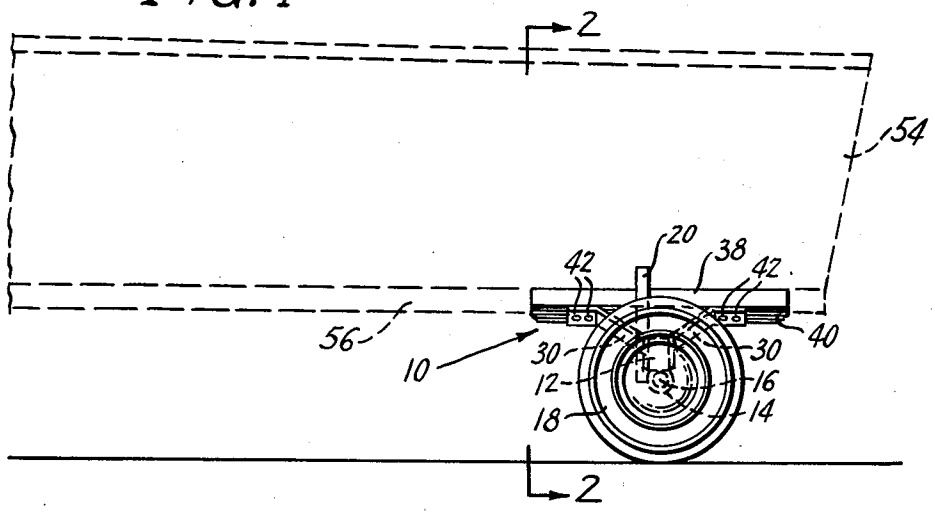
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WHEELED SUPPORT FOR BOATS

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FIG. 1



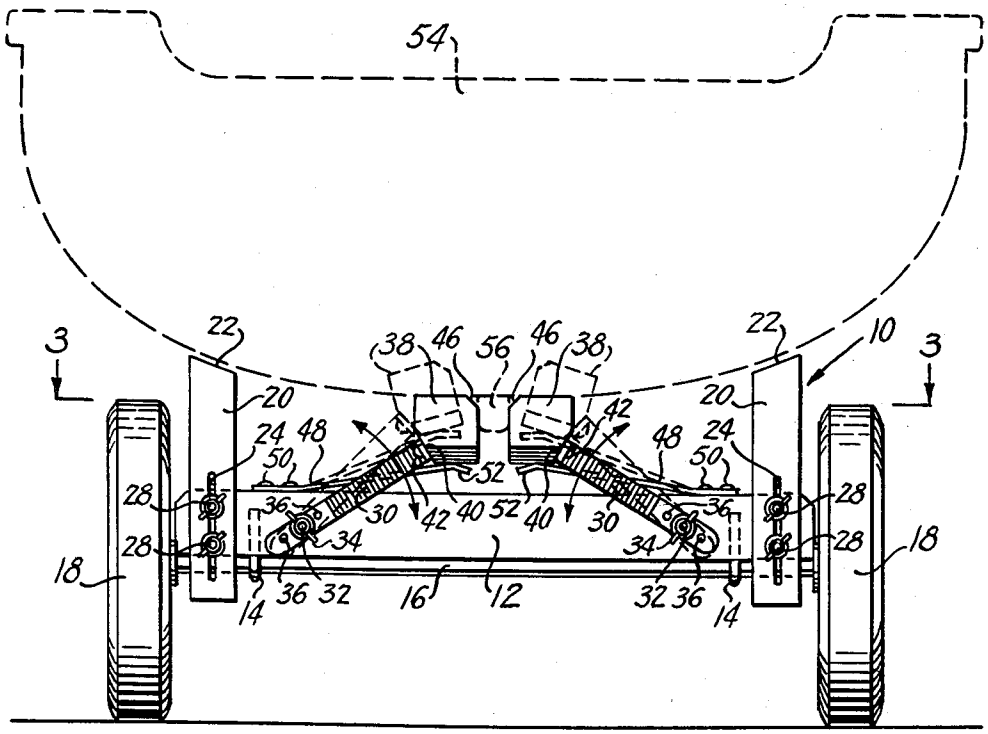


FIG. 2

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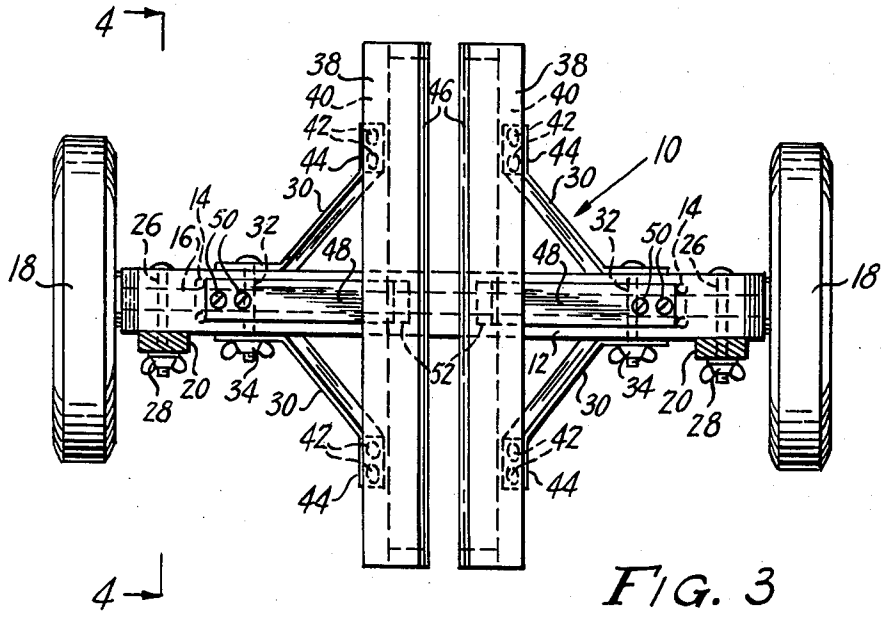


FIG. 3

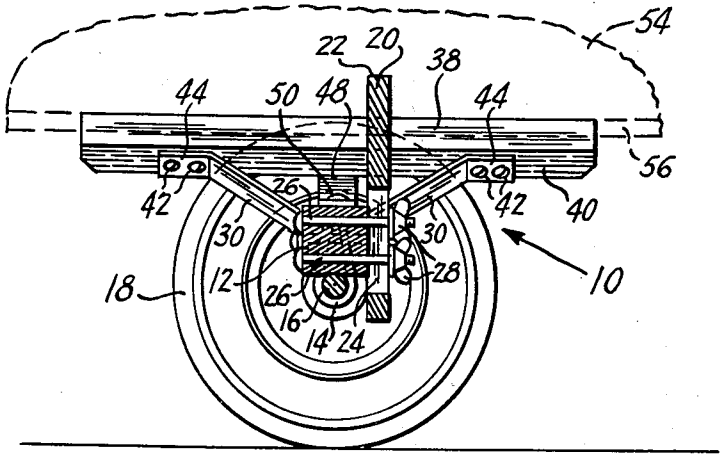


FIG. 4

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2,966,368

WHEELED SUPPORT FOR BOATS

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Filed June 1, 1959, Ser. No. 817,114
2 Claims. (Cl. 280—179)

This invention relates to wheeled supports for boats, and it particularly relates to supports of the aforesaid type which are used for moving small boats from a transporting means such as an automobile to the water.

Various types of wheeled supports have heretofore been used for the above purpose; however, these prior supports were all relatively complex in structure and required much manipulation in order to attach them to the boat before hauling and then to remove them after the boat was in the water. This required not only a rather large amount of strength to manipulate the boat and the attachment but also a certain amount of skill. Consequently, much time and effort was expended before the boat could even be used, as well as after it had been used.

It is one object of the present invention to overcome the aforesaid difficulties by providing a wheeled support for boats which is relatively simple in construction and easy to use.

Another object of the present invention is to provide a wheeled support for boats which is easily attached to the boat on land and which is easily detached from the boat when in the water.

Other objects of the present invention are to provide an improved wheeled support for boats, of the character described, that is easily and economically produced, which is sturdy in construction, and which is highly efficient in operation.

With the above and related objects in view, this invention consists in the details of construction and combination of parts, as will be more fully understood from the following description, when read in conjunction with the accompanying drawings in which:

Fig. 1 is a side elevational view of a device embodying the present invention, the device being shown in position to support a boat.

Fig. 2 is an end elevational view of the device, taken on line 2—2 of Fig. 1.

Fig. 3 is a top view, partly in plan and partly in section, taken on line 3—3 of Fig. 2.

Fig. 4 is a sectional view taken on line 4—4 of Fig. 3.

Referring in greater detail to the drawings, wherein similar reference characters refer to similar parts, there is shown a supporting device generally designated **10**, comprising a bracket **12** having bearings **14** supporting a shaft or axle **16** on the ends of which are mounted wheels **18**.

Adjacent each end of bracket **12** is positioned an auxiliary support bar **20**; each of these bars **20** having an inwardly inclined upper end **22** and a vertical slot **24** at the lower portion. The slot **24** in each bar **20** is adapted to receive a bolt or bolts **26** extending laterally from the bracket **12**. These bolts **26** are provided with wing nuts **28** for releasably clamping the bars **20** in vertically adjusted position; the vertical adjustment being limited by the length of the slot **24**.

Inwardly of the bars **20**, the bracket **12** is provided with two oppositely-disposed pairs of pivoted arms **30**; each pair of arms **30** being pivotally connected to the bracket **12** by a common bolt **32** held in place by a wing nut **34**. Each arm **30** is provided with a plurality of holes **36** to selectively receive the bolt **32** for longitudinal adjustment of the respective arm **30**.

Each pair of arms **30** is connected to a respective clamping bar **38**; the bars **38** extending transversely to the bracket **12** and each arm **30** of each pair being connected to a beveled lower rear corner **40** of the respective bar **38** by means of rivets or screws **42** or the like extending into the beveled corner **40** through a lateral flange **44** on each arm **30**. Each clamping bar **38** is also slightly beveled at its upper, inner corner, as at **46**.

Connected to the top of the bracket **12** are two spring fingers **48**; each spring finger **48** being connected at its outer end to the bracket **12**, as by means of rivets, screws or the like **50**, and extending inwardly along the length of the bracket **12** toward each other. The inner end of each spring finger **48** is downwardly bent, as at **52**, and underlies a respective clamping bar **38** (as best shown in Fig. 2); resiliently biasing the bars **38** upwardly.

In operation, when the supporting device **10** is to be used to haul the boat from the automobile to the water, the boat, indicated **54**, is lowered onto the support **10** until the keel **56** of the boat passes between the clamping bars **38** (as best shown in Fig. 2). The full weight of the boat **54** is then permitted to rest on the clamping bars **38** against the upward pressure of spring fingers **48**. The downward pressure of the boat **54** causes the arms **30** to pivot inwardly thereby causing the bars **38** to firmly clamp the keel **56**.

In the above-described condition, the boat **54** is hauled to the water while firmly supported by the support **10**. The boat is then wheeled into the water until it begins to float. At this point, the water lifts the boat **54** up from the support **10** thereby releasing the keel **56** from its clamped position between bars **38**. The boat then floats free and the support **10** is removed. When it is desired to haul the boat out of the water and back to the automobile, the reverse action takes place, whereby the boat is pulled far enough out of the water to let its weight rest fully on the bars **38** of the support **10** which is slipped thereunder. The boat is then hauled back to the automobile and lifted out of the support **10**.

The auxiliary support bars **20** are not used to normally support the boat, which normally rests only on bars **38**, but are used to keep the boat from swaying when it is being pulled over rough or broken ground. For this purpose the bars **20** are vertically adjusted according to the size and shape of the boat; as are also the arms **30**.

Although this invention has been described in considerable detail, such description is intended as being illustrative rather than limiting, since the invention may be variously embodied, and the scope of the invention is to be determined as claimed.

Having thus set forth and disclosed the nature of this invention, what is claimed is:

1. A supporting device for boats comprising an elongated bracket, a shaft extending longitudinally of said bracket and having wheels mounted thereon outwardly of each end of said bracket, an auxiliary support bar positioned at each end of said bracket inwardly of said wheels, two pairs of oppositely-disposed arms pivotally connected to said bracket inwardly of said auxiliary support bars, each pair of arms extending inwardly, a transverse boat keel clamping bar mounted on the inner ends of each pair of arms, a pair of springs connected to said bracket, each spring underlying a respective clamping bar and urging

said clamping bar away from said bracket and from each other, and pivot means for said arms extending through said bracket and said pairs of arms, said arms having a plurality of spaced apart pivot means receiving apertures therethrough for longitudinally adjusting said arms on said pivot means.

2. The supporting device of claim 1, and means for longitudinally adjustably supporting said auxiliary support bars on said bracket comprising wing nut and bolt means secured in said bracket and extending through longitudinally extending slots in said auxiliary support bars.

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