July 9, 1957 P. J. HOMAN 2,798,369

OUTBOARD MOTOR MOUNTING

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FIG. 1.

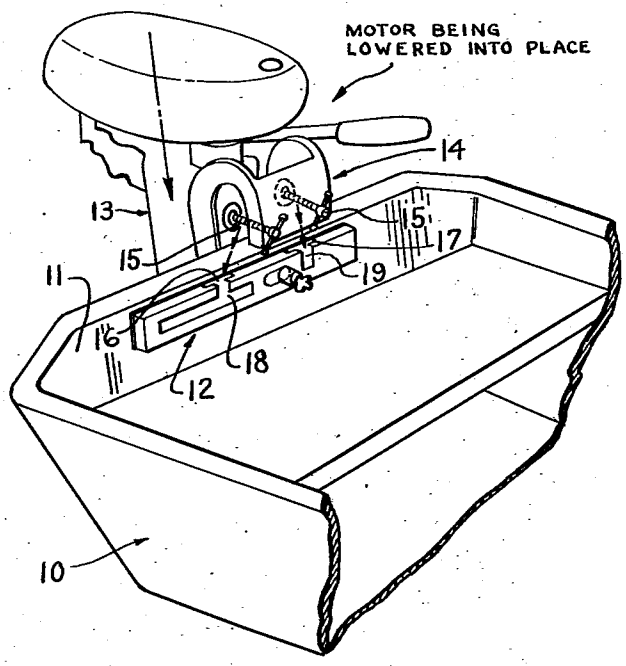
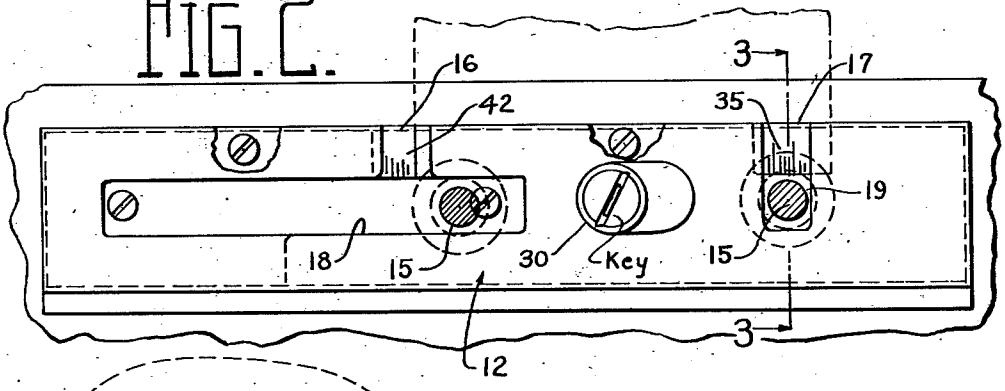


FIG. 2.



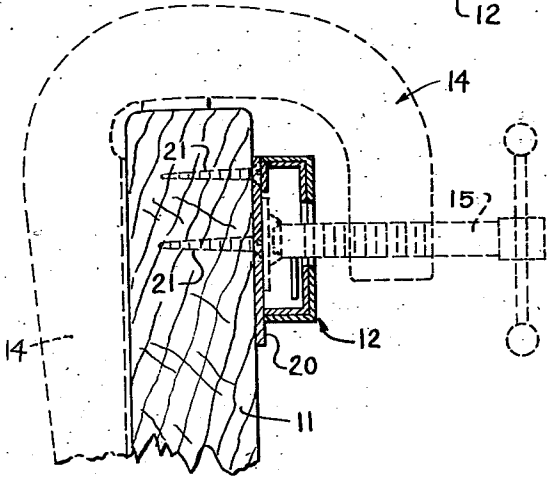


FIG. 3.

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FIG. 4.

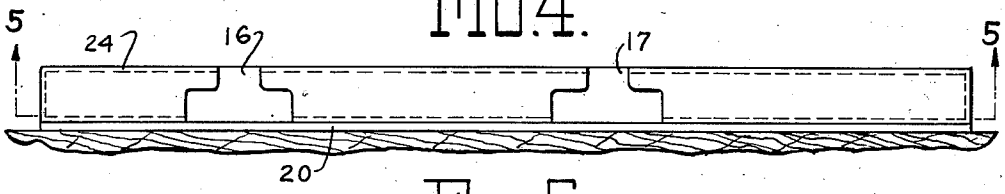


FIG. 5.

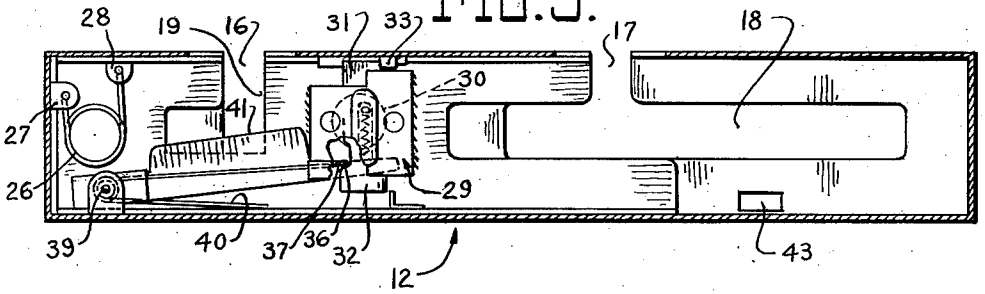


FIG. 6.

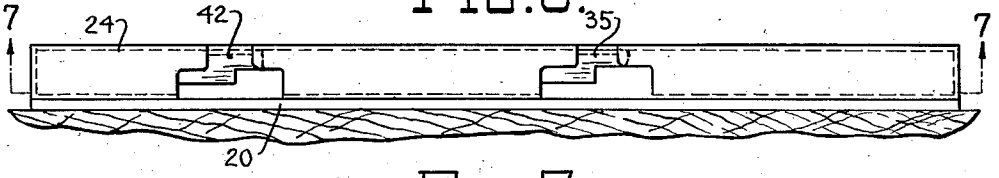
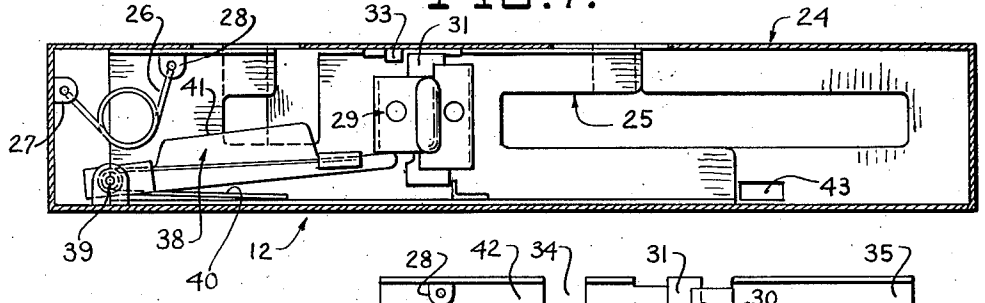


FIG. 7.



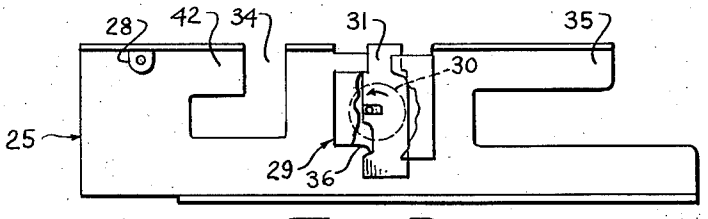


FIG. 8.

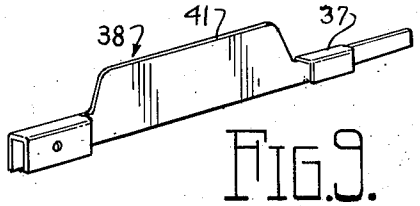


FIG. 9.

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OUTBOARD MOTOR MOUNTING

Paul Jay Homan, Napoleon, Ohio

Application May 26, 1954, Serial No. 432,450

1 Claim. (Cl. 70—58)

This invention relates to means for locking the standard form of outboard motor to the stern of a row-boat or other form of craft adapted for use with motors of this type.

My locking device is so constructed as to be readily attached to the stern construction of the boat, and when so attached cannot be removed after locking the motor in place, without the proper key. A simple and positive means is thus provided to insure against the possible removal of the outboard motor by unauthorized persons and theft of same.

A novel feature of my device is provided in which the lowering of the motor into place trips the lock and causes immediate and automatic locking action, the device being adapted to receive different makes of outboard motors.

Other objects and advantages of the invention will hereinafter appear and for purposes of illustration, but not of limitation, an embodiment of the invention is shown in the accompanying drawings, in which

Figure 1 is a partial view of the stern of a boat showing the outboard motor being lowered into the locking device;

Figure 2 is an elevation showing the locking device, with the motor locked in place;

Figure 3 is a section taken on the line 3—3 of Figure 2;

Figure 4 is a top view of the locking device, before locking action has taken place;

Figure 5 is a section taken on the line 5—5 of Figure 4;

Figure 6 is a top view of the locking device, after the locking action has taken place;

Figure 7 is a section taken on the line 7—7 of Figure 6;

Figure 8 is an elevation of the locking member, removed from the casing; and

Figure 9 is a perspective view of the lock tripping element.

Referring to the drawings and particularly Figure 1 a boat indicated generally at **10** is provided with a substantial stern piece **11** to which is attached my novel locking means, indicated generally at **12**. As shown in Figure 1, the motor indicated generally at **13** is provided with the customary hook form of attaching clamp **14** carrying a plurality of horizontally arranged screw-clamping elements **15**.

It will be noted that the locking device **12** is provided in its upper surface with a pair of laterally spaced T-shaped openings **16** and **17**, these being adapted to receive the screw clamps **15** and to permit same to be lowered into the longitudinally slotted opening **18** and the vertical opening **19**, wherein they may be tightened to clamp the motor **13** securely against the stern piece **11** of the boat.

The lowering of the adjacent clamp **15** into the slot **19** moreover causes the lock to snap into closed position, as will hereinafter be described.

Figure 2 shows in elevation the locking device with the clamps **15** in locked position, and as shown in Figure 3, my locking device is provided with a substantial metallic back plate **20** against which the contact members **15***a*

of the screw clamps **15**, are adapted to exert pressure, thus gripping the stern piece **11** between the plate **20** and the motor attaching clamp **14**.

The locking device **12** is permanently fixed to the stern piece of the boat by means of a plurality of screws **21**, passing through the back plate **20** into the wood thereof, and so positioned that access to the heads of the screws cannot be had for removal when the device is locked.

It will also be noted in Figure 2 that the length of the opening **18** in the front panel of the lock **12**, permits a variation in the transverse spacing of the screw-clamps **15**, in order to provide for various types of outboard motor clamping means.

Referring to Figures 4, 5, 8 and 9 the locking device is here shown in open position ready to receive the motor clamps through the top openings **16** and **17** in the top horizontal wall of the casing **24**. The locking slide member **25**, individually shown in Figure 8 is adapted to slide within the casing **24**, being biased into locking engagement by a coil spring **26**, which engages a lug **27** on the casing **24** and a similar lug **28** on the locking member **25**.

A locking latch member **29** is secured to the locking slide **25** and is operated by a key and tumbler controlled cylinder **30**. The latch **29** is adapted normally to press a latching slide member **31** upward as biased by a spring **32**, a lug **33** being welded to the upper wall of the casing **24** in the path of the latching member **31**, whereby the locking member **25** is held in open position. An opening **34** in the latch member in this position of the slide **25** is aligned with the opening **16** in the casing, and a locking element **35** on the slide is withdrawn from the opening **17** in the casing.

The latching member **31** is formed at its lower end with a cut out portion or notch **36** in which an arm **37** on a trigger member **38** is adapted to seat in the open position of the locking device. The trigger **38** is pivoted to the casing **24** at **39** and is biased to swing upwardly by means of a hair-pin spring **40**, which surrounds the pivot **39** and presses upwardly on the arm **37** of the latching member, as shown in Figure 5.

The trigger member **38** has an upstanding portion **41**, which in the open position of the lock (Figure 5) covers a portion of the slot **19** in the casing **24**. Thus it will be seen that as the motor **13** is lowered in place, the screw clamp **15** will strike the portion **41** of the trigger **38**. When this takes place, the trigger **38** will be depressed and rotating about pivot **39** it will carry with it the latch **31**, due to the engagement of the arm **37** with the notch **36**.

When the latch **31** has been carried downwardly enough to move it out of the path of the lug **33** on the top of the casing, the entire locking member **25** will be shifted into locking position by the action of spring **26**, a stop **43** on the casing **24** limiting the locking movement of the locking slide **25**.

The parts will then be in the positions shown in Figures 2, 6 and 7 with the clamps **15** locked within the casing by the portions **42** and **35** of the locking member **25**. The parts now cannot be moved to open position due to the interference of the latch **31** with the lug **33** on the top of the casing **24**. However, if the owner of the key wishes to open the device, he has only to insert the key in the tumbler cylinder **30**, rotate same to slide the latch **31** downwardly out of the path of the lug **33**, when he can once more slide the locking member **25** to open position against the pressure of spring **26**, by moving the engaged key to the left. As shown, the cylinder **30** projects through a slot in the housing and serves as a handle for manually shifting the slide **25** to open or unlocked position.

When he has thus pushed the lock open, the latch **31** will once more be on the left side of the lug **33** and on rotating the key, it will again engage the lug as shown in

Figure 5. The key can now be withdrawn and the lock will stay in open position until tripped by the trigger **38** as hereinbefore described.

An important advantage of the above structure is that it can accommodate outboard motors of different makes and which have different lateral spacing of the clamps **15**. In case the spacing of the clamps is greater or less than that of the openings in the casing, the respective clamp is first inserted into the elongate slot **18** and then shifted one way or the other until the other clamp is properly positioned with respect to the vertical casing opening **19** when it can then be dropped into place.

It will be manifest that the structure of the assembly is simple and the number of parts is reduced to a minimum so that it can be manufactured economically on a quantity basis. When the motor clamps are installed, the screws **21** which secure the unit to the boat, are covered so that access to them cannot be had unless the motor is removed, thereby militating against unauthorized removal from the boat.

Numerous changes in detail of construction, arrangement and operation may be effected without departing from the spirit of the invention especially as defined in the appended claim.

What I claim is:

An outboard motor mounting comprising a housing adapted to be fastened to the stern of a boat and having a pair of laterally spaced openings to receive the motor clamping screws, one opening connecting with a horizontally elongate slot for accommodating differently spaced clamping screws, a trigger having one end pivoted

to the housing, a spring urging said trigger to a position where a portion thereof partially obstructs the other of said openings, a locking slide shiftably mounted in said housing, a spring urging said locking slide to a position where portions thereof obstruct the entrances to said openings, a latch member carried on said slide and movable relative thereto in a direction at right angles to the direction of movement of the slide, a stop in the housing against one side of which said latching member abuts to retain said slide in a position not obstructing the entrance to said openings and against the other side of which the latching member abuts to maintain the slide in a position obstructing the entrances to said openings, a spring urging said latch member into a position aligned with said stop, said latching member having a notched portion receiving the face end of said trigger whereby the latching member is retracted from alignment with said stop when trigger is depressed by the motor clamping screws upon insertion of the latter in said openings, a second horizontal elongated slot in the side of said housing, and means extended through said second slot and connected to said latching means for movement of said latching means out of alignment with said stop and subsequent movement of said slide to a position not obstructing the entrances to the openings.

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