A. A. CAILLE,
OUTBOARD MOTOR SUPPORT,
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INVENTOR
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To all whom it may concern:

Be it known that I, AUGUSTE ARTHUR CAILLE, a citizen of the United States, and a resident of Detroit, in the county of Wayne and State of Michigan, have invented a new and Improved Outboard Motor Support, of which the following is a specification.

This invention relates to an outboard motor support for small boats, more particularly to a device for supporting a motor upon pointed sterns where its object is to provide a support that may be quickly secured to or detached from the boat.

This invention consists in a motor supporting block having a plurality of gripping members secured thereto, at least one of which is movable in respect to the block, and means connected to a permanent portion of the boat for forcing the gripping members into engagement with the side of the boat.

It also consists in the novel details of construction shown and described and pointed out in the claims.

In the drawings, Figure 1 is a perspective view of the support and motor in position thereon. Fig. 2 is a bottom plan view of the supporting block and a portion of the clamping means.

Similar reference characters refer to like parts throughout the several views.

The engine 1, shaft casing 2, propeller 3, rudder 4 and associated parts may be pivotally supported at 5 upon a bracket 6 that is provided with the clamping screws 7, these parts being of well known construction.

The numeral 10 indicates the pointed stern of a boat in the upper part of which may be secured a short block or deck 11, and secured to the deck in any desired manner, preferably by means of the screws 12, is a bracket 13 having formed thereon a threaded log 14. The boat is preferably formed with a molding 9 along the outer upper edge of each gunwale. Engaging with the threads in the log is a bolt 15 that passes through an opening in the upstanding portion 16 of a pivot-block 17, the lower end 18 of which constitutes a pivot for the toggle links 19 that may be pivotally connected at 21, respectively, to the gripping members 22 and 23. Each of the members comprises the downwardly and inwardly extending gripping jaws 24 and 25, adapted to engage the moldings 9, and may have formed thereon the perforated boss 26 through which the threaded bolts 27 may pass. These bolts also preferably pass through a metal plate 28 and into the supporting block 29, that may be of rectangular cross-section, upon which the bracket 6 may be clamped. The bolts 27 are provided with the nuts 30. The gripping members 25 may also be provided with the inter-engaging teeth 31 whereby equal angular movements may be insured, and with a series of extra openings 32 through which the pivots of the links may pass, thereby enabling the device to be used on boats whose ends differ widely in angularity.

It is obvious that the engine and associated parts may be removed either by loosening the thumb-screws 7, or by unscrewing the bolt 15. In case it is desired to use the boat for rowing or sailing purposes merely, the bolt 15 should be unscrewed and the gripping members removed, after which the threaded bracket may be used as a means for securing the painter to the boat. It is clear also that many changes may be made in the details of construction without departing from the spirit of my invention.

What I regard as my invention and desire to secure by Letters Patent is:

1. In combination with a boat having a pointed stern, a deck carried thereby, a bracket secured to the deck, a pair of gripping members each adapted to engage with one side of the end of the boat, an outboard motor support carried by the gripping members, and means connected to the bracket on the deck, whereby the gripping members may be brought into engagement with the side of the boat.

2. In combination with a boat having a pointed stern, a deck carried thereby, a bracket secured to the deck, a pair of gripping members each adapted to engage with one side of the end of the boat, an outboard motor support, a pivot connecting one of the gripping members to the motor support, and means connected to the bracket on the deck whereby the pivoted gripping member may be brought into engagement with the side of the boat.

3. In combination with a boat having a pointed stern, a deck carried thereby, a bracket secured to the deck, a pair of gripping members each adapted to engage with...
one side of the stern of the boat, an outboard motor support, a pivot connecting one of the gripping members to the motor support, a toggle link, a pivot joining the toggle link to the pivoted gripping member, and means connected to the bracket and the toggle link whereby the pivoted gripping member may be brought into engagement with the side of the boat.

4. In combination with a boat having a pointed stern, a deck carried thereby, a bracket secured to the deck, a pair of gripping members each adapted to engage with one side of the stern of the boat, an outboard motor support, means movably connecting one of the gripping members to the motor support, a link, a pivot joining the link to the movable gripping member, and means connected to the bracket and the link whereby the movable gripping member may be brought into engagement with the side of the boat.

5. In combination with a boat having a pointed stern, a deck carried thereby, a threaded bracket secured to the deck, a pair of gripping members each adapted to engage with one side of the stern of the boat, an outboard motor support carried by the gripping members, means movably connecting one of the members to the support, a link pivotally connected to the movable gripping member and a bolt connected to the link and passing through the threads on the bracket, whereby the movable gripping member may be brought into engagement with the side of the boat.

6. In combination with a boat having a pointed stern, a deck carried thereby, a threaded bracket secured to the deck, a pair of gripping members each adapted to engage with one side of the stern of the boat, an outboard motor support carried by the gripping members, a pivot connecting one of the members to the support, a link pivotally connected to the pivoted gripping member, and a bolt secured to the link and passing through the threads on the bracket, whereby the pivoted gripping member may be brought into engagement with the side of the boat.

7. In combination with a boat having a pointed stern, a deck carried thereby, a bracket secured to the deck, a pair of gripping members each adapted to engage with one side of the stern of the boat, an outboard motor support pivotally connected to the gripping members, and means connected to the bracket on the deck whereby the gripping members may be brought into engagement with the sides of the boat.

8. In combination with a boat having a pointed stern end, a deck carried thereby, a bracket secured to the deck, a pair of gripping members each adapted to engage with one side of the stern end of the boat, an outboard motor support, pivots connecting each of the gripping members to the support, means for insuring equal angular movements of the gripping members, and means connected to the bracket on the deck whereby the gripping members may be brought into engagement with the sides of the boat.

9. In combination with a boat having a pointed stern end, a deck carried thereby, a bracket secured to the deck, a pair of gripping members each adapted to engage with one side of the stern end of the boat, an outboard motor support, pivots connecting each of the gripping members to the support, means for insuring equal angular movements of the gripping members, a pair of toggle links each pivotally connected to one of the gripping members and pivotally connected to each other, and means joining the links and the bracket on the deck, whereby the gripping members may be brought into engagement with the side of the boat.

10. In combination with a boat having a pointed stern end, a deck carried thereby, a threaded bracket secured to the deck, a pair of gripping members each adapted to engage with one side of the boat, an outboard motor support, pivots connecting each of the gripping members to the support, inter-engaging teeth upon the gripping members, a pair of toggle links each pivotally connected to one of the gripping members, a pivot connecting the links to each other, and a bolt joining the last mentioned pivot and the threads on the bracket, whereby the gripping members may be brought into engagement with the sides of the boat.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

A. ARTHUR CAILLE.

Witnesses:

WALTER E. WHELAN,
EDGAR ELLIOTT.