Nov. 30, 1965 M. W. DU CHARME 3,220,745

BOAT TRANSPORTING DEVICE

Filed Oct. 29, 1963

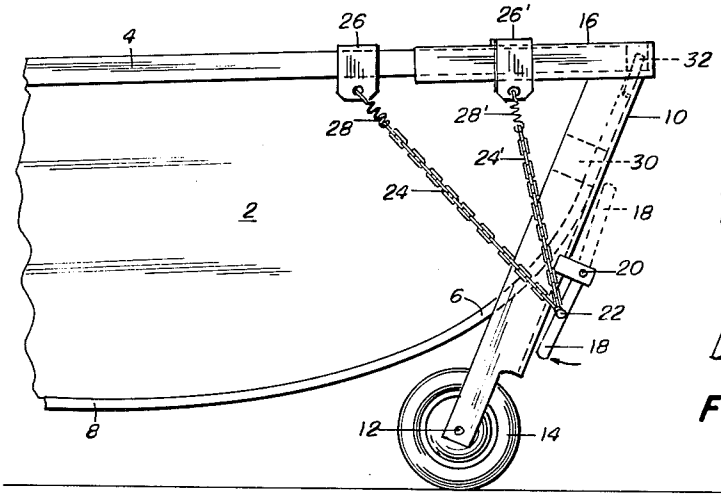


FIG. 1

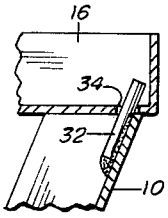


FIG. 2

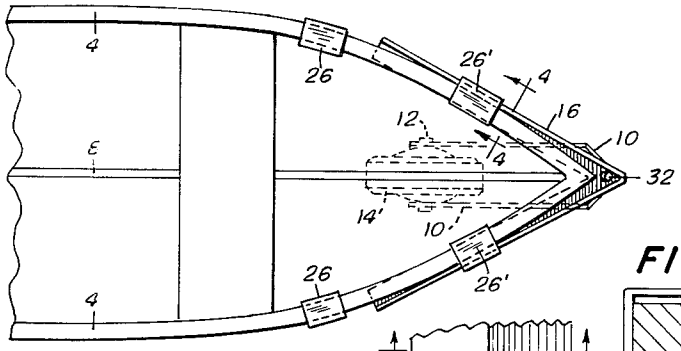


FIG. 3

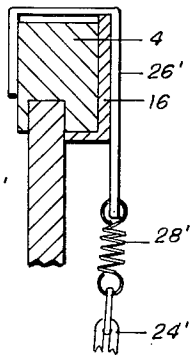


FIG. 4

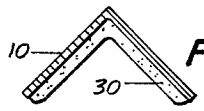


FIG. 6

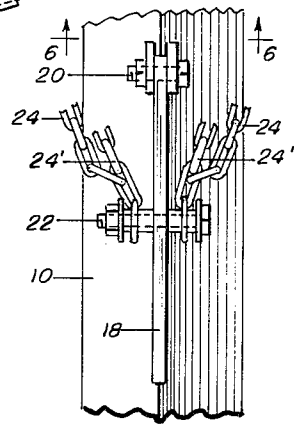


FIG. 5

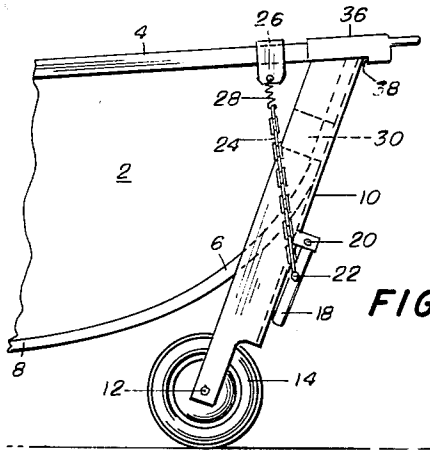


FIG. 7

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BOAT TRANSPORTING DEVICE

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2 Claims. (Cl. 280—47.32)

This invention relates to a device for transporting boats. Particularly the invention relates to transporting means having utility in the transport of light boats to and from the launching area. More particularly the invention relates to a wheel means adapted to be attached to the bow end of light boats to enable one person to easily transport said boats over short distances.

The boating enthusiast who finds it necessary to transport his boat to and from the launching area usually does so by means of a boat trailer, car roof top supports and the like. The launching operation after arrival in the vicinity of the launching area ordinarily presents a problem to which the instant invention is directed. What is usually a two-man operation can now be easily and quickly accomplished by one person utilizing the boat transporting device to which the instant invention is directed.

Briefly stated the inventive device comprises a wheel and axle assembly which may be an integral part of a main support standard and a support body which is detachably fastened to the front of a boat. After the device is in place the operator picks up the stern of the boat and easily wheels it to the desired launching area. After it is in the water or adjacent thereto the device is simply removed and the boat is ready for operation. When it is desired to reload the boat the device once more is quickly and easily installed and the boat is wheeled to the loading position.

The device of the inventive concept comprises generally a main support body which is adapted to be fitted to the stem of the boat, that is to say, the reinforcing center rib portion of the boat which extends from the keel to the point of the bow. At the lower end of the main support standard there is a wheel and axle assembly which is preferably an integral part of the standard. At the upper end of the main support standard are means for supporting the downward thrust of the boat weight. For boats equipped with a bowplate the support means comprises the upper portion of the main support body which fits in a recess on the underside of such bowplate. For boats not equipped with a bowplate the upper support body may consist of an angle iron shaped in the form of a V and adapted to engage in support relation to the undersides of the bow portions of the gunwales of the boat.

At a position intermediate the ends of the main support body there is attached a lever in pivotal arrangement along the vertical axis of the main support body. A pair of U-shaped clips adapted to be removably fastened to the gunwales of the boat are attached to the lever arm by means of chains, ropes, wires, etc. These gunwale clips are positioned on the gunwales with the main support body in position and the lever arm in its upward position. As the lever is turned downwardly an eccentric action tightens the chain or other holding means and the transporting device is snubbed firmly against the boat stem.

A second pair of gunwale clips adapted to be fastened downwardly over both the gunwales and the upper support body may also be attached to the eccentric lever. These holding clips prevent the upper support body from being displaced forward in relation to the gunwales.

The invention will be more clearly explained by reference to the attached drawings in which

FIG. 1 represents a side elevation of the bow of a boat with the inventive device attached thereto;

FIG. 2 is a detailed view of one means of attaching the main standard to the upper support body;

FIG. 3 is a plan view of the bow of the boat with the inventive device attached;

FIG. 4 is a detailed view taken along the line 4—4 of FIG. 3;

FIG. 5 is an enlarged detailed front elevation of the main support standard;

FIG. 6 is a cross-sectional view of the main support standard taken along the lines of 6—6 of FIG. 5; and

FIG. 7 is a side elevation of an embodiment of the inventive device used in connection with a boat equipped with a bowplate.

Turning now to the drawings reference numeral **2** designates the bow portion of a boat such as a light metal boat having gunwales **4**, a stem **6**, and a keel **8**. Fitted around the stem **6** of the boat is a main support standard **10**. At the lower end of the main support standard is an axle **12** and a wheel **14**, which comprise a wheel assembly. At the upper end of standard **10** is an upper support body **16** which is adapted to gunwale **4** in support relation thereto as is shown in FIG. 4. Upper support body **16** is preferably fashioned from angle-iron and in a V-shape conformation to support the underneath sides of the bow portions of both gunwales. Fastened to the main support standard at a point between the upper and lower end thereof is a lever arm **18** which pivots about pivoting pin **20**. As shown this pivoting pin comprises a nut and bolt assembly, however, any pivoting means desired may be used. There is attached to lever arm **18**, by fastening means **22**, a nut and bolt assembly as shown, chains **24** and **24'** which are in turn fastened to holding clips **26** and **26'**. If desired springs **28** and **28'** may be interposed between the holding clips and chains to take up tension and remove slack from the chains when the device is in use.

Holding clips **26** are designed to slip downwardly over gunwale **4** and are of a size such that they remain snugly fitted in place. Clips **26'**, which do not need to be attached to lever arm **18**, are adapted to hold the upper support body **16** snugly against gunwale **4** and to prevent forward displacement of this support body in relation to the gunwale. If desired a padding material such as a block of sponge rubber, felt, or the like may be affixed to the inside edge of the main support body to prevent scratching of the stem when the device is in place. This pad is shown in dotted lines at **30**.

One means of attaching the main support standard to the upper support body is shown in detail in FIG. 2 and comprises a pin **32** permanently affixed to the main support body by welding or the like and extending through an aperture **34** in the upper support body. Other fastening means however such as bolting, rivetting, welding or the like may be used to attach the upper support body to the main support standard.

FIG. 7 depicts a bowplate **36** which is permanently affixed to the bow of boat **2**. The upper end of main support standard **10** fits in recess **38** of the bowplate **36** and serves the function of the upper support body **16** in instances where the boat is equipped with a bowplate. The position of the eccentric lever arm in its upward or open relation is shown in dotted lines at **40** of FIG. 1.

To install the device of the invention the main support standard is adapted to fit over the stem of the boat and the upper support standard is fitted beneath the gunwale, clips **26** and **26'** are placed in position with lever arm **18** in its upward or open position. The clips are adjusted so that in the open position the chains are free from slack. Lever arm **18** is then pivoted downwardly about pivoting pin **20** holding the main support standard firmly against the stem of the boat. To remove the device the

operation is reversed, that is the eccentric lever **18** is turned to its upward or open position, clips **26** and **26'** are removed and the device is slipped from the front end of the boat.

To review briefly the instant invention relates to a boat transporting device which comprises a main support standard which is fitted on the lower end thereof with a wheel and axle assembly. The upper end of the main support standard, for boats fitted with a bowplate, comprises the upper support means. For boats not fitted with the bowplate there is an upper support body attached to the upper end of the main support standard which engages in support relation to the gunwales of the boat. Intermediate ends of the main support body there is attached an eccentric lever. Attached to the lever are fastening chains which terminate in U-shaped clips which fasten over the gunwales of the boat and which are held tightly in position by the fastening chains on the eccentric lever when positioned to its downward position.

It will be understood, of course, that various embodiments will suggest themselves to those familiar to the art without departing from the inventive concept.

What is claimed is:

1. A boat transporting device which comprises:

a main support standard angular in cross section and adapted to be fitted over the stem of a boat;

a wheel and axle assembly as an integral part of the lower end of said main support standard;

an upper support body, angular in cross-section and adapted to engage in supporting relation to both gunwales of a boat;

a pair of clips adapted to be fitted downwardly on the gunwales of a boat and attached to an eccentric lever located on the apex of said main support standard at a point intermediate the ends thereof; and a pair of clips adapted to be fitted downwardly over said upper support body and the gunwales of a boat to prevent forward displacement of said body in relation to the gunwales and means for attaching said pair of clips to said eccentric lever.

2. A boat transporting device which comprises;

a main support standard angular in cross section and adapted to be fitted over the stem of a boat;

a wheel and axle assembly mounted on the lower end of said main support standard;

an upper support standard angular in cross section and adapted to engage in supporting relation to the gunwales of a boat;

fastening means adapted to be fitted downwardly on the gunwales of a boat and attached to an eccentric lever located on the apex of said main support standard at a point intermediate the ends thereof; and fastening means adapted to be fitted downwardly over said upper support body and the gunwales of a boat to prevent forward displacement of said body in relation to the gunwales, and means for attaching said fastening means to said eccentric lever.

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