE-ENGINE BED FOR DORIES.

No. 921,913. Specification of Letters Patent. Patented May 18, 1909.

Application filed January 11, 1909. Serial No. 471,561.

To all whom it may concern:

Be it known that I, MILTON D. THOMPSON, a citizen of the United States, residing at South Portland, in the county of Cumberland and State of Maine, have invented new and useful Improvements in Portable Gasolene-Engine Beds for Dories, of which the following is a specification.

In the use of dories and other small boats which carry gasolene engines or other motors it is found very convenient to have the motor capable of being readily removed and re-set in the boat. This is especially important in the case of dories used in connection with fishing vessels for it enables the dories when carried on the deck to have the motor and its bed readily removed so that the dories can be nested, thus making a great saving in space.

The object of my invention is to provide a small boat with a portable motor bed which can be readily removed and re-set in the bottom of the boat.

To this end it consists in providing a bed-receiving opening in the bottom of the boat adapted to be closed by a water-tight door, when the motor bed is removed, so that the boat can be used without the motor when necessary, and a bed provided with a base midway its ends which sets into said opening forming a water-tight joint therewith, a portion of the bed carrying the propeller extending through and beneath the bottom of the boat and in certain details of construction as hereinafter described and claimed.

My invention is adapted for use especially in flat bottom boats and I have shown it in the drawings as applied to such a boat, but it is not necessarily limited thereto. I have also shown the boat adapted to receive a conventional gasolene motor but it is not intended to limit it to such a motor and it is not intended to limit my invention to the particular method of forming the joint between the motor bed and boat.

In the drawings herewith accompanying and making part of this invention, Figure 1 is a side elevation of a portion of the bottom of a boat showing my improved motor mounted therein, a part of the frame being broken away; Fig. 2 is a plan view of a portion of the bed, the gasolene tank and storage tanks shown in Fig. 1, being removed; Fig. 3 is a plan of a portion of the bottom of the boat showing the bed-receiving opening and door, the latter shown open; and Fig. 4 is a transverse sectional view of Fig. 1 taken on line X—X.

Same letters of reference indicate like parts in the several figures.

In said drawing A represents a portion of the bottom of a boat and B an opening in the bottom thereof in which is inserted a door or bed-receiving frame C, the inner wall being preferably beveled as seen at D. This frame is adapted to be secured to the bottom of the boat in any convenient manner, for example, by screws E passing through the frame and into the bottom of the boat. The motor bed comprises a base F adapted to rest in the opening B in the bottom of the boat and to fill the same with a water-tight fit. Above the base and connected therewith is a frame-like structure G adapted to support the motor H and motor shaft R and incidentally a gasolene tank I and a battery and tool box J. Secured to the bottom of said base by brazing or otherwise is a shaft supporting bracket K. The bracket K bears upwardly against the bottom of the boat as seen in Fig. 1. Extending through said base is a stuffing box L. The part of the bed frame above the bottom of the boat is inclined slightly and the end thereof rests upon a bar M. The frame is firmly secured to the bottom of the boat by a locking bar N which is adjustable by means of a thumb nut O or in any convenient manner. The portion of the bed above the bottom of the boat is secured to the base by screws or bolts P passing through ears or flanges Q and thence into the base as clearly shown in Fig. 4. The frame C has a packing S of any suitable material inserted in the wall thereof, thus insuring a tight joint both when the door T is closed and when the motor bed is in operative position.

The operation of installing and removing my improved motor bed is as follows. To place it in position it is made to assume a somewhat vertical position, the propeller end is then inserted through the opening B until the base rests squarely in the opening B, the propeller end of the frame resting up against the bottom of the boat and the motor end of the frame resting down on the bar M. The thumb nut is then turned down until it comes to a solid bearing which firmly secures the bed in position. To remove the motor bed from the boat the operation is reversed. The motor end is raised by a tackle or other power until the base and the propeller end is withdrawn through the opening

in the bottom of the boat. The door is then closed down and the boats can be stored away one within the other as is the usual custom on fishing vessels or the boat may be used without the motor if desired. The opening may be made in any convenient part of the bottom of the boat.

The advantages of my improved device are that it makes the boat readily convertible from an ordinary row or sail boat to a power boat. The motor and bed are also readily removable when necessary to store the boats on deck or one within the other. It is also a very easy and convenient method of installing the motor, all the parts being readily adjustable from the boat.

Having thus described my invention and its use I claim:—

1. The combination with a boat having an opening in the bottom thereof, of a motor bed comprising a base adapted to fit into and close said opening in the boat and a frame adapted to support the motor and driving shaft.

2. The combination with a boat having an opening in the bottom thereof, of a motor bed comprising a base adapted to fit into and close said opening and a frame secured to said base, the part of the frame below the boat adapted to rest upwardly against the bottom of the boat and means for detachably securing the frame to the inside of the boat.

3. The combination with a boat having an opening in the bottom thereof, of a motor bed comprising a base adapted to fit into and close said opening in the boat and a frame adapted to support the motor and driving shaft, a portion of the frame being within the boat and a portion of the frame being underneath the boat.

4. The combination with a boat having an opening in the bottom thereof, of a motor bed comprising a base adapted to fit into and close said opening and a frame, which, when the bed is in position, extends partly above and partly below the bottom of the boat, a stuffing box in said base and a driving shaft mounted in said frame and extending through said stuffing box.

In testimony whereof, I have signed my name to this specification in presence of two subscribing witnesses this seventh day of January, 1909.

MILTON D. THOMPSON.

In presence of—

LAUREN M. SANBORN,

NINA M. GARLAND.