March 22, 1932. DE WITT RAMSEY 1,850,770

BOAT MOTOR MOUNTING

Filed May 25, 1931 2 Sheets-Sheet 1

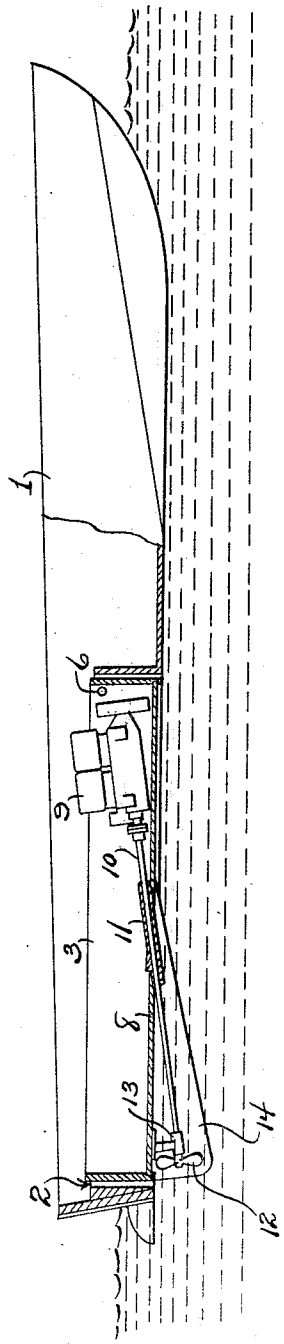


Fig. 1.

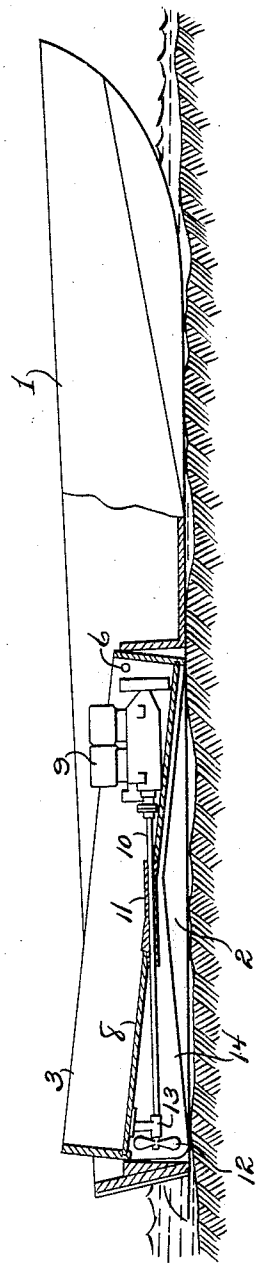


Fig. 2.

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Fig. 3.

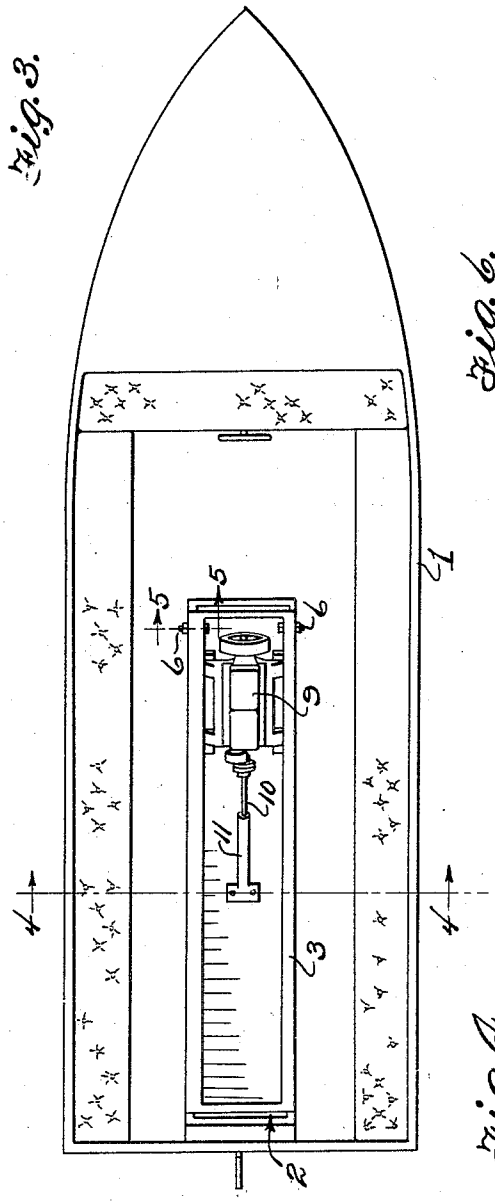


Fig. 6.

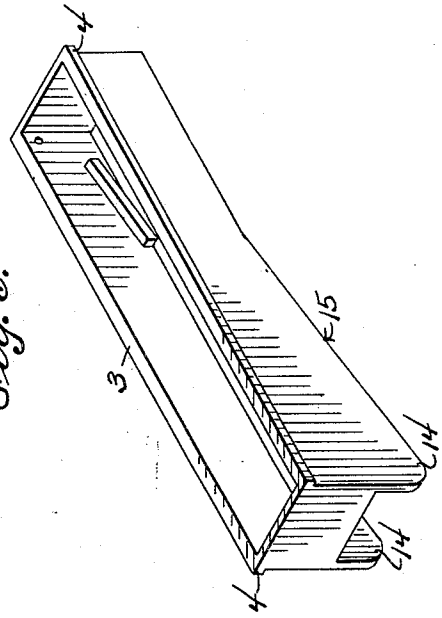


Fig. 4.

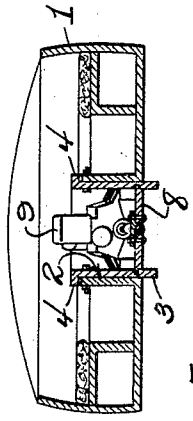
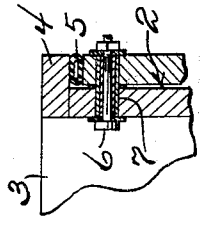


Fig. 5.



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UNITED STATES PATENT OFFICE

DE WITT RAMSEY, OF MIAMI, FLORIDA

BOAT MOTOR MOUNTING

Application filed May 25, 1931. Serial No. 539,913.

My present invention has reference to a means for mounting a motor in a motor driven boat in a manner whereby the propeller driven by the motor will be elevated above the bottom of the boat should the boat travel in shallow water or when the boat is to be beached.

The primary object of the invention is the provision of a means for this purpose that is characterized by simplicity in construction, cheapness to manufacture, ease in installation and thorough efficiency in practical use.

More specifically it is an object to provide a motor boat with a well, in which is arranged a box like member that has its sides pivoted to the sides of the forward portion of the well and which box affords a support for the motor and has its bottom provided with bearings for the propeller shaft. The sides of the box are formed with depending portions or skids between which the propeller is received, the lower edges of the skids being inclined and designed, when brought into contact with the bed of a shallow stream of water or with an obstacle, to automatically raise the box in the well, thereby preventing injury being inflicted to the propeller, the said skids also serving as auxiliary keels to steady the movement of the boat through the water.

To the attainment of the foregoing the invention consists in the improvement as hereinafter described and definitely claimed.

In the drawings:

Figure 1 is a side elevation of a motor boat provided with the improvement, parts being broken away and parts being in section.

Figure 2 is a similar view but showing the arrangement of parts when the bottom of the boat rests on the bed of a shallow body of water.

Figure 3 is a top plan view of the boat equipped with the improvement.

Figure 4 is a transverse sectional view approximately on the line 4—4 of Figure 3.

Figure 5 is a detail sectional view on the line 5—5 of Figure 3.

Figure 6 is a perspective view of the box.

Referring now to the drawings in detail the numeral 1 designates a motor boat of the usual construction. The boat 1 may be of either the racing or pleasure type and, in the present instance, has its bottom from adjacent its stern centrally and longitudinally cut away and the said cut away portion is surrounded by upstanding walls that form a well 2.

Arranged in the well 2 there is a box like member 3. The sides of the box like member 3 from its upper corners are formed with outwardly extending flanges 4 designed to overlie and to contact with the upper edges of the well 2. There are compressible elements in the nature of hollow washer strips 5 on the upper edges of the well to absorb shock when the box 3 is lowered in the well. The box 3, at its forward end, has its sides pivoted to the sides of the well 2. The pivots are in the nature of bolts 6 that pass through bearing sleeves 7 and which bolts, of course, are engaged by nuts.

When the flanges 5 are in contact with the upper edges of the well 2 the bottom 8 of the box 3 will be arranged approximately in the same plane as that of the bottom of the boat 1.

In the box 1, at the forward end thereof, there is mounted the motor 9 and the motor shaft 10 is journalled through an angularly disposed tubular bearing 11 that is centrally fixed in the bottom of the box. There is a water tight joint between the bearing and the box. The outer end of the shaft 10 has fixed thereon the propeller 12. On the bottom of the box there is fixed a depending bearing 13 for the outer end of the shaft 10.

The sides of the box from the rear thereof are, for a suitable distance, projected below the bottom of the said box, and the lower edges of these extending portions 14 are cut at an inclination as at 15. The propeller 12 is received between the parts 14, and said parts 14 form the lower and rear portion of the box with skids. The outer and lengthened portion of the skids extend a suitable distance beyond the propeller blades, so that when the skids travel on low river beds or contact with obstructions no injury can be inflicted to the propeller.

When the boat travels in a deep body of water, as disclosed by Figure 1 of the drawings, the skids 14 serve as keels for the boat

to insure the steady travel thereof through the water, even in rough weather. The spaced skids also afford a trough therebetween and consequently confine the water therebetween. This confined water is acted upon by the propeller, and cannot escape the full stroke of the propeller blades. The result is that the boat travels at a greater rate of speed than is ordinary. Should the boat travel unto a sand bar or the like the edges 15 of the skids will contact therewith and cause the box 3 to be automatically raised in the well so that no injury can be inflicted to the propeller 12 or the shaft 10. This is also true when the boat is beached. Obviously the box may be swung into the well manually and may be held elevated, or in the position disclosed by Figure 2 by any ordinary means.

It should be stated that the motor in the box may be detached therefrom for convenience of the repairing of the propeller or other parts from the inside of the boat.

While I have herein set forth a satisfactory embodiment of my improvement as the same now appears to me I do not wish to be restricted to the precise details of construction herein set forth and illustrated but hold myself entitled to make such changes therefrom as vary within the scope of what I claim.

Having described the invention, I claim:

1. A motor boat having a well in the bottom thereof, a box received in the well and having its sides pivoted to the well adjacent the forward end thereof and said box designed to support a motor having a propeller shaft, an angularly arranged tubular bearing extending through the bottom of the box for the propeller shaft of the motor.

2. A motor boat having a well in the bottom thereof, a box received in the well and having its sides pivoted to the well adjacent the forward and thereof and said box designed to support a motor having a propeller shaft, an angularly arranged tubular bearing extending through the bottom of the box for the propeller shaft, and the sides of the box having extensions in the nature of skids between which the propeller is arranged.

3. A motor boat having a well in the bottom thereof, a box received in the well and having its sides pivoted to the well adjacent the forward end thereof, and said box designed to support a motor having a propeller, an angularly arranged tubular bearing extending through the bottom of the box for the propeller shaft, said box having its sides at the rear portion thereof extending below its bottom and the lower edges thereof inclined upwardly to the bottom of the box, and the said extending sides receiving the propeller therebetween and depending below said propeller.

4. In a motor boat a hull having a well in its bottom extending centrally and longitudinally from its stern, a box in the well having its sides pivoted to the well at the forward end thereof, flanges on the box to rest on the well and to limit the swinging of the box through the well, buffer elements between the well and said flanges, depending skids extending from the rear of the box, and said box supporting a motor therein, whose propeller shaft passes through a bearing in the bottom of the box and whose propeller is disposed above and between the skids.

In testimony whereof I affix my signature.

DE WITT RAMSEY.