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STEERING AND THROTTLE CONTROL FOR OUTBOARD MOTORS

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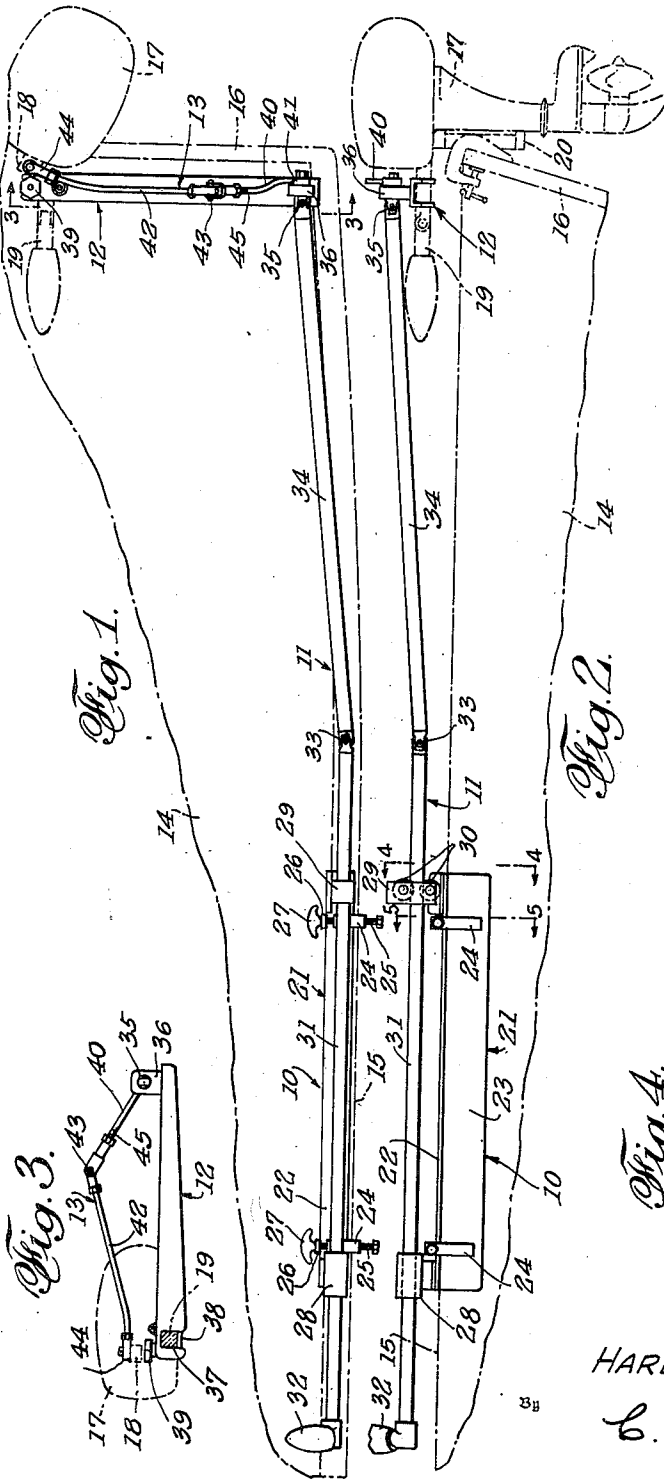


Fig. 1.

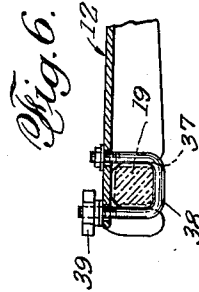


Fig. 6.

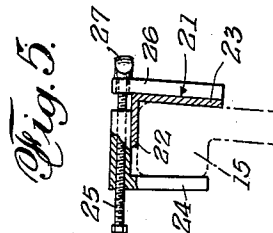


Fig. 5.

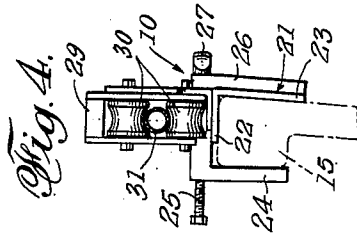


Fig. 4.

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STEERING AND THROTTLE CONTROL FOR
OUTBOARD MOTORS

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5 Claims. (Cl. 74-484)

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This invention relates to a steering and throttle controlling device for outboard motors, the primary purpose of the invention being to provide a control device that can be operated from a position intermediate a boat rather than from a position adjacent the transom as heretofore. The present means facilitates fishing from a rowboat or like small craft in that the control of the boat may be effected with equal facility while facing fore or aft.

The invention has for an object to provide a device of the character referred to that can readily be fastened to a gunwale of a small boat and to the outboard motor thereof and as easily removed, the device embodying a single control handle by means of which the motor is pivoted relative to the boat to steer the latter and, also, the throttle of said motor manipulated to control speed of travel.

The invention also has for its objects to provide such means that are positive in operation, convenient in use, easily installed in a working position and easily disconnected therefrom, economical of manufacture, relatively simple, and of general superiority and serviceability.

The invention also comprises novel details of construction and novel combinations and arrangements of parts, which will more fully appear in the course of the following description. However, the drawings merely show and the following description merely describes one embodiment of the present invention, which is given by way of illustration or example only.

In the drawings, like reference characters designate similar parts in the several views.

Fig. 1 is a plan view showing a preferred embodiment of the invention in operative position on an outboard motor-equipped rowboat.

Fig. 2 is a side elevational view thereof.

Fig. 3 is a cross-sectional view as taken on line 3-3 of Fig. 1.

Figs. 4 and 5 are enlarged cross-sectional views taken on the respective lines 4-4 and 5-5 of Fig. 2.

Fig. 6 is an enlarged fragmentary sectional view of the left hand end of Fig. 3.

The control device illustrated in the drawing comprises means 10 adapted to be removably connected to the gunwale of a boat, an articulated and elongated connection 11 guided for movement in the means 10, an arm 12 connected to an outboard motor and controlled by connection 11, and linkage means 13 connected to the throttle of said motor and also controlled by connection 11.

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The drawing shows a generally conventional rowboat 14 having gunwales 15 (of which one is shown) and a transom 16 at the stern, and a typical outboard motor 17 mounted on the transom. Said motor has a throttle 18 whereby the speed thereof is controlled, and a handle 19 by means of which the motor is pivotally moved on a vertical pivot 20 to effect steering of the rowboat. It is to such a conventional boat and motor combination that the present means is adapted to be applied.

The means 10 comprises an elongated mounting member 21 having an angle cross-section and engageable with the gunwale 15 of boat 14 at a point remote from transom 16. Said member has a top flange 22 adapted to rest upon the gunwale and a side flange 23 engaged against the inner side of said gunwale. The member 21 is held in place as by a pair of spaced clamps 24 having threaded engagement with clamp screws 25 passing through and guided by cleats 26 affixed to member 21. The handles 27 of screws 25 have abutment with cleats 26 when drawn up to pull the latter tightly against the outer side of the gunwale.

The means further includes a pair of guides for the connection 11, the same comprising a guide tube 28 mounted at one end of member 21 and a bracket 29 carrying upper and lower grooved rollers 30 spaced to pass connection 11. The space between said rollers, of course, is aligned with tube 28.

The connection 11 comprises an elongated tube 31 that passes loosely through guide tube 28 and between rollers 30 so that the same is axially movable relative to means 10 and also revoluble on its axis. Said tube 31 is substantially longer than the spacing of the above-defined guides and at one end is provided with an offset handle 32 and at the other with a universal joint 33. The connection 11 further includes an elongated tube 34 connected at one end by joint 33 to tube 31 and at the other, by a universal joint 35, to arm 12.

The arm 12, at one end, is removably, yet fixedly, connected to handle 19 of the outboard motor 17 and at its free end there is provided a bearing block 36 revolubly mounting the universal joint 35. Since handle 19 of different motors may vary in its elevated position relative to the top of the gunwale, the universal joints enable an accommodating angular disposition of tube 34 relative to tube 31, substantially as indicated. Also, since arm 12 has swinging movement on motor pivot 20, block 36 has arcuate travel that is allowed by said universal joints.

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Arm 12 is shown as a channel-sectioned member that is provided with a notch 37 through which motor handle 19 projects; a U-clamp 38, in register with said notch, is employed to tightly lock arm 12 to handle 19, said clamp being quickly tightened or loosened as by a knob 39 threadably engaged with one leg of said clamp and within easy reach at the top of arm 12. Since handle 19 is initially adjustable relative to the motor, considerable flexibility of adjustment is available when mounting the present means in operative position.

It will be apparent that a person grasping handle 32, which is remote from motor 17, can, by pushing aft or pulling forward, swing the motor on its pivot 20 to steer boat 14, as desired.

The linkage means 13 comprises an arm 40 that extends from a block 41 pivoted in block 36 and connected to joint 35, a link 42 connected by a pivot 43 to the free end of arm 40, and a swivel 44 on the opposite end of said link and connected to throttle 18 of the motor. Arm 40 can be adjusted for length on threads 45 so that swivel 44 can achieve proper connection with the throttle of various motors. Also, link 42 is curved adjacent to the swivel to obviate interference with the motor when the same is steered in one direction.

It will be seen that for any position of the motor, by swinging handle 32 around the axis of tube 31, the linkage means 13 will effect movement of the throttle accordingly. It will also be seen that the adjusted position of the throttle is not disturbed when handle 32 is pushed or pulled to steer the boat.

The means herein provided entails no change whatever in the boat or motor and the same can be applied without tools of any kind.

While the invention that has been illustrated and described is now regarded as the preferred embodiment, the construction is, of course, subject to modifications without departing from the spirit and scope of the invention. It is therefore not desired to restrict the invention to the particular form of construction illustrated and described, but to cover all modifications that may fall within the scope of the appended claims.

Having thus described the invention, what is claimed and desired to be secured by Letters Patent is:

1. A device for controlling the pivotally-mounted outboard motor of a small boat, said motor having a throttle, said device comprising unitary support means adapted for removable mounting on the gunwale of a boat and having fixedly spaced guides thereon, an articulated connection including a tube extending through said guides and said tube having a handle to both rotate and push and pull the connection, selectively, an arm interconnecting said connection

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and motor to effect steering the latter on its pivot during push or pull of said handle, and linkage generally coextensive with said arm and interconnecting the connection and the throttle of the motor to effect operation of the throttle during rotational movement of said handle.

2. The device according to claim 1, in which the articulated connection, in addition to the mentioned tube, includes a second tube, said two tubes being in general longitudinal arrangement and a universal joint connecting the adjacent ends of said tubes.

3. The device according to claim 1 in which said unitary support means comprises an elongated angle-sectioned member having clamps thereon to removably mount the member on the gunwale and one of the spaced guides comprising a pair of grooved guide rollers.

4. The device according to claim 1 in which the arm that interconnects the articulated connection and the motor is removably and fixedly connected to a steering handle provided on said motor, and said arm is disposed transverse to the general disposition of the articulated connection.

5. A steering and throttle control for the pivotally-mounted outboard motor of a small boat, said motor having a relatively short steering handle, said control comprising an arm having one end fixedly yet removably secured to said steering handle of the motor and extending substantially at right angles to said steering handle, a bearing block mounted on the free end of said arm, a revoluble member carried by the bearing block, an elongated articulated and guided means connected to the revoluble member to push and pull said free end of the arm and thereby steer the motor on its pivot, articulated linkage generally coextensive with said arm and thereabove and interconnecting the revoluble member and the throttle of the motor, said linkage being actuated by axial rotation of the elongated articulated and guided means to adjust said throttle, and a handle on the elongated articulated and guided means remote from the motor for selectively pushing and pulling or rotating said elongated articulated and guided means.

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