

Aug. 9, 1960

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2,948,253

HOLDING-BRACKET FOR AN OUTBOARD MOTOR

Filed Feb. 3, 1958

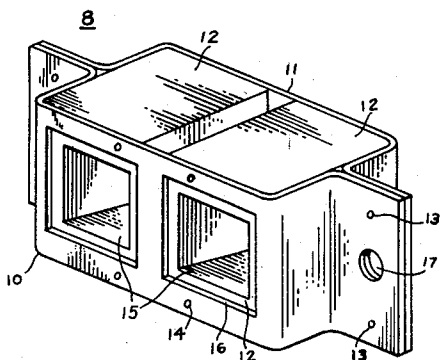


Fig. 1

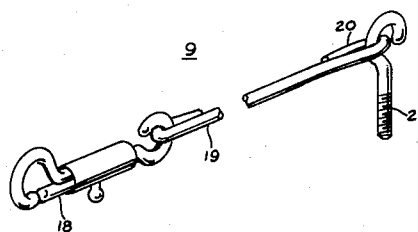


Fig. 2

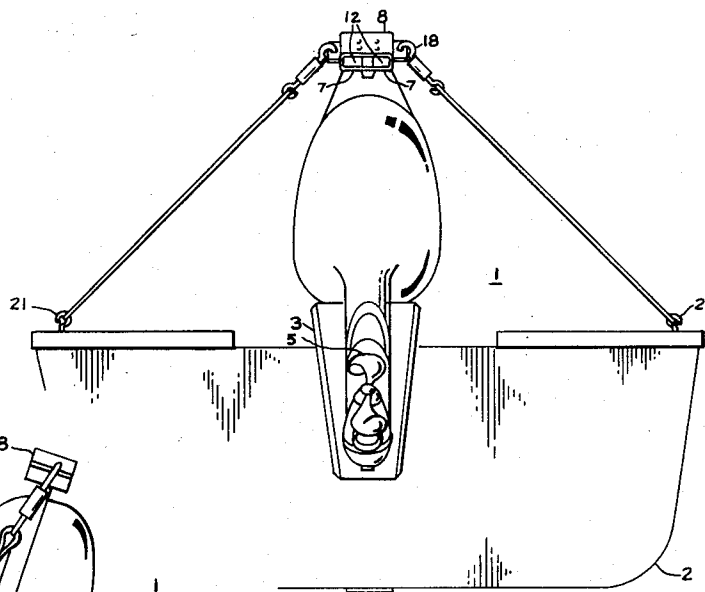


Fig. 3

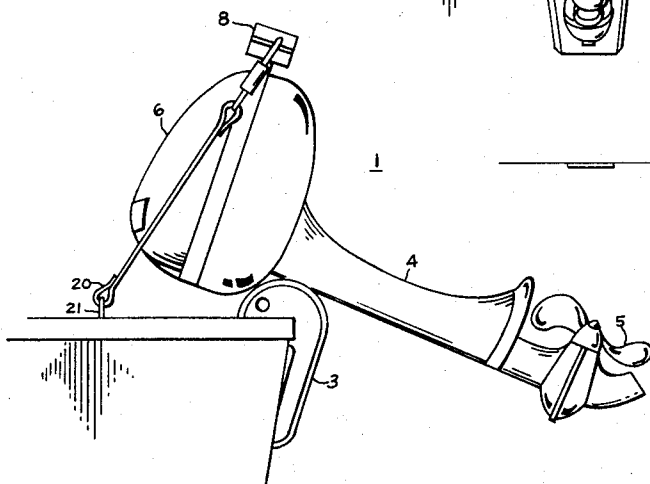


Fig. 4

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2,948,253

HOLDING-BRACKET FOR AN OUTBOARD MOTOR

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Filed Feb. 3, 1958, Ser. No. 712,947

7 Claims. (Cl. 115—17)

This invention discloses an improved bracket for holding an outboard motor in a raised position at the stern of the boat to which said motor is mounted; and, more particularly, discloses a bracket which prevents the motor from turning or shifting when the boat and motor are being transported or otherwise moved about.

It is an object of this invention to provide a simple, inexpensive and convenient means for handling an outboard motor that is mounted to the stern of a boat, and for moving said boat with the motor attached thereto.

Other objects and features of my invention will become evident upon examination of the following description, taken in conjunction with the accompanying single sheet of drawings, in which:

Figure 1 is an enlarged perspective view of my bracket;

Figure 2 is an enlarged view of the cable assembly used to hold the bracket and motor in position; and

Figures 3 and 4 are rear and side views, respectively, of a typical motor and boat assembly with my bracket and cable assemblies mounted in the preferred position.

In Figures 3 and 4, a typical motor 1 is shown mounted at the stern of a typical boat 2, in the usual manner, by clamping means 3. The boat and motor are shown in functional form, since a detailed description thereof is unnecessary for a complete description of my invention.

It should suffice to point out that clamping means 3 is of conventional design and permits the motor 1 to be pivoted between the raised position shown in Figures 3 and 4, and the operating position with shaft 4 in a vertical position and propeller 5 in the water; and permits the motor to be rotated about the axis of shaft 4 so as to cause a change in the direction of movement of boat 1 in the water when the motor is operating, all in the usual manner. Upper housing 6 of motor 1 may be formed with two ear-like projections extending from the rear thereof, as is seen most clearly in Figure 3. These ear-like projections, which are similar to those provided on a number of the outboard motors presently in wide spread use, engage recesses in my bracket 8 in the manner described below. Although I have shown my invention for use with a motor having two ear-like projections at the rear of the upper housing, it should be understood that the shape and number of such projections forms no part of my invention, it being only necessary that some projecting means be provided on the upper housing of the motor for engagement by my bracket.

The frame of my bracket 8 consists of a metal front plate 10 having two openings 16 therein, and a metal back plate 11 mounted to said front plate by means such as rivets 13, thereby forming a sleeve having flanges on opposite sides thereof. An opening 17 is provided in each of said flanges to receive hook 18 of cable assembly 9. Blocks 12, which are formed from wood, hard rubber, or other suitable material, are mounted between plates 10 and 11 as shown, and held in place by bolts 14. Openings 15 in blocks 12 are shaped to fit snugly over projections 7 of motor 1. The shape of openings 15 can be

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changed to accommodate different shaped projections 7, or blocks 12 can be easily replaced, by removing bolts 14 and then removing blocks 12 from between plates 10 and 11. Furthermore, the number of openings such as 16, and blocks such as 12, may be varied as necessary in accordance with the upper-housing-projection configuration on the particular outboard motor with which my bracket may be used.

Bracket 8 is held in place by cables 9, with openings 15 engaging projections 7, thereby holding motor 1 in the raised position as shown. Clamping means 3 prevents further raising of motor 1, that is, prevents pivoting of motor 1 so as to raise propeller 5 to a higher position. Thus, with cables 9 snugly fastened, motor 1 is held rigidly in place and prevented from either pivoting or rotating. The cable assemblies 9 consist of locking-type hooks 18 which engage openings 17 in bracket 8, cable 19, and hook 20 which engages eye-bolt 21. As shown in Figure 4, eye-bolts 21 are preferably mounted slightly forward of housing 6 so as to provide a more positive holding effect. These cable assemblies make it relatively easy to adapt my bracket to different types of boats and motors, since the length of cables 19, and the position of eye-bolts 21, can be varied as necessary.

What has been described is considered to be the preferred embodiment of my invention, but it should be understood that modifications may be made without departing from the scope thereof as defined in the appended claims.

What I claim is:

1. A bracket assembly for holding an outboard motor in a raised position at the stern of a boat, wherein the upper housing of said motor is formed with a projection extending from the rear thereof, comprising: a pair of cables individually connectable to opposite sides of said boat, a bracket formed with a recessed portion and two flanges, a holding block mounted in said recessed portion and formed with a shaped opening adapted to fit snugly over said projection, and means mounted to each of said cables for fastening said cables to said flanges when said block is fitted over said projection, to thereby hold said motor in a raised position and prevent it from turning or shifting.

2. A bracket assembly for holding an outboard motor in a raised position at the stern of a boat, wherein the upper housing of said motor is formed with a projection extending from the rear thereof, comprising: a sleeve having a pair of flanges on opposite sides thereof and an opening in another side, a holding block formed with a shaped opening adapted to fit snugly over said projection, means for mounting said holding block within said sleeve so as to align said shaped opening with said first-mentioned opening, and means for fastening said flanges to opposite sides of said boat with said projection fitted into said aligned openings to thereby hold said motor in a raised position and prevent it from turning or shifting.

3. A bracket assembly for holding an outboard motor in a raised position at the stern of a boat, wherein the upper housing of said motor is formed with a projection extending from the rear thereof, comprising: a pair of supporting strips having equal and opposite transverse bends at each end thereof, one of said strips being formed with an opening therein; means for fastening said strips together so as to form a rectangular sleeve having a flange at opposite sides thereof, said opening being located in another side; a holding block formed with a shaped opening that is adapted to fit snugly over said projection; means for mounting said holding block within said sleeve so as to align said openings; and a pair of cable assemblies for securing said flanges to opposite sides of said boat when said projection is fitted into said aligned openings to

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thereby hold said motor in a raised position and prevent turning or shifting thereof.

4. A bracket assembly for holding an outboard motor in a raised position at the stern of a boat, wherein the outboard motor is mounted to said boat by conventional clamping means, and the upper housing of said motor is provided with one or more projections extending from the rear thereof, comprising: a bracket having a shaped opening therein adapted to fit snugly over at least one of said projections, and a cable assembly mounted to said bracket and connectable to said boat, said cable assembly effective when connected to said boat to hold said bracket firmly against said projection and thereby hold said motor in a raised position and prevent turning or shifting thereof.

5. In combination: a boat; an outboard motor comprising an upper housing, and a driving propeller, and a shaft member mounted between said housing and said propeller, said housing having at least one projection at the rear thereof; clamping means for mounting said motor at the stern of said boat, said clamping means being effective to permit rotation of said motor about the axis of said shaft member to change direction of boat movement, and to permit pivoting said motor between an upper

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limit position whereat said propeller would be out of water and a lower limit position with said propeller in a driving position; a bracket member having a shaped portion adapted to fit snugly over at least one of said projections; and means for connecting said bracket member to said boat when said motor is in said upper limit position, and said bracket member is fitted over said projection, to prevent said rotation and pivoting.

6. The combination as claimed in claim 5, wherein said last mentioned means includes a pair of cable assemblies for connecting said bracket member to opposite sides of said boat.

7. The combination as claimed in claim 6, wherein said bracket member comprises a sleeve having a pair of flanges on opposite sides thereof and an opening in another side, a holding block formed with a shaped opening for engaging said projection, and means for mounting said holding block within said sleeve so as to align said openings.

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