Feb. 12, 1952 L. PLAZIAK 2,585,344

STERN FOR OUTBOARD MOTORBOATS

Filed Aug. 25, 1949

Fig. 1.

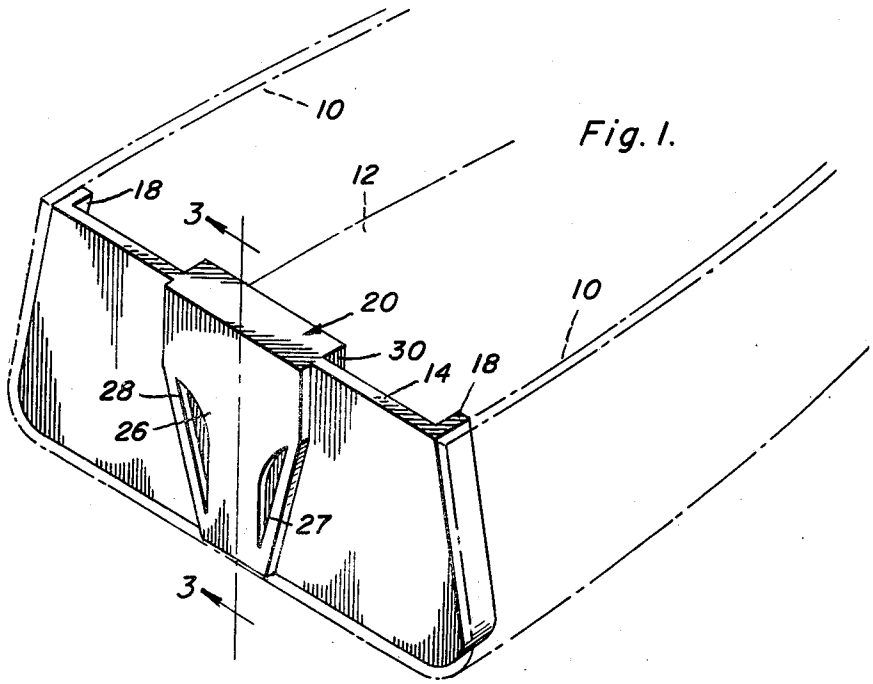



Fig. 2.

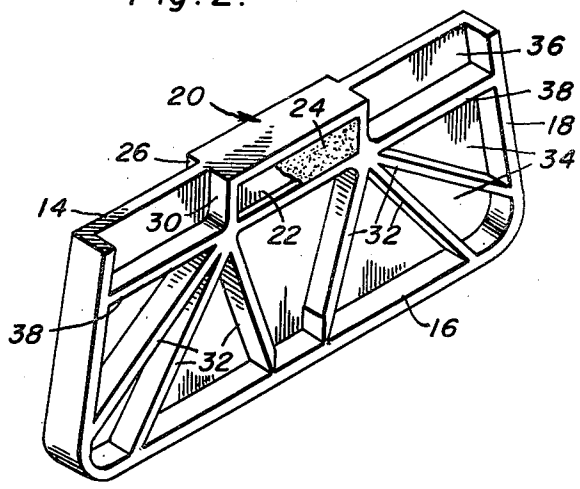
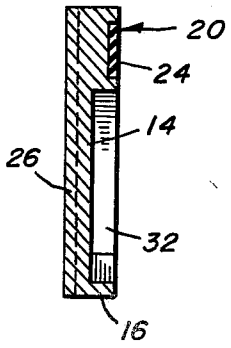



Fig. 3.




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## STERN FOR OUTBOARD MOTORBOATS

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Application August 25, 1949, Serial No. 112,350

6 Claims. (Cl. 9—6)

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This invention relates generally to boats and more particularly to a stern construction for a motorboat or other small craft.

A primary object of this invention is to provide a stern for an outboard motorboat which will minimize the necessity for annual conditioning and repair of this portion of the craft, the stern being adapted for construction in metal and designed for maximum durability and ruggedness, while maintaining the advantageous features of light-weight and easy attachability to the sides and bottom of the boat.

Another important object of this invention is to provide a stern for a motorboat adapted particularly for use with an outboard motor, the stern having an embedded resilient pad which greatly facilitates the securement of the outboard motor and aids in preventing the inadvertent loss thereof due to unloosening from the stern of the boat, a circumstance which not infrequently arises when ordinary stern constructions are employed.

Still another object of this invention is to provide a stern construction obviating the necessity of supplying wooden mounting pads for an outboard motor, this improved stern construction having its mounting pads permanently secured therein, yet perfected against injury during normal use of the boat.

And a last object to be mentioned specifically is to provide a stern construction for a boat which will be inexpensive and practicable to manufacture, simple to secure on the remaining portion of the hull of the boat and which will give generally efficient and durable service.

With these objects definitely in view, this invention resides in certain novel features of construction, combination and arrangement of elements and portions as will be hereinafter described in detail in the specification, particularly pointed out in the appended claims, and illustrated in the accompanying drawings which form a material part of this application, and in which:

Figure 1 is a three dimensional view of this invention, the figure including representation in dash line of the bottom and side of a hull of a boat;

Figure 2 is a three dimensional view of the stern removed from the hull of the boat, the front side of the stern being represented in this figure; and,

Figure 3 is a vertical transverse sectional view, taken substantially upon the line 3—3 in Figure 1.

Similar characters of reference designate similar or identical elements and portions throughout

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the specification and throughout the different views of the drawing.

Referring now to the drawing in detail, this invention is adapted to be used with an environment including the hull of a boat having sides 10 and bottom 12, this hull fragmentarily shown in Figure 1, being of the type ordinarily used with outboard motors, although the stern construction described herein need not be limited to use such as illustrated in the drawings. The stern includes a plate 14 which will ordinarily be substantially vertical and shaped as dictated by the shape of the stern end portions of the sides 10 and bottom 12 of the hull. The plate has an integral flange 16 extending along the bottom edge of the plate, and an integral flange 18 extending along the ends of the plate for securement to the bottom and sides of the hull, respectively. The flange 16 and the integral flange 18 both extend forwardly of the vertical plate 14.

The vertical plate 14 has an integral thickened panel generally indicated at 20, and this panel is recessed as indicated at 22 in Figure 2 to receive a pad 24 of resilient material such as rubber compound to facilitate the clamping of outboard motors upon the thickened panel 20. It should be clearly noted that the imbedding of the pad 24 within the recess 22 greatly increases the useful life of the pad, without any deleterious effects relating to the general functioning of the pad. Of course, the pad cannot be lost or misplaced as is very frequently encountered in the use of separate detachable wooden pads. Furthermore, the material of which the pad 24 is made varied according to individual preferment and mechanical expediency, although the pad should in all cases be of resilient material.

The thickened panel 20 has an integral portion 26 extending rearwardly of the rear face of the vertical plate 14 and coextensive in height with this plate. The lower portion of the portion 26 may be reduced as indicated at 27 in Figure 1, and may be recessed as indicated at 28 in the same figure to lessen the weight of the stern, while preserving sufficient rigidity therein. The thickened portion 20 will also have a forwardly extending part 30. In other words, it is preferred that the plates 14 shall extend laterally from intermediate portions of the thickened portions 20.

A plurality of integral plate ribs 36 radiate from each end of the part 30 of the thickened panel 20, and the forward edges of these ribs 32 are co-planar with the forward edge of the thickened portion 20 and with the forward edges of

the flange construction 15 and 18. It will be noted that compartments 34 are generated between the forward face of the vertical plate 14 and the said radiating ribs 32, these compartments being very convenient for storage of apparel, fishing tackle and the like. The compartment 36 above a horizontally extending rib 38 on each side of the thickened panel 20 is especially valuable and convenient.

The operation of this invention will be clearly understood from a consideration of the foregoing description of the mechanical details thereof, taken in connection with the drawings and the above recited objects, and it will be clear that all of these objects are amply achieved by this invention.

Having described the invention, what is claimed as new is:

1. A stern for an outboard motorboat or other small craft, comprising a vertical plate, a flange on the bottom and lateral edges of the plate for securement to the bottom and sides of a boat, and a thickened panel at the top central portion of the plate whereupon a motor may be clamped, said thickened panel having a pad of resilient material embedded into one side thereof, said thickened panel having a portion on the stern side of the plate coextensive with the height of the plate, and another portion extending forwardly of the main portion of the plate.

2. A stern according to claim 1 and wherein said resilient pad is in said forwardly extending portion.

3. A stern according to claim 2 and including



integral plate ribs radiating from each end of said forwardly extending portion and terminally secured to said flange.

4. A stern according to claim 3 and wherein said forwardly extending portion and said ribs have their forward edges in coplanar relation.

5. A motorboat having a bottom and sides, and a stern comprising a vertical plate, a flange on the bottom and lateral edges of the plate for securement to the bottom and sides of a boat, and a thickened panel at the top central portion of the plate whereupon a motor may be clamped, said thickened panel having a pad of rubber embedded into one side thereof.

6. A stern according to claim 1 and wherein said resilient pad is in said forwardly extending portion, certain of said ribs extending horizontally and constituting shelves for supporting fishing gear and the like.

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