C. J. MEYER.

TRANSOM CLAMPING BRACKET.

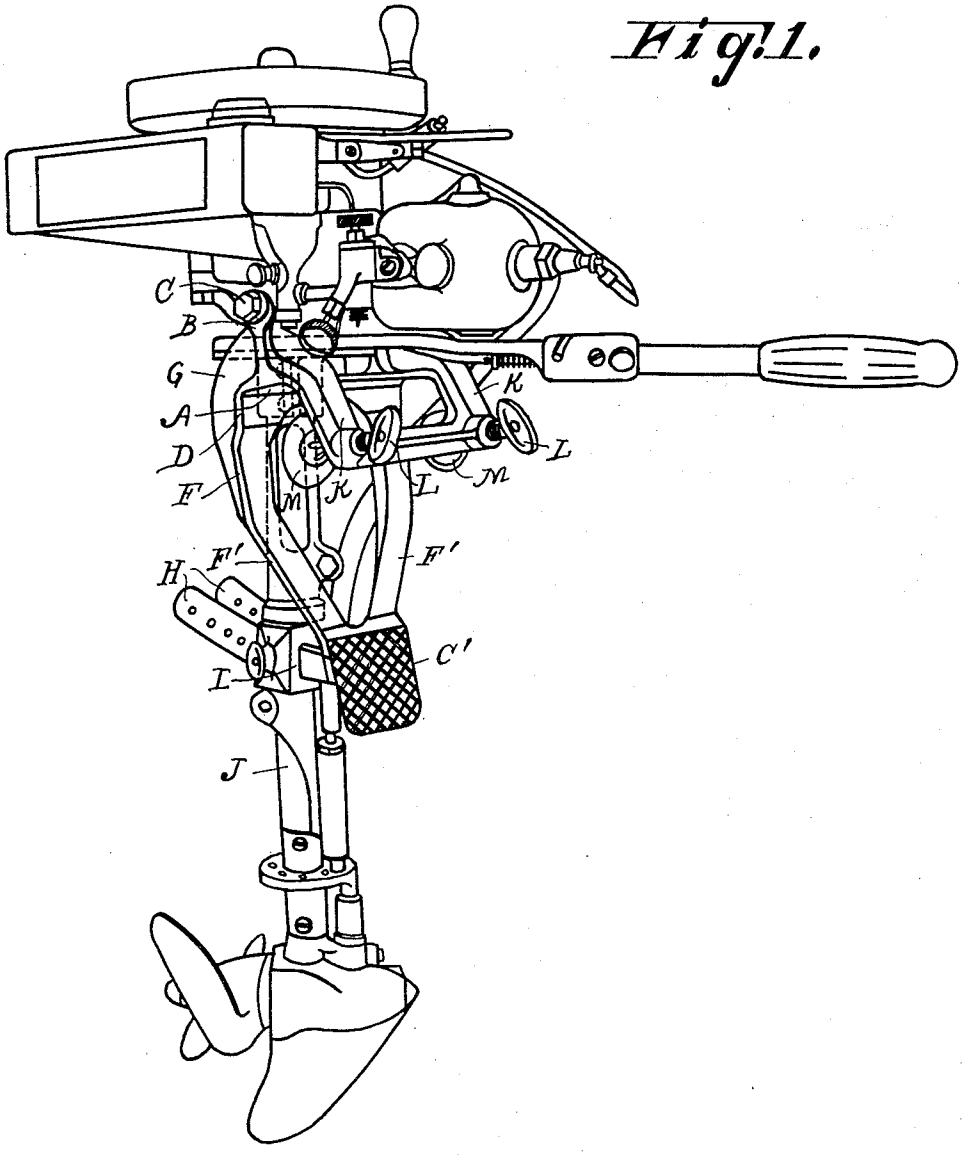
APPLICATION FILED MAR. 22, 1915.

**1,236,735.**

Patented Aug. 14, 1917.

2 SHEETS—SHEET 1.

*Fig. 1.*




Witnesses
Jacob
I. D. Bremer.

Inventor
Christopher J. Meyer
By Erwin & Wheeler
attorneys.

C. J. MEYER.

TRANSOM CLAMPING BRACKET.

APPLICATION FILED MAR. 22, 1915.

1,236,735.

Patented Aug. 14, 1917.

2 SHEETS—SHEET 2.

Fig. 2.

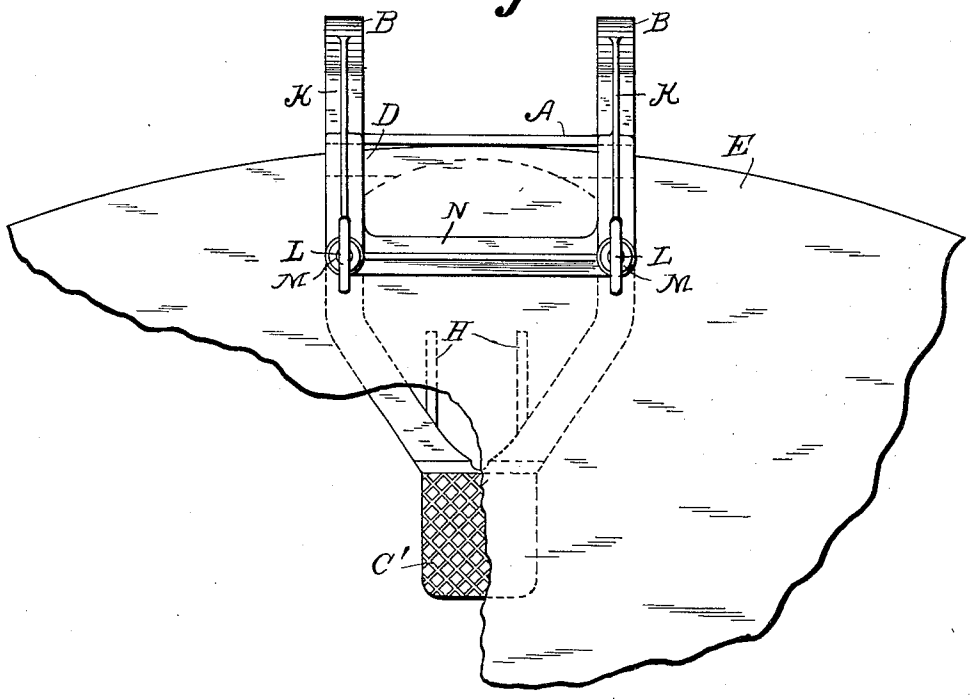
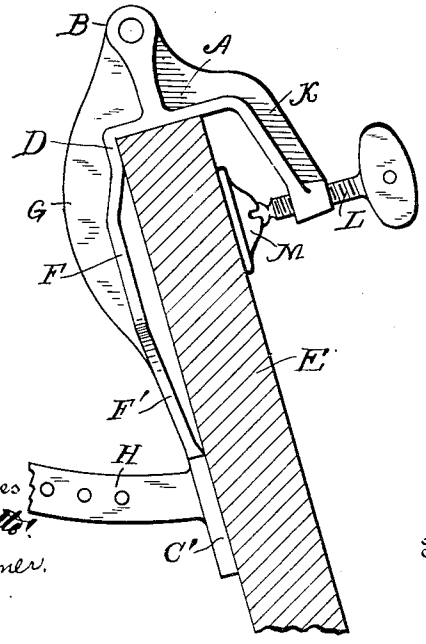



Fig. 3.




Witnesses
J. D. Bremer.

Inventor
Christopher J. Meyer
By Erwin & Wheeler
Attorneys

# UNITED STATES PATENT OFFICE.

CHRISTOPHER J. MEYER, OF MILWAUKEE, WISCONSIN, ASSIGNOR TO EVINRUDE MOTOR COMPANY, OF MILWAUKEE, WISCONSIN, A CORPORATION OF WISCONSIN.

## TRANSOM-CLAMPING BRACKET.

1,236,735. Specification of Letters Patent. Patented Aug. 14, 1917.

Application filed March 22, 1915. Serial No. 16,143.

*To all whom it may concern:*

Be it known that I, CHRISTOPHER J. MEYER, a citizen of the United States, residing at Milwaukee, county of Milwaukee, and State of Wisconsin, have invented new and useful Improvements in Transom-Clamping Brackets, of which the following is a specification.

My invention relates to improvements in transom clamping brackets for detachable row boat motors.

The transoms of row boats vary in form and are frequently more or less warped or irregular in surface contour. On the other hand, detachable row boat motors are designed to be conveyed from place to place and secured to different row boats at different times.

The object of my invention therefore is to provide a form of clamp which will engage any style of transom and which will facilitate binding the motor driven propelling mechanism thereto with absolute rigidity notwithstanding irregularities in the form of the transom or in its surface contour.

In the drawings—

Figure 1 is a perspective view of a detachable row boat motor provided with a transom clamp embodying my invention.

Fig. 2 is a detail front elevation of the transom clamp showing a fragment of a transom engaged thereby.

Fig. 3 is a side elevation with a fragment of an engaged transom clamp illustrated in section.

Like parts are identified by the same reference characters throughout the several views.

My improved transom bracket is organized with a view to securing a three point bearing upon the rear face of the transom and clamping bearings at two points upon the front face of the transom, the clamping bearings being preferably so located as to substantially equalize the pressure at each of the three points where bearing is had upon the rear or outer transom face. The head A of the bracket is adapted to rest upon the top of the transom in the usual manner and is provided with upwardly projecting posts B, suitably apertured to receive the connecting bolts C, whereby the bracket may be connected with the motor frame. The rear portion of the head is provided with a pair of arms, which extend downwardly from the respective sides and convergingly at their lower ends to a lower clamping plate C′ having a knurled engaging inner face. The upper end of each of these arms has a bearing portion D, adapted to engage the transom E near the upper margin of the latter, the said bearing portions being extended inwardly and connected together forming with the inner face of the head A a right angular seat for resting upon the transom edge. Below the bearing members D, each of the arms is offset rearwardly out of contact with the transom E, as indicated at F. The converging lower end portions F′ of the arms have an angular forward pitch and support the bearing member C′ in position to engage the transom E simultaneously with the engagement of the portion D.

It will be observed that the two upper bearing portions D and the lower bearing portion C′ are at the respective angles of an approximately equilateral triangle and the bracket will therefore automatically adjust itself to the contour of the rear face of the transom, when applied thereto in the position illustrated in Figs. 2 and 3. The downwardly projecting arms are preferably provided with rearwardly projecting reinforcing webs G, whereby sufficient rigidity is imparted to the arms without excessive weight. A pair of segmental arms H extend rearwardly from the member C′ and are adapted to engage a supporting block I, whereby the propeller supporting shaft J may be held in a vertical position. The members I and J, however, form no part of the present invention and are not claimed herein.

The front portion of the bracket head A is provided with a pair of forwardly and downwardly projecting arms K with which clamping set screws L have threaded engagement adjacent the free ends thereof, which ends are connected together by a brace N which is parallel with the said head A. These set screws are provided with ordinary swivel heads M adapted to bear upon the inner or front face of the transom. It will be observed that the clamping heads M engage the transom below the points engaged by the bearing members D. The pressure exerted by the clamping heads M is along lines which, if projected, would intersect

the offset portions F of the rear clamping arms. The specific position of the clamping heads M, however, is not essential to my invention, except that it is very desirable that they be so located as to distribute the pressure upon the three rear bearing points.

I claim—

1. A transom clamping bracket for boats comprising a head adapted to rest upon the top of the transom, opposite upright reinforced posts upon said head adapted for pivotal connection with a boat propelling motor, a pair of arms extending downwardly and convergingly from the opposite sides of the head, a substantially rectangular clamping plate connecting the lower ends of the said arms having a knurled inner engaging face, and a set of clamping set screws supported from the head in a position to engage the transom between said screws and arms, the said arms being provided with bearing portions adjacent their upper ends connected together inwardly angularly disposed with respect to the inner face of the said head and adapted to engage the side of the transom when the device is operatively positioned, the said arms being offset from the transom between said clamping plate and bearing portions, the said set screws having swiveled clamping heads located to substantially equalize the pressure upon the bearing portions of said arms and upon the said clamping plate.

2. A clamping bracket, including the combination of a head portion having a rear pair of depending arms arranged to engage the upper marginal portion of the transom on the rear side, and offset therefrom below the points of engagement, the lower portions of said arms converging downwardly, a clamping plate connecting the lower ends of said arms, and adapted to bear upon the middle portion of the boat transom, a forward pair of relatively short arms depending from the head out of contact with the transom, set screws at the lower ends of said forward arms projecting rearwardly in the direction of the transom, and provided with clamping plates adapted to engage the front surface of the transom at points above and laterally offset from the area engaged by the first mentioned clamping plate on the rear surface of said transom, whereby when the set screws are turned to clamping position the rear face of the transom will be engaged at three bearing points, and the front face will be engaged at two bearing areas, with the front bearing area disposed intermediate of the upper and lower bearing areas of the rear arms to equalize and distribute the bearing pressures, substantially as described.

In testimony whereof I affix my signature in the presence of two witnesses.

CHRISTOPHER J. MEYER.

Witnesses:
LEVERETT C. WHEELER,
IRMA D. BREMER.