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OUTBOARD MOTOR CONVEYER

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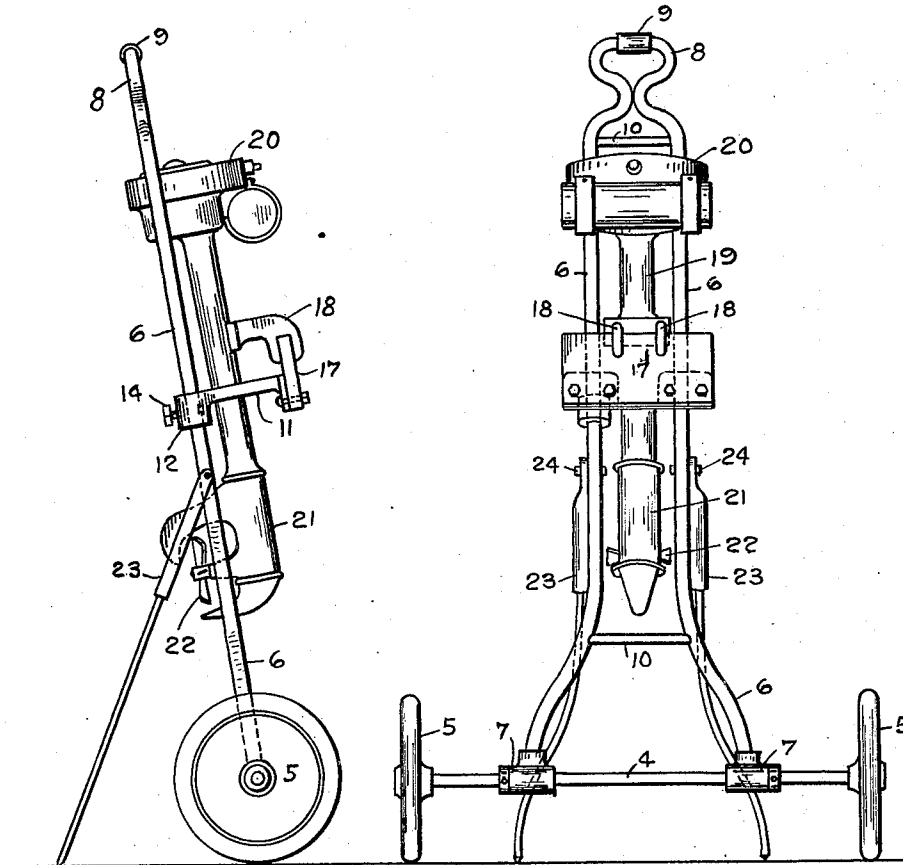


Fig-1

Fig-2

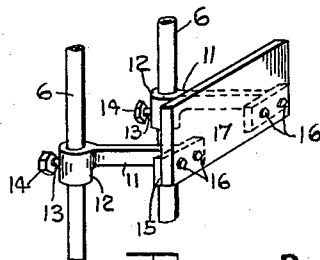


Fig-3

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UNITED STATES PATENT OFFICE

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OUTBOARD-MOTOR CONVEYER

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My invention relates to an improvement in an outboard motor conveyer and its novelty consists in the combination, adaptation and arrangement of parts as will be more fully hereinafter pointed out.

The use of outboard motors for propelling boats has only come into extensive use during the past few years but such use has now become so extensive that a large number of people are using outboard motors on small open boats which afford no protection or housing for the protection of the motor when not in use thereby requiring that the motor be taken ashore each time after its use and brought from the shore to the boat each time for use.

It was not so difficult to do this with the very small outboard motor which was originally made for canoes and very light boats as the total weight of such outboard motors was usually substantially less than forty pounds. Today, however, outboard motors weighing between sixty and one hundred pounds are frequently used and it has therefore become a problem to handle these without danger of a severe strain to the one lifting them and also a problem to handle them without injuring them because of the knocking of them against other objects or dropping them due to the awkwardness in handling such a large and unwieldy weight.

My device is adapted to solve this problem and does so in an efficient and inexpensive manner by furnishing a light but strong conveyer which can be readily wheeled over a rough or rocky shore or down a narrow pier or slip so that the outboard motor can be lifted from the boat and placed immediately upon my conveyer. Frequently the shed, garage or house where the outboard motor must be stored is a long distance from the edge of the water where the boat is in use and therefore the use of my conveyer makes practical the use of the modern heavy type of outboard motor now commonly in use.

Referring to the drawings. Figure 1 is a side elevation of my complete device with an outboard motor mounted thereon.

Figure 2 is a front elevation of the same.

Figure 3 is a detail of the supporting board and brackets.

In the drawings 4 is an axle connecting a pair of wheels 5 which support said axle 4. A frame 6 is rigidly secured at 7 in the usual well known manner to the axle 4 and the upper end of said frame 6 terminates in a handle portion 8 on which is mounted a rotatable handle member 9 and the frame 6 is strengthened by means of the cross bars 10 rigidly secured between the two portions of said frame 6.

A pair of offset brackets 11 having tubular portions 12 adapted to fit over the two frame members 6 so as to readily slide thereon are adapted to be locked in a fixed or rigid position by means of the usual set screws 13 terminating at their outer ends in handles 14. The brackets 11 of substantial length as shown in the drawing terminate at their outer ends in plates 15 to which is rigidly secured in the usual way at 16 a supporting board 17 over which hanger members 18 of usual construction of an outboard motor 19 are adapted to hang thereby supporting said outboard motor 19 in an offset position so that the upper end or fly wheel 20 of said outboard motor 19 rests between the frame member 6 and against the same and the lower end 21 of the outboard motor 19 and particularly the propeller 22 are thereby supported in a position against possible injury between the frame members 6.

It will readily be seen that by loosening the set screws 13 by turning the handles 14 the offset supporting board 17 may be readily raised or lowered as the brackets 11 slide up and down on the frame 6 whereby the offset supporting board 17 may be adjusted to the position desired to support any size outboard motor, be it small or large.

A pair of supporting legs 23 are pivoted at 24 to the sides of the frame members 6, the pivot 24 being so adjusted that the supporting legs 23 can be readily pulled down to the supporting position or closed up to the closed position but being tightly enough adjusted so that said legs will stay in a position as adjusted.

Because of the simplicity of my construction it will be possible to run this conveyer even into the water a sufficient distance so that the outboard motor can be readily unhooked from its supported position at the stern of the boat where used and placed on the conveyer so that the hanger members 18 used to suspend the motor on the boat will also serve as hangers on my conveyer and will hang over the upper edge of the supporting board 17 and the fly wheel portion 20 resting against the frame members 6 whereby the conveyer may readily convey the outboard motor to the place of storage over the rough-est going without danger of injury to the outboard motor 19 because of its well secured position on the conveyer. The motor 19 may be left in this supported position on the conveyer by use of legs 23 which when thrown out will properly support it in the upright position and said legs 23 may be closed up against the frame 6 when it is again desired to use the conveyer to carry the motor back to the boat. The rotatable handle member 9 mounted on the handle 8 serves to prevent the chafing or blistering of the hand of the person dragging this device with the motor loaded thereon over rough ground for a long distance which might otherwise occur.

I claim:

1. In an outboard motor conveyer the combination of a pair of wheels, an axle supported by and connecting said pair of wheels, a frame having side members rigidly connected at the lower ends to said axle, a handle formed at the opposite end of said frame, a pair of brackets mounted on said frame, vertically adjustable thereon and projecting at right angles thereto and a hanger board secured at each end to one of said brackets and spaced a substantial offset from said frame whereby an outboard motor may be supported thereon by its regular hangers.

2. In an outboard motor conveyer the combination of a pair of wheels, an axle supported by and connecting said pair of wheels, a frame having side members rigidly connected at the lower ends to said axle, a handle formed at the opposite end of said frame, a pair of brackets mounted on said frame, vertically adjustable thereon and projecting at right angles thereto, a hanger board secured at each end to one of said brackets and spaced a substantial offset from said frame whereby an outboard motor may be supported thereon by its regular hangers and means for supporting said frame in an upright position.

3. In an outboard motor conveyer the combination of a pair of wheels, an axle supported by and connecting said pair of wheels, a frame supported on said axle, a hanger board mounted on said frame vertically adjustable thereon and offset therefrom, whereby an outboard motor may be supported thereon by its regular hangers.

In testimony whereof I affix my signature.
EDWARD F. REARDON.

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