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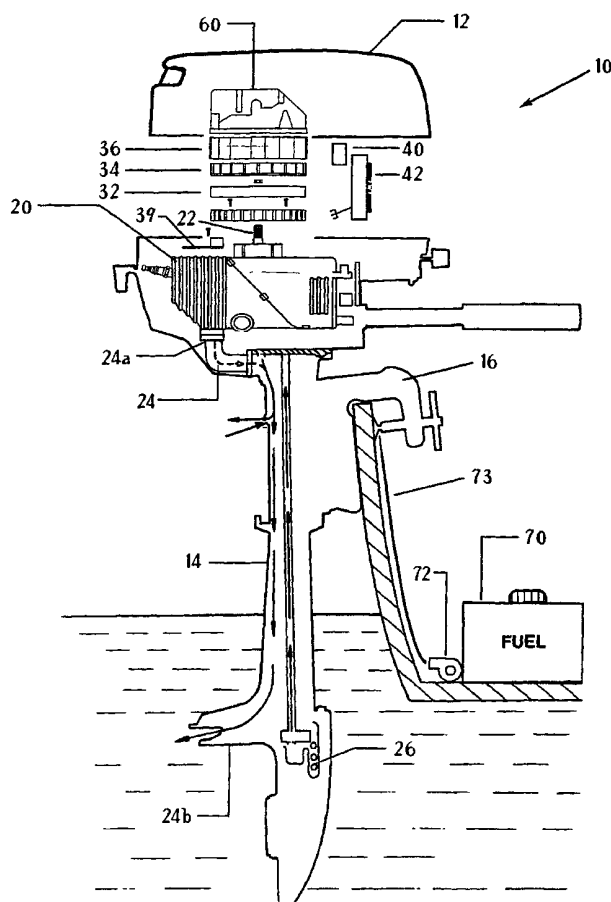
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- For two-letter codes and other abbreviations, refer to the "Guidance Notes on Codes and Abbreviations" appearing at the beginning of each regular issue of the PCT Gazette.*

(54) Title: **MARINE OUTBOARD ELECTRICAL GENERATOR AND ASSEMBLY METHOD**



(57) Abstract: An outboard marine electrical generator unit (10) capable of installation on the transom of a marine vessel which provides an electrical generating unit for small and medium sized marine vessels. The invention thus provides an A/C and D/C electrical power source capable of providing electrical power for appliances, air conditioning units and other electrical loads, even while the primary propulsion system is off and the vessel is docked or at anchor. The electrical generator includes a housing, including an upper portion (12) and a lower portion (14), generally having the external appearance of an outboard motor; an internal combustion engine (20); a permanent magnet electrical alternator (30), including a stator (32), a rotor (34), and a cooling fan (36), mechanically connected to the engine crankshaft (22); a carburetor assembly (50), including feedback control responsive to electrical load; an inverter (40), including pulse-width-modulation ("PWM") voltage regulation system and D/C - A/C inverter frequency regulation system; an exhaust system (24) terminating at the lower housing portion in a typically submerged location; a fuel storage and delivery system, including either an internal and/or external fuel tank (70) and a fuel pump (72); and a transom mounting mechanism (16), preferably including a tilt feature.



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**MARINE OUTBOARD ELECTRICAL GENERATOR**  
**AND ASSEMBLY METHOD**

5

CROSS-REFERENCE TO RELATED APPLICATIONS

This application claims the benefit of Provisional U.S. Patent Application Serial No. 60/165,478, filed November 15, 1999, titled MARINE OUTBOARD ELECTRICAL

10 GENERATOR AND ASSEMBLY METHOD.

STATEMENT REGARDING FEDERALLY SPONSORED  
RESEARCH AND DEVELOPMENT

15

N/A

BACKGROUND OF THE INVENTION

20 1. Field of the Invention

The present invention relates to marine electrical generators, and more particularly to an electrical generator adapted for installation on the transom of a marine vessel. Electrical power is generated by an internal combustion engine, including a submerged exhaust port for discharging combustion gases below water, and a permanent magnet alternator. The electrical generator provides a reliable and cost effective source of A/C and D/C electrical power for use aboard marine vessels.

25

2. Description of the Related Art

30

Marine vessels require power for many purposes. For example, a substantial amount of power is typically required for propulsion (i.e. power to drive the propeller). In addition, power is also required for onboard electrical service (i.e. lighting, communication and navigation electronics, etc.). As the power demands for propulsion

and onboard electrical service vary widely, large vessels are often equipped with two separate power generation systems – one for propulsion and one for electrical power. Small and medium size vessels, however, are often forced to rely on the limited supply of electrical power available from the engine that drives the primary propulsion system, such as the electrical power produced by an outboard motor. In situations where the primary means of propulsion is an outboard motor, the availability of electrical power is severely limited. As a result, small and medium size vessels are often forced to rely on an auxiliary portable generator unit as a source of electrical power. The use of portable generator units, however, presents a number of significant disadvantages including high cost, the presence of hot exhaust gases, excessive noise, difficult installations due to a lack of space, and the inability of transom mounting. Thus, the background art reveals a number of auxiliary power generation devices provided for use with outboard motors.

For example, U.S. Patent No. 2,879,738, issued March 31, 1959 (Culbertson), discloses a combined outboard motor and generating plant. The Culbertson reference discloses a generator mechanism comprising a rotating armature type device used to simultaneously propel a boat while generating electricity. U.S. Patent No. 4,010,377, issued March 1, 1977 (McKenzie), discloses a combined generator and boat propulsion system wherein the generator drive shaft is coupled to the propulsion unit drive shaft via a centrifugal clutch (16). McKenzie discloses an open framework device further provides a second/auxiliary drive sprocket (70). U.S. Patent No. 4,695,261, issued September 22, 1987 (Broughton), discloses a marine propulsion device having a voltage generator mounted thereto. Broughton discloses a configuration wherein the voltage generator is located in the recess in the underside of the flywheel and an annular power takeoff pulley (132) mounted on the flywheel. Broughton relies on a pulse generator (61) for the

conventional capacitor discharge ignition circuit in addition to the power generator (63).  
U.S. Patent No. 5,011,442, issued April 30, 1991 (Polcz et al.), discloses an auxiliary  
power generation device for use in an outboard motor. Polcz et al. teach adapting an  
outboard motor by mounting an alternator coaxially with the flywheel to provide 1000  
5 watts of D/C. power. The Polcz reference further discloses an available inverter for  
providing A/C power in addition to the D/C power supply.

The electrical generating devices of the background art, however, fail to provide a  
fully functional light weight outboard generator capable of being mounted on the transom  
and able to produce high quality and clean A/C and/or D/C electric power responsive to  
10 varying electrical loads while maintaining a substantially sound proof construction and a  
submerged exhaust.

### **BRIEF SUMMARY OF THE INVENTION**

The present invention provides an outboard marine electrical generator unit  
15 capable of installation on the transom of a marine vessel. The outboard generator  
according to the present invention provides an electrical generating unit for small and  
medium sized marine vessels (specifically power and sail boats in the 20 – 40 foot range)  
that are otherwise not equipped with an auxiliary electrical generator and/or do not have  
space available for the installation of a conventional onboard marine generator. The  
20 invention thus provides an A/C and D/C electrical power source capable of providing  
electrical power for appliances, air conditioning units and other electrical loads, even  
while the primary propulsion system is off and the vessel is docked or at anchor.

An outboard marine electrical generator according to the present invention  
includes the following primary components: (1) a outboard motor-type housing, including

upper and lower portions, generally having the external appearance of an outboard motor but for the absence of a propeller; (2) an internal combustion engine; (3) a permanent magnet electrical generating assembly, including a rotor, a stator, and a cooling fan, mechanically connected to the engine crankshaft; (4) a carburetor assembly, including  
5 feedback control responsive to electrical load; (5) an inverter module, including pulse-width-modulation ("PWM") voltage regulation system and D/C – A/C inverter frequency regulation system; (6) an exhaust system terminating at the lower housing portion in a typically submerged location; (7) a fuel storage and delivery system, including either an internal and/or external fuel tank and a fuel pump; and (8) a transom mounting  
10 mechanism, preferably including a tilt feature.

The above-referenced device provides a transom mountable marine outboard generator powered by a 4-stroke, single-cylinder gasoline engine that is capable of producing 1,000 VA at the following electrical ratings: 120 VAC / 7.5 A / 60Hz and/or 12 VDC / 8.0 A. The power supplied is sufficient to power, among other things, a 5,000 Btu  
15 marine air conditioning system for providing comfort cooling. The outboard generator weighs approximately 34 lbs. and is capable of operating for approximately 6 hours on a single gallon of gasoline. The outboard generator provides for the submerged discharge of exhaust thereby minimizing noise levels and reducing the likelihood that noxious exhaust fumes will accumulate in occupied parts of the vessel. Outboard generators according to  
20 the present invention may be fabricated with greater electrical generating capacities using larger horsepower engines.

It is an object of the present invention to provide a transom mounted electrical generator for marine vessels.

Still another object of the present invention is to provide a transom mounted marine electrical generator capable of producing both A/C and D/C electrical power for providing small and medium sized marine vessels with sufficient and cost effective power for running a variety of electrically operated devices including cabin air conditioning units, lights, computers and other electronic devices.

### **BRIEF DESCRIPTION OF THE SEVERAL VIEWS OF THE DRAWINGS**

FIG. 1 is a side elevational view of a marine outboard generator according to the present invention;

FIG. 2 is a partially exploded side elevational view of a water-cooled marine outboard generator according to the present invention, illustrating cooling water intake and submerged exhaust flow;

FIG. 3 is a partial exploded perspective view showing the rotor, stator, and cooling fan components in relation to the engine/crank shaft as found within the engine cowling;

FIG. 4 is an exploded partial front perspective view detailing the front control panel assembly for the marine outboard generator;

FIG. 5 is an electrical wiring schematic for a marine outboard generator according to the present invention;

FIG. 6 is an electrical schematic showing the throttle control feed back circuit.

### **DETAILED DESCRIPTION OF THE INVENTION**

FIGS. 1 through 6 depict a preferred embodiment of a marine outboard generator according to the present invention. The present invention comprises an outboard marine A/C and D/C electrical generator for transom mounting on a marine vessel. The outboard

generator provides an electrical generating unit for small to medium sized boats (specifically power and sail boats in the 20 – 40 foot range) that are otherwise not equipped with sufficient electrical generating capacity, or which are not configured and/or do not have sufficient space available for the installation of a conventional onboard marine generator. The invention thus provides an A/C and D/C electrical power source for powering appliances, air conditioning units and other electrical loads while the vessel cruises and/or is at anchor.

In a preferred embodiment, an outboard marine electrical generator according to the present invention includes the following primary components: (1) a housing, including upper and lower portions, preferably resembling a propellerless outboard motor; (2) an internal combustion gasoline engine; (3) an electrical generating assembly, including a stator, and a rotor and a cooling fan connected to the engine crankshaft; (4) a carburetor assembly, including a feedback controlled throttle control motor responsive to electrical load; (5) an inverter module, including pulse-width-modulation (“PWM”) voltage regulation system and D/C – A/C inverter frequency regulation system; (6) an exhaust system terminating at a submerged outlet; (7) a fuel delivery system, including an external fuel tank and a fuel pump; and (8) a tiltable transom mounting mechanism.

By way of a preferred example there is disclosed a marine outboard generator based in part on a 2.0 HP air-cooled marine outboard engine. An outboard generator based on such an outboard engine results in a fully functional transom mounted electrical generator suitable for use on marine vessels for providing power for onboard electrical components and cabin air conditioning units. An outboard generator according to the present invention is compact, lightweight, extremely quiet and economical and provides a source of both A/C and D/C electrical power. In alternate embodiments, larger engines,

e.g. 5 – 25 h.p. or larger, either air cooled or water cooled may be used to achieve higher electrical generating capacities.

As best depicted in FIG. 1, a marine outboard generator according to the present invention, generally referenced as 10, includes a housing having an upper portion 12 and a lower portion 14. The housing is preferably generally shaped in the form of an outboard engine. It should be noted however, that the external shape of the outboard generator need not identically resemble an outboard engine, provided, however, that the generator include a housing having an upper portion for containing the internal combustion engine and generator components, and a lower portion for providing a submerged exhaust capability.

Housing upper portion 12 includes an upper portion base 12A and a removable cover 12B. In addition, the generator includes a transom mounting mechanism 16 for attaching the generator to the transom of a marine vessel as shown in FIG. 2. Transom mounting mechanism 16 preferably comprises a quick connect clamp for secure attachment to the transom and may further include a tilt of pivot capability to allow the generator to be tilted when not in use such that the lower portion 14 rises above the water line.

As depicted in FIG. 2, housing upper portion 12 provides a protective enclosure for an internal combustion engine 20 mounted therein. In a preferred embodiment, capable of producing a maximum output of approximately 1,000 VA, the internal combustion engine may comprise a 4-stroke single cylinder engine having a displacement of approximately 3.5 cubic inches (57 cm<sup>3</sup>). Such an engine is preferably air-cooled, but may be liquid-cooled (e.g. water-cooled, oil cooled etc.). Engine 20 has a suitable compression ratio, such as 8.0:1. The engine is preferably disposed in a horizontal configuration wherein the engine cylinder is generally horizontally disposed, however, a vertically disposed engine configuration remains within the scope of the present invention. The engine includes a



piston that drives a crankshaft 22. Crankshaft 22 is generally vertically disposed within the housing. Engine 20 further includes an exhaust system, generally referenced as 24, having a first end 24A connected to the engine cylinder block and a second end 24B terminating in the housing lower portion for discharging exhaust at a submerged location.

5        An electrical generator assembly, generally referenced as 30, is connected to the top portion of the internal combustion engine. A significant aspect of the present invention includes the use of a permanent magnet alternator. The electrical generator assembly includes: a stator 32, fixed relative to engine 20; a rotor 34, having a permanent magnet 34A attached to a peripheral edge thereof, is fixedly connected to the engine crank  
10    shaft for rotation therewith; and a cooling fan 36, also connected to the engine crank shaft to provide forced air induction cooling. The use of a permanent magnet alternator provides a number of advantages in performance and safety. For example, the use of a permanent magnet alternator eliminates the need for a heavy counter balancing flywheel. Instead, the permanent magnet alternator relies on magnetic forces that are harnessed and  
15    synchronized with the engine cycle to counter balance periodic vibrational forces generated by movement of the piston. The elimination of the flywheel substantially reduces the cost and weight of an outboard generator fabricated according to the present invention as compared to a similar construction using brush-type alternators and/or any other fly-wheel type configuration. FIG. 5 shows an electrical wiring schematic for an  
20    outboard generator according to the present invention. As best seen in FIG. 3 an ignition pulse generator, referenced as 39, is mounted adjacent to the rotor/stator assembly and electrically connected to the engine's spark plug. The ignition pulse generator 39 is mounted in close proximity to the peripheral edge of rotor 34 which includes a signal generating permanent magnet, referenced as 34A. Ignition pulse generator 39 functions to

send a properly timed spark generating electrical pulse to the spark plug thereby causing a spark within the engine's cylinder.

As best seen in FIG. 3, a recoil starter assembly 38, is connected to the engine crank shaft. The starter assembly includes a starter pulley 38 and a starter rope (not shown), which cooperate to function as a recoil starter. The outboard generator further includes a fuel tank having a fuel supply line fluidly connected to a twelve-volt DC (12VDC) fuel pump located within the housing. In a preferred embodiment, a fuel tank 70 and 12 VDC pump 72 comprise a fuel storage and delivery system for the internal combustion engine. The fuel tank and pump may be mounted externally from the generator and onboard the marine vessel and function to deliver fuel to the internal combustion engine during operational periods. In an alternate embodiment (not shown) the fuel tank and pump may be incorporated into the housing for the internal combustion engine and/or fixedly attached externally to the housing.

The outboard generator further includes an inverter unit 40 and control panel 42. The inverter unit includes a pulse width modulation voltage regulation system and frequency regulation is accomplished by DC-AC conversion. The inverter unit is electrically connected to at least one AC output receptacle and at least one DC output receptacle, which receptacles may be incorporated on control panel 42 along with other control devices and gauges. As best seen in FIG. 4, the control panel is preferably incorporated into the housing upper portion 12 so as to face the stern of the marine vessel when the generator is mounted to the transom as shown in FIG. 2.

Engine 20 further includes a carburetor 50 and throttle control motor 52. Throttle control motor 52 is electrically connected to electrical load sensing circuitry and is responsive to the electrical load placed on the generator via a feedback control circuit as

schematically illustrated in FIG. 6. Accordingly, the throttle continuously matches engine speed to the electrical load on the generator. For example, as the feedback control circuit senses that the electrical load placed on the generator is increasing a signal is sent to the throttle control motor to increase the throttle/fuel flow. Conversely, as the feedback control circuit senses that the electrical load placed on the generator is decreasing a signal is sent to the throttle control motor to decrease the throttle/fuel flow. FIG. 6 provides an electrical schematic of the throttle control load sensing feed back circuitry.

As best seen in FIG. 3, a cover assembly, generally referenced as 60, is disposed within the upper housing 12 and encloses all of the primary engine and generator components. The cover assembly, may include first and second components referenced as 60A and 60B respectively, and functions to protect the enclosed engine and generator components from salt water exposure while facilitating ventilation. In an air cooled embodiment, heat generated by the internal combustion engine and generator assembly is removed through convection cooling and is primarily achieved through forced air ventilation as fan 36, driven by engine 20, functions to draw air from the surrounding environment through housing 12 and cover 60 and around the engine prior to being discharged through housing ventilation ports.

The electrical generator is configured for use with a marine vessel by: (1) mounting the generator to the transom using transom mounting mechanism 16 as shown in FIG. 2; (2) installing the fuel tank, pump and fuel line; (3) electrically connecting AC and/or DC power consuming devices to the generator; and (4) starting the generator using the recoil starter mechanism. It should be noted that the electrical generator may be electrically connected directly to the vessel's power supply system, such as by electrically connecting an electrical output line from the generator to an electrical input on the vessel,

such as the shore power input. In the alternative, individual power consuming devices, such as a marine cabin air conditioning unit, may be directly connected to the generator.

The internal combustion engine causes rotation of rotor 34 relative to stator 32 thereby generating a DC voltage potential that may be converted to an AC voltage potential by inverter 40. In an alternate embodiment, however, the alternator may directly produce AC electrical current which may then be routed through a PWM inverter assembly, which PWM inverter assembly may be remotely located from the transom mounted unit (e.g. onboard the marine vessel), to produce current at a desired voltage and frequency (e.g. 120 VAC/60Hz). As illustrated in FIG. 6, engine RPM is controlled by a feedback control system to match electrical load. Exhaust from the internal combustion engine is discharged below the waterline through exhaust outlet 24B. Discharging the exhaust external to the vessel and below the waterline provides a safe and quiet means of handling the exhaust. As earlier disclosed the internal combustion engine may be either air-cooled or water-cooled. In the water cooled embodiment depicted in FIG. 2, water is drawn into the lower portion of the housing through a water intake 26 and routed through suitable engine cooling conduit whereafter the cooling water may be mixed with exhaust from the engine and discharged.

Attached hereto as a two page Appendix (A-1, and A-2) are specifications, dimensions and operating characteristics for a preferred embodiment of a marine outboard electrical generator according to the present invention. It should be noted, however, that other specifications, dimensions and operating characteristics are contemplated and within the scope of the present invention.

The present invention has been shown and described herein in what is considered to be the most practical and preferred embodiments. It is recognized, however, that

departures may be made therefrom within the scope of the invention and that obvious structural and/or functional modifications will occur to a person skilled in the art.

# OUTBOARD GENERATOR

## 1. SPECIFICATIONS

### MODEL

MPS1000

### DIMENSIONS AND WEIGHTS

|                         |                   |
|-------------------------|-------------------|
| <u>Overall length</u>   | 410 mm (16.1in)   |
| <u>Overall width</u>    | 280 mm (11.0in)   |
| <u>Overall height</u>   | 1,100 mm (43.3in) |
| <u>Dry weight</u>       | 15.0 kg (33.1 lb) |
| <u>Operating weight</u> | (34.0 lb)         |

### ENGINE

|                           |  |
|---------------------------|--|
| <u>Type</u>               | 4-stroke, overhead valve single cylinder                               |
| <u>Displacement</u>       | 57 CM3 (3.5 cu in)   |
| <u>Bore x stroke</u>      | 41.8 x 36.0 mm (1.65 x 1.42 in)  |
| <u>Maximum horsepower</u> | 1.5 kW (1.79 FLS) at 6,000 min <sup>-1</sup> (rpm)                     |
| <u>Compression ratio</u>  | 8.0:1  |
| <u>Cooling system</u>     | Forced air cooling   |
| <u>Ignition system</u>    | Full transistor  |
| <u>Ignition timing</u>    | 30° B.T.D.C.   |
| <u>Spark plug</u>         | NGK: CR5HSB, DENSO: U16FSR-UB (0.60-0.70mm)                            |
| <u>Carburetor</u>         | Float type, Horizontal, butterfly valve type                           |
| <u>Governor</u>           | Electronic control type  |
| <u>Lubrication system</u> | OIL SLINGER SYSTEM   |
| <u>Oil capacity</u>       | 0.25 l (0.26 US cFt, 0.22 Imp qt)                                      |
| <u>Starting system</u>    | Recoil starter   |
| <u>Stopping</u>           | Primary circuit ground   |
| <u>system Fuel used</u>   | Automotive unleaded gasoline with a pump octane rating of 86 or higher |

# GENERATOR

|                           |                                       |
|---------------------------|---------------------------------------|
| Generator type            | Multipole field rotation type         |
| Generator structure       | Self-ventilation drip-proof type      |
| Excitation                | Self-excitation (Magnet type)         |
| Voltage regulation system | PWM (Pulse width modulation)          |
| Phase                     | Single phase                          |
| Rotating direction        | Clockwise (viewed from the generator) |
| Frequency regulation      | DC-AC conversion (Inverter type)      |

## 2. CHARACTERISTICS

Model MPS 1000

Maximum output 1,000VA

Rated output AC 900VA - DC 96W

Rated current 7.5A AC - 8A DC

Power factor 10 cosφ

Rated frequency 60HZ

Rated voltage 120VAC - 12VDC

Power factor 10 cosφ

Voltage variation rate Momentary 10% max. Average 6% max. Average time 3sec max.

Voltage stability +/- 1%

Frequency variation rate Momentary 1% max. Average 1% max. Average time 1 sec. max.

Frequency stability +/- 0.1%

Insulation resistance 10M oms min.

AC circuit protector 9.4A

DC circuit protector 10A

Fuel consumption ECO throttle system OFF 0.62 l (0.66 US qt) Hr.

Fuel consumption ECO throttle system ON 0.58 l (0.61 US qt) Hr.

Operating hours per gal aprox 6 hours+

Noise level 51db

## MPS 1000 OUTBOARD GENERATOR

- ☐ Only 34 lbs.
- ☐ Produces high quality, clean electric power.
- ☐ Easy transom mount installation.
- ☐ Double sound proof construction offers whisper quiet operation
- ☐ Under water exhaust :safety no fires, low noise level.
- ☐ Eco- throttle continuously matches engine speed to exact electrical loads offering up to 6 hours running time per gal of fuel.
- ☐ The perfect generator to either power sensitive equipment such as computers, or a 5000 BTUs marine air conditioning.
- ☐ At the heart of the MPS outboard generators' extreme size and weight reduction is a new high speed multiple alternator integrated into the alternator itself eliminating the bulky and heavy flywheel associated with conventional generators.

## CLAIMS

What Is Claimed Is:

1. An electrical generator for installation on a marine vessel, said electrical generator comprising:

5           an internal combustion engine having a projecting crankshaft, an air intake for providing combustion air to said engine, and an exhaust system including an exhaust outlet for discharging engine exhaust;

              means for mounting said internal combustion engine to the transom of a marine vessel such that said air intake is in fluid communication with the ambient atmosphere and  
10       said exhaust outlet is disposed below the vessel's waterline;

              a permanent magnet alternator mechanically connected to said crankshaft for producing electrical current;

              electrical output means for supplying an electrical current from said electrical generator to external power consuming devices.

15

2. An electrical generator according to claim 1, further including an inverter electrically connected to said permanent magnet alternator, said inverter capable of producing alternating current at a desired voltage and frequency.

20           3. An electrical generator according to claim 1, wherein said internal combustion engine is air-cooled.

              4. An electrical generator according to claim 1, wherein said internal combustion engine is liquid cooled.



5. An electrical generator according to claim 1, further including means for regulating fuel flow to said internal combustion engine in response to electrical demand.

5        6. An electrical generator according to claim 5, wherein said means for regulating fuel flow includes feedback carburetor control for adjusting engine speed in response to electrical load.

7. An electrical generator according to claim 6, wherein said feedback carburetor  
10       control includes an electric throttle control motor connected to a carburetor and feedback control means for sensing the electrical load placed on the electrical generator, said feedback control means controlling said electric throttle control motor throttle fuel flow.

8. An electrical generator according to claim 1, wherein said internal combustion  
15       engine further includes means for generating a properly timed electrical pulse electrically connected to a spark plug connected to said internal combustion engine.

9. An electrical generator according to claim 8, wherein said means for generating a properly timed electrical pulse comprises an ignition pulse generator.

20

10.       An electrical generator according to claim 9, wherein said ignition pulse generator is mounted in close proximity to the periphery of said permanent magnet alternator.

11. An electrical generator for generating electrical power output for use by electrical devices on a marine vessel, said electrical generator comprising:

a housing, said housing having an upper portion and an elongate lower portion depending downward from said upper portion, said housing further including means for  
5 removably mounting said housing to a marine vessel;

an internal combustion engine contained within said housing, said internal combustion engine including a projecting crankshaft, a carburetor fluidly connected to a fuel pump, said fuel pump fluidly connected to a fuel tank, said internal combustion engine further including an air intake and an exhaust port;

10 means for generating electrical power connected to said internal combustion engine, said means for generating electrical power including a permanent magnet alternator, said permanent magnet alternator including a rotor and a stator, said rotor fixedly connected to said crankshaft for rotation relative to said stator;

an inverter electrically connected to said permanent magnet alternator, said inverter  
15 capable of converting direct electrical current to alternating electrical current;

power outlet means electrically connected to said inverter for providing means for transmitting electrical power generated by said means for generating electrical power to electrical power consuming devices onboard the marine vessel.

20 12. An electrical generator according to claim 11, further including means for regulating fuel flow to said internal combustion engine in response to electrical demand.

13. An electrical generator according to claim 12, wherein said means for regulating fuel flow includes feedback carburetor control for adjusting engine speed in response to electrical load.

5 14. An electrical generator according to claim 13, wherein said feedback carburetor control includes an electric throttle control motor connected to a carburetor and feedback control means for sensing the electrical load placed on the electrical generator, said feedback control means controlling said electric throttle control motor throttle fuel flow.

10 15. An electrical generator according to claim 11, wherein said housing has an appearance similar to the appearance of an outboard motor housing.

15 16. An electrical generator according to claim 11, wherein said means for mounting said housing to a marine vessel includes a pivotal connection whereby said housing may be pivotally moved from a first position wherein said housing lower portion terminates below the surface of the water to a second position wherein said housing lower portion terminates above the surface of the water.

20 17. An electrical generator according to claim 16, wherein said housing lower portion includes an exhaust conduit having a first end in fluid communication with said outlet port and a second end terminating below the surface of the water when said housing is in said first position.

18. An outboard electrical generator for generating electrical power for use by electrical power consuming devices on a marine vessel, said marine vessel having a hull with a transom, said hull having a waterline disposed along the surface of the body of water supporting the marine vessel when the vessel is loaded as designed, said electrical  
5 generator comprising:

a housing, said housing having an upper portion and an elongate lower portion depending downward from said upper portion, said housing further including bracket means for removably mounting said housing to the transom of a marine vessel;

an internal combustion engine contained within said housing, said internal  
10 combustion engine including a projecting crankshaft and a carburetor fluidly connected to a fuel pump, said fuel pump fluidly connected to a fuel tank, said internal combustion engine further including an air intake and an exhaust port;

a permanent magnet alternator connected to said internal combustion engine, said permanent magnet alternator including a rotor and a stator, said rotor fixedly connected to  
15 said crankshaft for rotation relative to said stator;

an inverter electrically connected to said permanent magnet alternator, said inverter capable of converting direct electrical current to alternating electrical current;

a control panel mounted to said housing upper portion and electrically connected to said permanent magnet alternator and said inverter, said control panel including power  
20 outlet means for providing means for transmitting electrical power generated by said permanent magnet alternator to electrical power consuming devices onboard the marine vessel;

feedback control circuitry means for sensing the electrical load on said generator, said feedback control circuitry electrically connected to a throttle control motor, said

throttle control motor connected to said carburetor for increasing and decreasing air and fuel flow to said internal combustion engine in response to electrical load placed on said generator.

5           19.    An outboard electrical generator according to claim 18, wherein said internal combustion engine further includes a recoil starter.

          20.    An outboard electrical generator according to claim 18, wherein said internal combustion engine further includes an ignition pulse generator electrically  
10   connected to a spark plug.

          21.    An outboard electrical generator according to claim 18, wherein said power outlet means includes at least one AC electrical outlet.

15           22.    An outboard electrical generator according to claim 18, further including means for electrically connecting said power outlet means to the electrical power supply system of a marine vessel.

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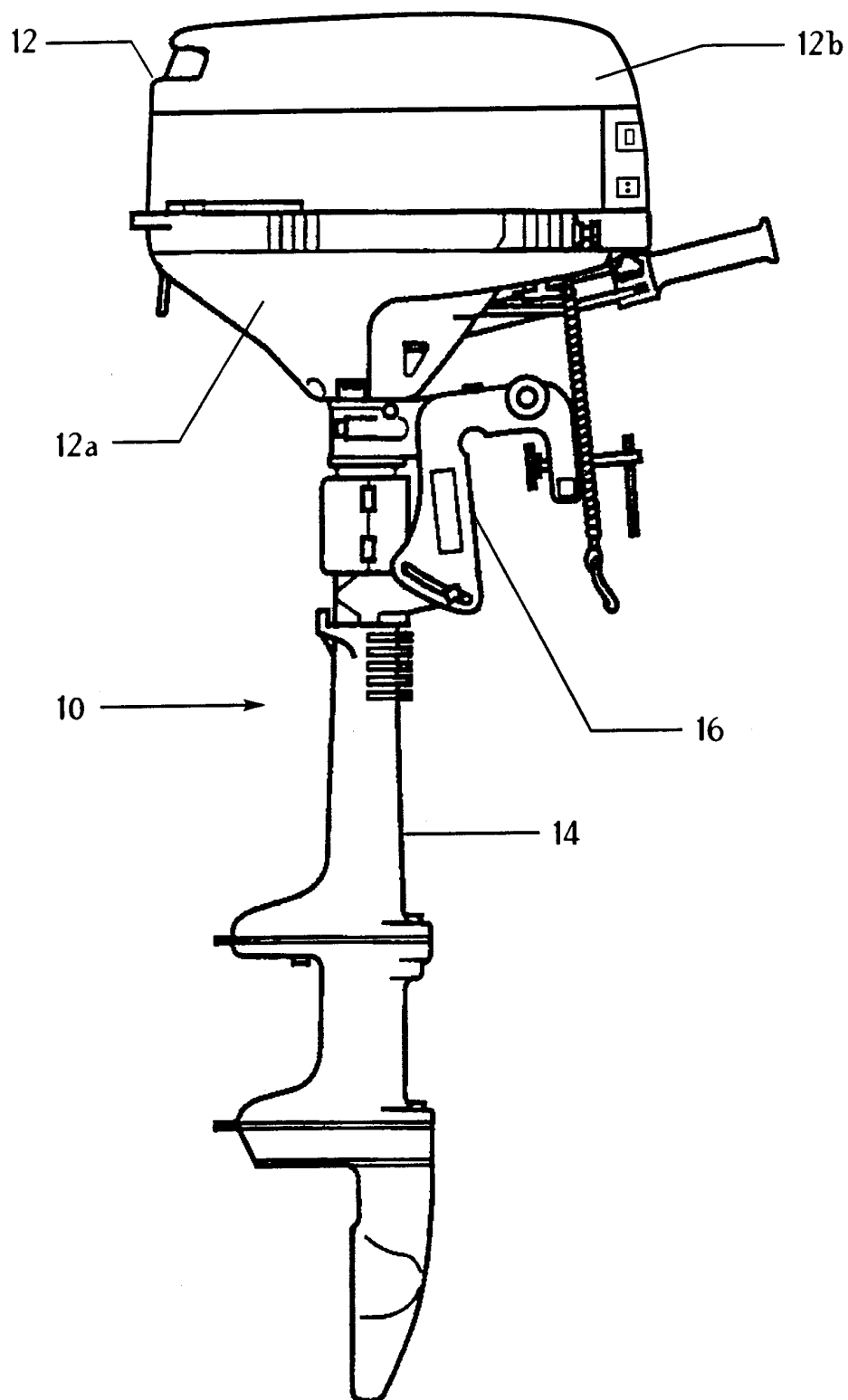


Fig. 1

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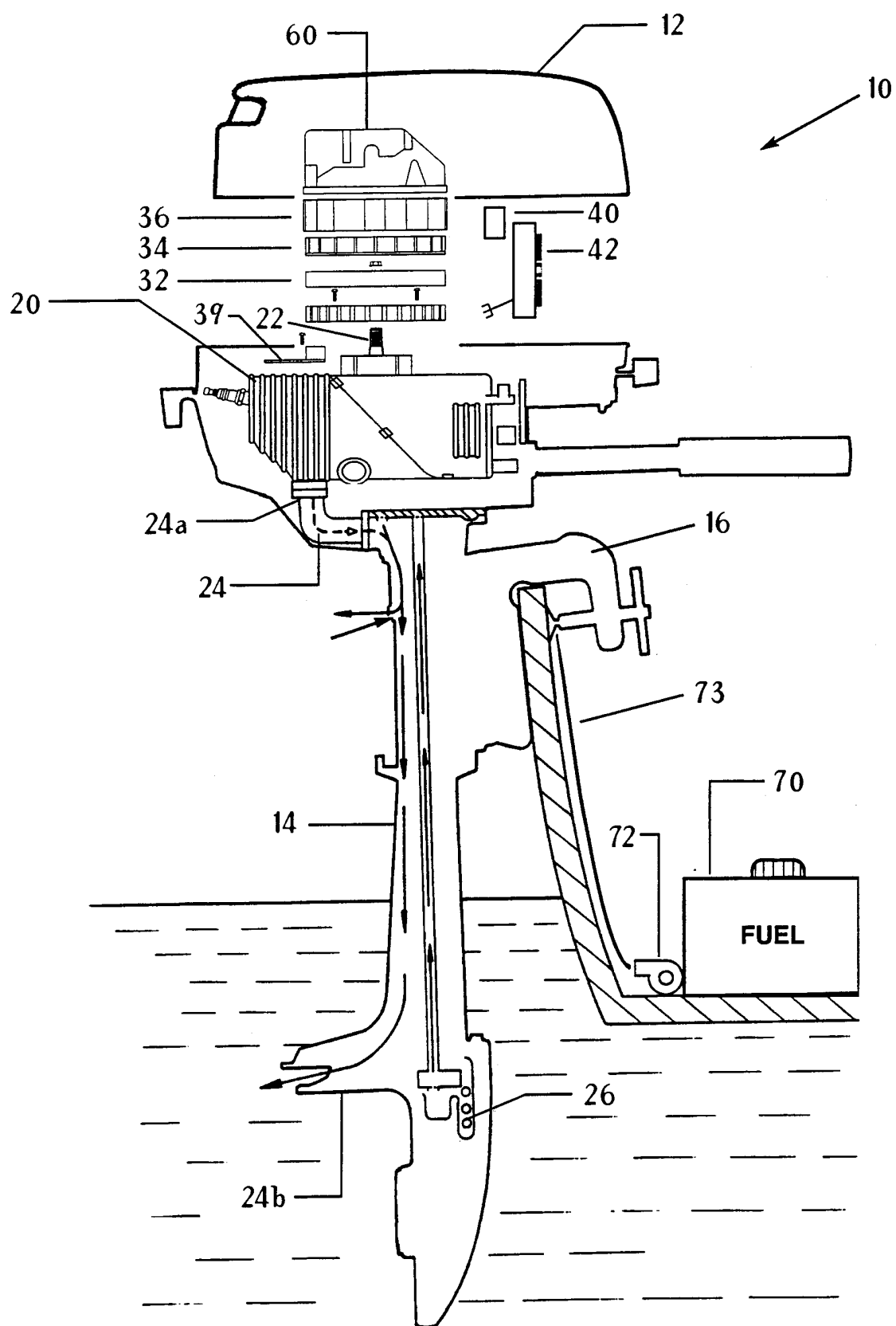


Fig. 2

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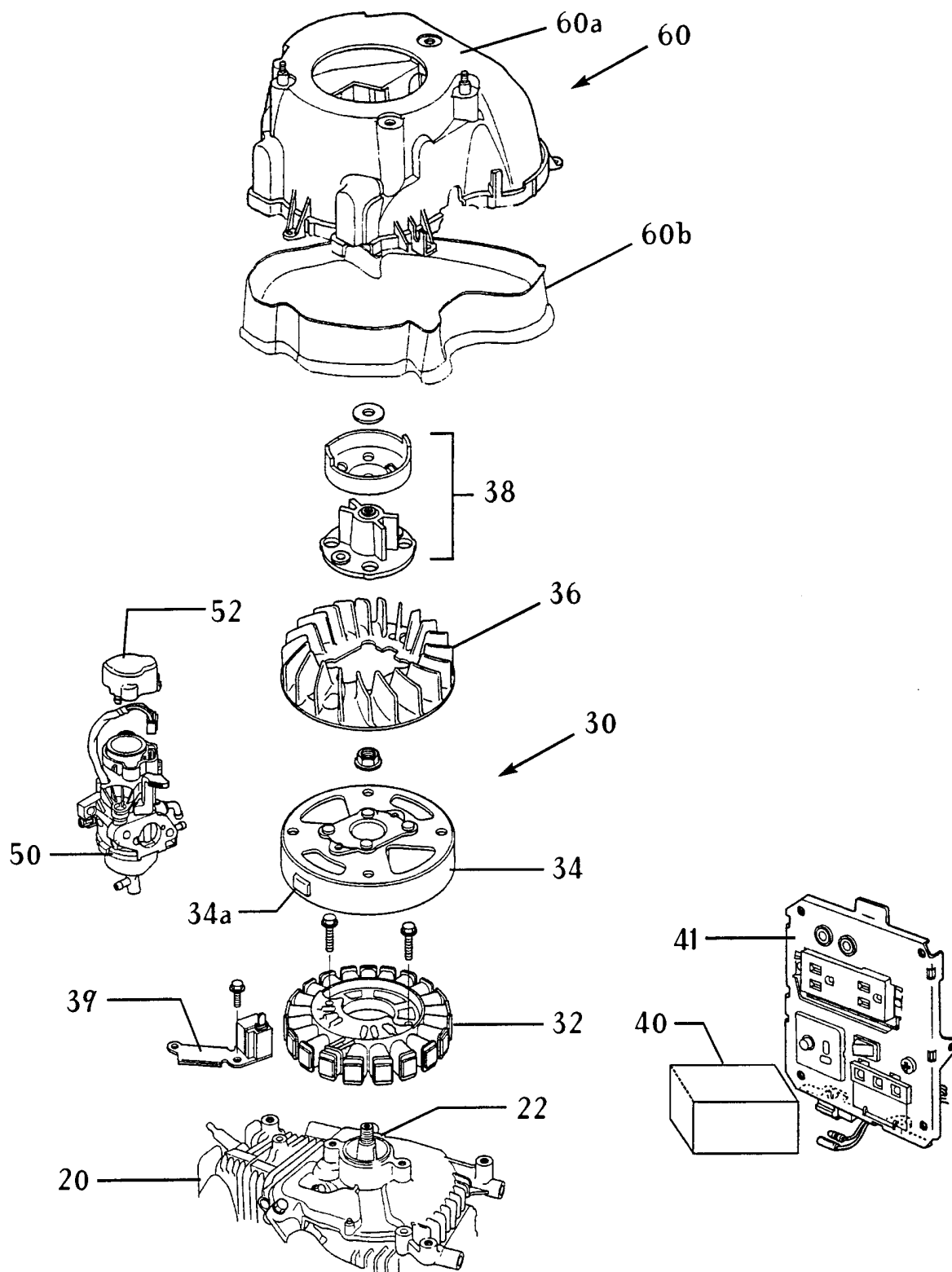
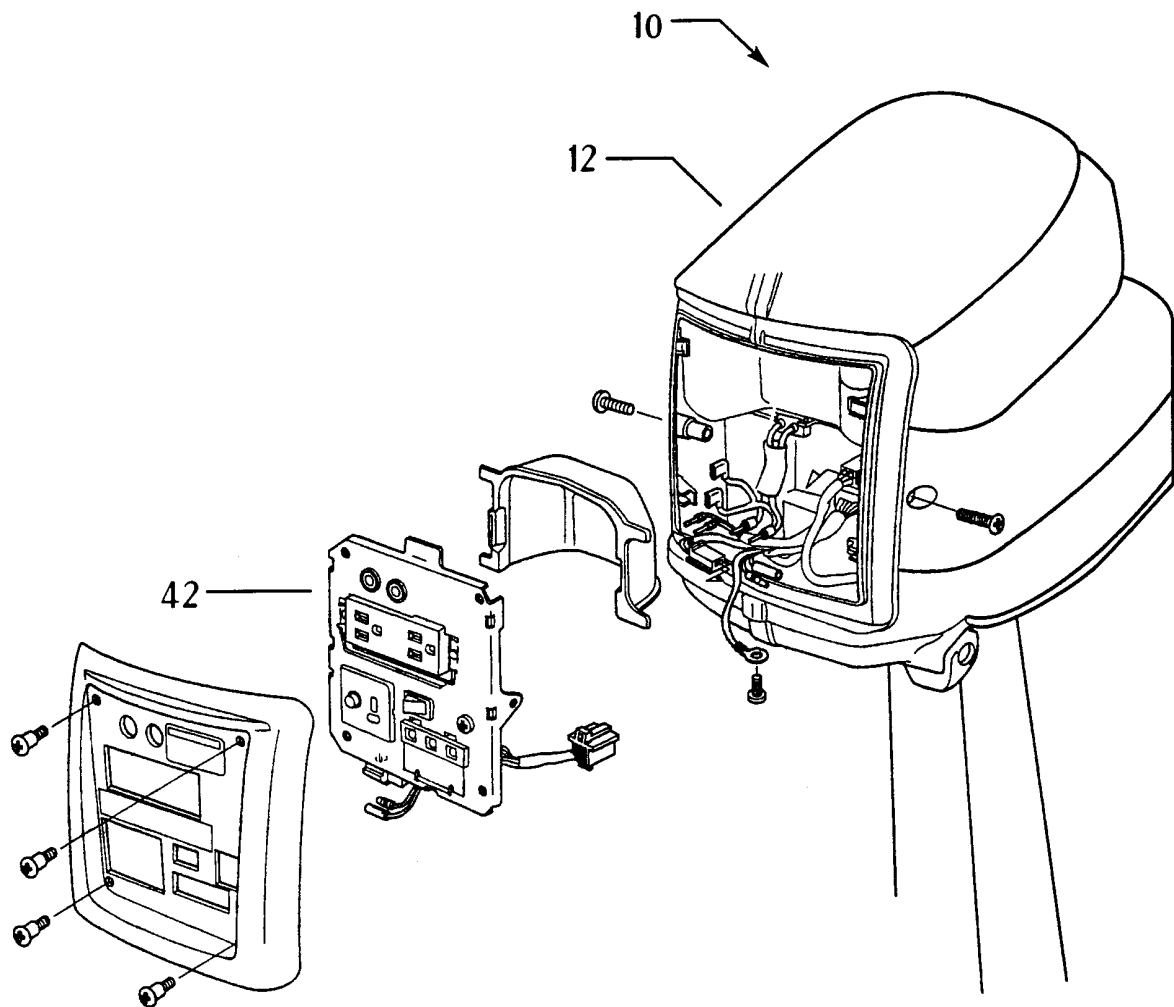


Fig. 3



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*Fig. 4*

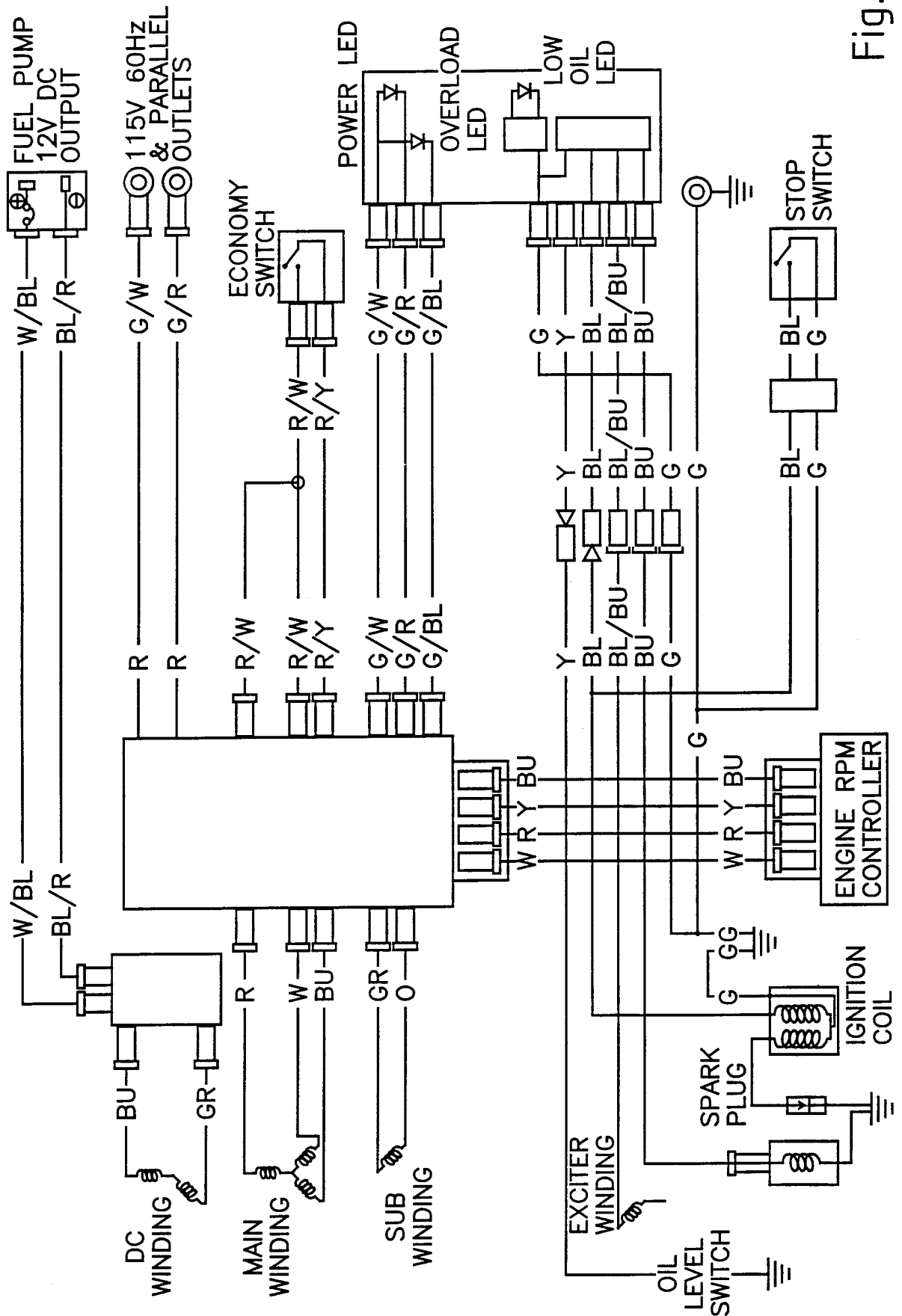


Fig. 5

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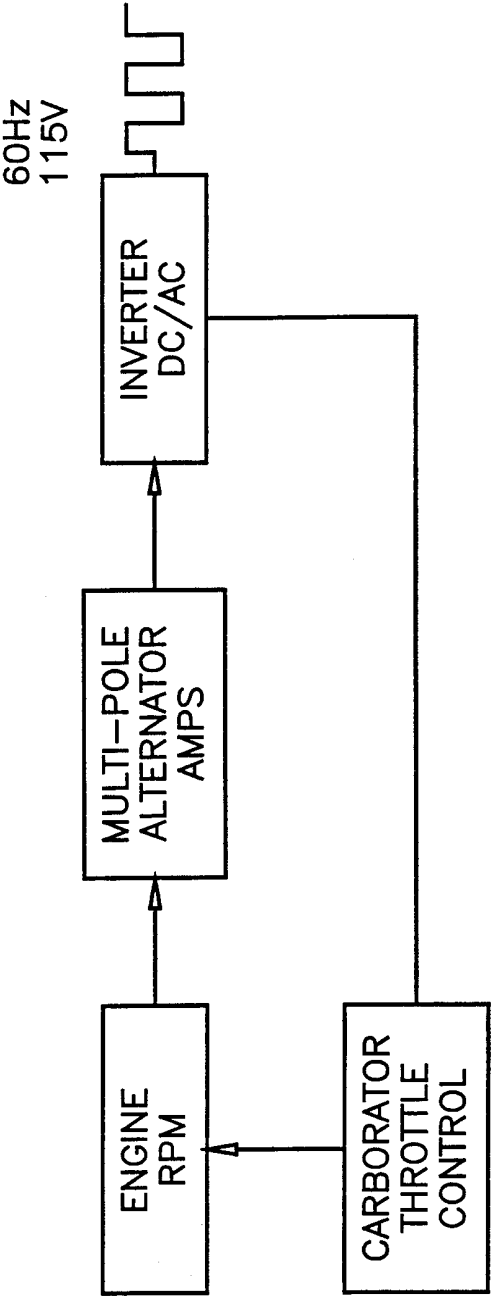


Fig. 6

## INTERNATIONAL SEARCH REPORT

International application No.

PCT/US00/31387

**A. CLASSIFICATION OF SUBJECT MATTER**

IPC(7) : B63H 19/00

US CL : 440/113

According to International Patent Classification (IPC) or to both national classification and IPC

**B. FIELDS SEARCHED**

Minimum documentation searched (classification system followed by classification symbols)

U.S. : Please See Continuation Sheet

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched  
NONEElectronic data base consulted during the international search (name of data base and, where practicable, search terms used)  
Please See Continuation Sheet**C. DOCUMENTS CONSIDERED TO BE RELEVANT**

| Category * | Citation of document, with indication, where appropriate, of the relevant passages | Relevant to claim No.     |
|------------|--|---------------------------|
| Y          | US 4,873,962 A (SAFRANEK) 17 October 1989 (17.10.1989), column 7, lines 12-29.     | 1-7, 11-13, 15-19, 21, 22 |
| Y, E       | US 6,149,478 A (LEHMANN) 21 November 2000 (21.11.2000), columns 6-9.               | 1-7, 11-13, 15-19, 21, 22 |

☐ Further documents are listed in the continuation of Box C.☐ See patent family annex.**\* Special categories of cited documents:**

"A" document defining the general state of the art which is not considered to be of particular relevance

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"P" document published prior to the international filing date but later than the priority date claimed

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document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone

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document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art

"&amp;"

document member of the same patent family

Date of the actual completion of the international search

19 January 2001 (19.01.2001)

Date of mailing of the international search report

26 FEB 2001

Name and mailing address of the ISA/US

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# INTERNATIONAL SEARCH REPORT

International application No.

PCT/US00/31387

**Continuation of B. FIELDS SEARCHED Item 1:** 440/113, 88, 1  
123/599  
290/1R

**Continuation of B. FIELDS SEARCHED Item 3:** EAST  
Search terms: marine, alternator, outboard, vessel