Aug. 12, 1958 H. G. OGLE, SR 2,847,019

BOAT AWNING

Filed Dec. 18, 1956 2 Sheets-Sheet 1

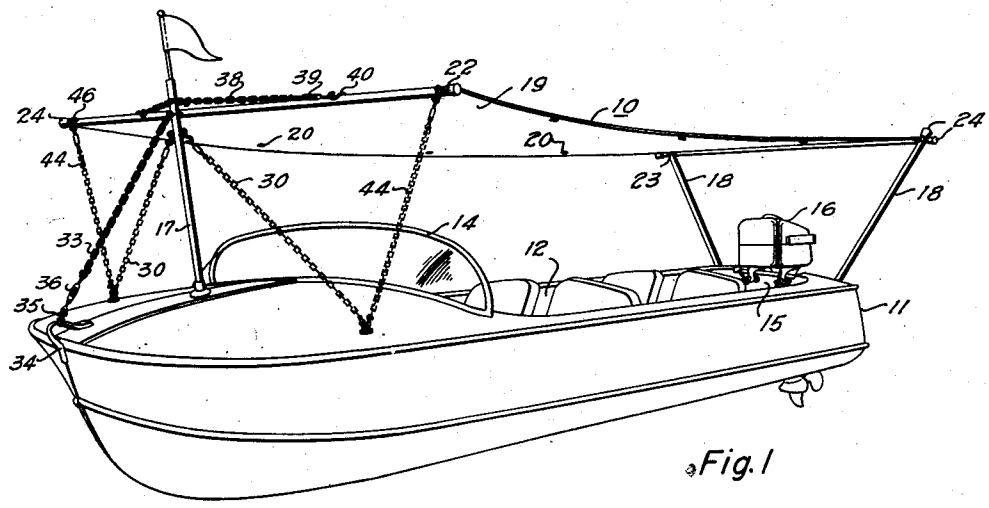


Fig. 1

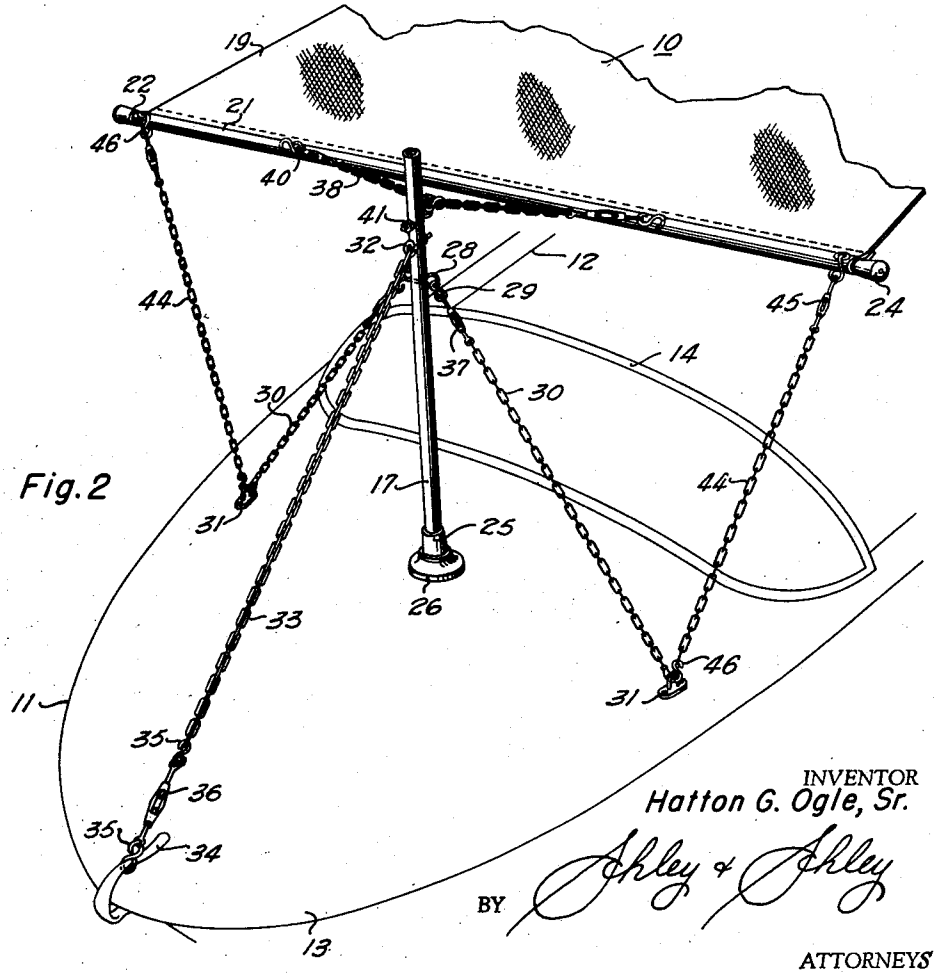


Fig. 2

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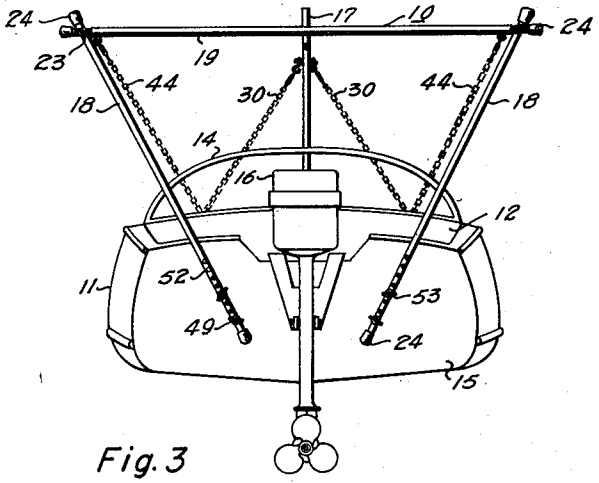


Fig. 3

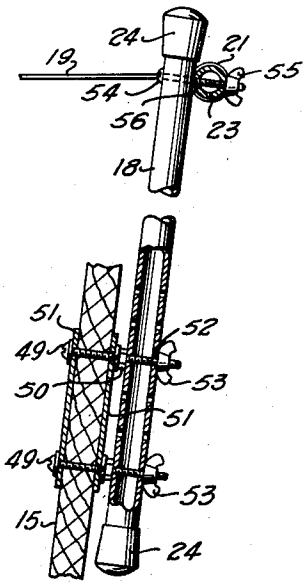


Fig. 5

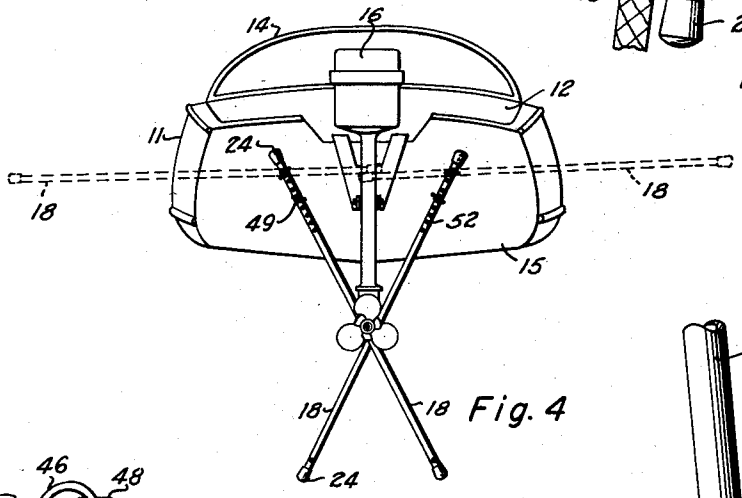


Fig. 4

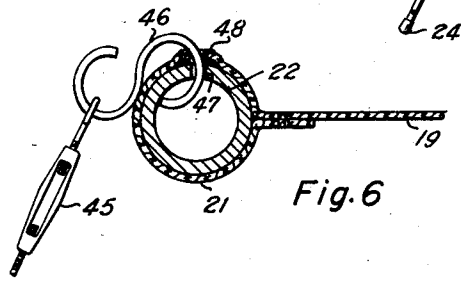


Fig. 6

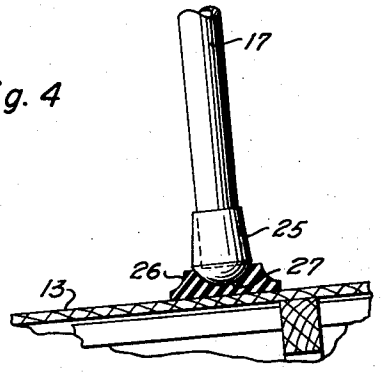


Fig. 8

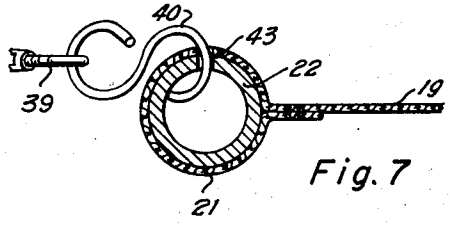


Fig. 7

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2,847,019

BOAT AWNING

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Application December 18, 1956, Serial No. 629,074

3 Claims. (Cl. 135—6)

This invention relates to new and useful improvements in boat awnings.

One object of the invention is to provide an improved awning for a boat which is so constructed that it is capable of being readily mountable on the boat with minimum alteration thereof and without detracting from the appearance of the boat or interfering with the vision and/or movement of the occupants.

Another object of the invention is to provide an improved boat awning which is of sufficient length and width to cover the entire cockpit or interior of the boat, which is easily adjustable for protecting the occupants from the weather and which includes rear supports adaptable for use as stabilizers to protect the engine or motor propeller, or as fenders.

A particular object of the invention is to provide an improved boat awning, of the character described, which is adapted to be mounted on a speedboat or runabout of the inboard or outboard type without reducing the speed thereof and which will withstand heavy rains and high winds whereby the awning need not be removed from the boat during storms or other bad weather.

A further object of the invention is to provide an improved boat awning, of the character described, which is capable of being easily and quickly removed and used as a boat cover to protect the interior of the boat as well as its motor.

A construction designed to carry out the invention will be hereinafter described, together with other features of the invention.

The invention will be more readily understood from a reading of the following specification and by reference to the accompanying drawings, wherein an example of the invention is shown, and wherein:

Fig. 1 is a perspective view of an awning constructed in accordance with the invention and mounted on an outboard motorboat,

Fig. 2 is an enlarged perspective view of the front portion of the erected awning,

Fig. 3 is a rear elevational view of the awning and boat,

Fig. 4 is a view, similar to Fig. 3, with the awning removed and illustrating use of the rear supports as stabilizers,

Fig. 5 is an enlarged, transverse, vertical, sectional view, partly in elevation, showing the mounting of one of the rear supports and its connection to the rear transverse rod of the awning,

Fig. 6 is an enlarged, transverse, vertical, sectional view showing one of the connections between the front rods of the awning and one of the chains which is attached to the deck of the boat,

Fig. 7 is a view, similar to Fig. 6, showing one of the connections between the front rod and the chain which is attached to the front support, and

Fig. 8 is an enlarged, transverse, vertical, sectional view showing the engagement of the front support with the deck.

In the drawings, the numeral **10** designates an awning

embodying the principles of the invention and adapted to be mounted on a boat **11** which has been shown as being of the outboard speedboat or runabout type. The boat includes an open cockpit **12**, a bow deck **13**, a windshield **14** and a transom **15** to which an outboard motor **16** is clamped in the usual manner. An upright, front support or bow stanchion **17** and a pair of upright, rear supports or stern stanchions **18** are provided for supporting a rectangular cover or sheet **19** of duck or other suitable flexible material in overlying, spaced relationship to the boat **11**, its cockpit **12** and its windshield **14** for sheltering the occupants of said boat from the sun, rain and other adverse weather conditions. The cover **19** has conventional grommets **20** in its longitudinal margins and is of sufficient length and width to be wrapped around the upper portion of the boat for storage purposes. Preferably, when it is wrapped around the boat, the cover overlies the entire cockpit and extends from in front of the windshield rearwardly to and including the outboard motor **16**.

The front and rear margins of the cover are folded upon themselves and stitched to form continuous loops **21** (Figs. 2, 5, 6 and 7) for receiving enlongated, tubular members or rods **22** and **23**. As shown most clearly in Figs. 1–3, the length of the rods **22** and **23** exceeds the width of the cover so as to project transversely or laterally beyond the longitudinal margins of said cover. Suitable caps or tips **24**, of rubber or other suitable material, may be mounted on the ends of the rods as well as on the ends of the rear stanchions **18**.

The bow stanchion **17** is tubular and has a cap or tip **25**, similar to the caps **24**, for resting in a footpiece or base member **26**, of rubber or other suitable material. As shown by the numeral **27** in Fig. 8, the cap **25** has a semi-spherical end and the base member **26** has a complementary socket to permit relative pivotal movement and adjustment of the stanchion. It is noted that the base member is disposed at the medial portion of the bow deck **13** immediately in front of the windshield **14** and, if desired, may be suitably secured thereto. A small eyebar **28** extends transversely through the upper intermediate portion of the stanchion for connection by S-hooks **29** to flexible elements or guy in the form of chains **30** which extend transversely to the lateral portions of the bow deck for attachment to suitable pad eyes **31** which are fastened to said deck. Above the eyebar **28**, an eyebolt **32** extends forwardly from the stanchion **17** for connection with a flexible element, guy or chain **33** which extends downwardly and forwardly to a conventional nose bracket or eye **34**. The chain **33** includes one or more S-hooks **35** and a turnbuckle **36** to facilitate attachment thereof and permit adjustment of its length. Each chain **30** includes a similar turnbuckle **37** and coacts with the other chains to hold the bow stanchion in adjusted upright positions.

A flexible element, guy or chain **38**, having turnbuckles **39** and S-hooks **40** at its ends, is connected at its medial portion to the stanchion **17** above the eyebolt **32** by an eyebolt **41** and an S-hook **42**. The end S-hooks **40** of the chain **38** engage in openings **43** formed in the upper portion of the front rod **22** at spaced points on each side of the stanchion (Fig. 7) for coaction with the chains **30** and **33**. A flexible element, guy or chain **44**, having a turnbuckle **45** at its upper end and an S-hook **46** at each end, extends between each end portion of the front rod and one of the pad eyes **31**. As shown most clearly in Fig. 6, each upper S-hook **46** engages in an opening **47** formed in each end portion of the rod **22** at its upper surface. It is noted that the S-hooks **40** and **46** extend through the material of the loop **21** of the cover **19** so as to hold said cover against relative displacement and that, if desired, grommets **48** may be

provided in the upper surface of said loop for registration with the openings of the rod. Due to the foregoing arrangement, a sturdy support is provided for the front portion of the cover **19**.

Each rear support or stern stanchion **18** is tubular and is fastened to the transom **15** by a pair of spaced bolts **49**. As shown in Fig. 5, the bolts **49** are confined against displacement by suitable nuts **50** and reinforcing plates **51** are clamped by the nuts and the heads of said bolts in overlying relation to the inner and outer surfaces of the transom. The bolts are elongated so as to project exteriorly of the transom for extending through spaced, diametrically-opposed openings **52** formed in the lower end portions of each tubular stanchion **18**. Suitable wing nuts **53** are carried by the outer ends of the bolts for detachably connecting the stanchion thereto. It is noted that a multiplicity of the openings **52** are provided to permit adjustment of the stanchion. Preferably, the bolts are positioned so that the stanchions diverge upwardly (Fig. 3). Upon inverting the stern stanchions **18**, the same may depend below the transom **15** and function as stabilizers for the stern of the boat **11** as well as protect the propeller of the motor **16** from being damaged (Fig. 4). As shown in broken lines, the stern stanchions may extend laterally of the boat and serve as fenders by disconnecting each stanchion from one of its bolts **49**.

The upper ends of the stanchions **18** are connected to the ends of the rear transverse rod **23** by bolts **54** and wing nuts **55**. Diametrically-opposed openings **56** are formed in the rod **23** and rear loop **21** of the cover **19** for receiving the bolts **54** whereby the rear margin of said cover is secured to the stern stanchions and rigidly supported with said cover being stretched between the bow and stern stanchions. Due to the turnbuckles **36**, **39** and **45**, the lengths of the chains or guys **33**, **38** and **44** may be varied to increase or decrease the tautness of the cover. Also, the cover may be tilted forwardly, rearwardly, or to either side.

The awning may be tilted forwardly by varying the angle of the bow stanchion **17** or by connecting the chain **38** and its S-hook **42** to the eyebar **28** or some other point below the eyebolt **41**, while rearward tilting is permitted by engaging the bolts **49** with different pairs of the openings **52** of the stern stanchions **18**. Also, the multiplicity of openings **52** permits initial adjustment of the height of the cover **19** upon installation of the same and the length of the bow stanchion may be varied in acordance with such desired height. Lateral tilting is accomplished by shortening the length of one of the chains **44** and by lowering one of the stern stanchions.

From the foregoing, it is readily apparent that the awning is readily adjustable as well as installable on and removable from a boat. Only minimum alteration of the boat **11** is required, it being necessary only to drill four small openings in the transom **15** and attach the pad eyes **31** to the bow deck **13**, whereby there is no detraction from the appearance of the boat or interference with the vision and/or movement of the occupants. The sides and back of the boat remain open and there is no danger of being trapped by the awning in the event of an overturn. The awning is of sufficient length and width to cover the entire cockpit of the boat for protecting the occupants from sun, rain and other adverse weather conditions. The speed of the boat is not reduced because the cover **19** is flat and offers little, if any, resistance to the wind. Since the awning is flat and flexible and does not catch the wind, it has no tendency to tilt the boat and cause overturning of the same especially on turns. Due to its size and construction, the cover is ideally suited for use as a storage cover for wrapping around the upper portion of the boat to protect its interior as well as its motor.

The foregoing description of the invention is explanatory thereof and various changes in the size, shape and materials, as well as in the details of the illustrated construction may be made, within the scope of the appended claims, without departing from the spirit of the invention.

What I claim and desire to secure by Letters Patent is:

1. An awning for a boat having a transom including a pair of upright stern stanchions fastened to the transom in spaced relation to each other, an upright bow stanchion resting on the bow of the boat, flexible elements connecting the intermediate portion of the bow stanchion to the sides and nose of the bow, a rectangular flexible cover extending longitudinally of the boat between the stanchions, substantially coextensive rods extending transversely across the front and rear ends of the cover, the rear transverse rod having its ends fastened to the upper end portions of the stern stanchions, flexible elements connecting the ends of the front transverse rod to the sides of the bow, and a flexible element connecting the intermediate portion of said front rod to the upper end portion of said bow stanchion.

2. An awning for a boat having a transom including a pair of upright rear supports pivotally fastened to the transom for lateral and downward swinging movement and use thereof as stabilizers and fenders, an upright front support resting on the bow of the boat, means connecting the front support to the bow at spaced points, a rectangular flexible cover having its rear end attached to the rear supports, means connecting the front end of the cover to the bow at spaced points, and means connecting said front end to said front support so as to stretch said cover between said supports.

3. An awning for a boat having a transom including a pair of upright stern stanchions, an upright bow stanchion, a rectangular flexible cover extending longitudinally of the boat between the bow and stern stanchions, and substantially coextensive rods extending transversely across the front and rear ends of the cover and connected to the upper end portions of said bow and stern stanchions, the stern stanchions being pivotally fastened to the transom for lateral and downward swinging movement and use thereof as stabilizers and fenders.

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