April 15, 1952 W. A. WARDIUS 2,592,772

SAFETY ATTACHMENT FOR OUTBOARD MOTORS

Filed March 27, 1948

Fig. 1.

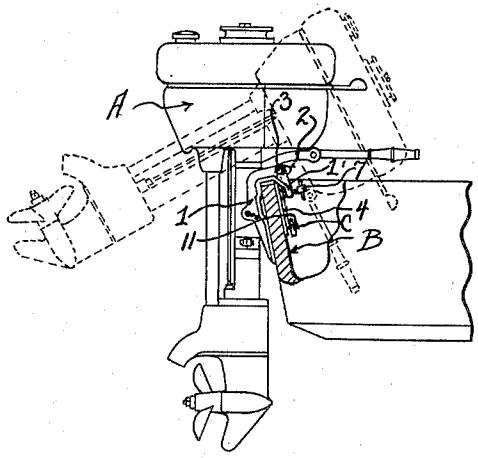


Fig. 4.

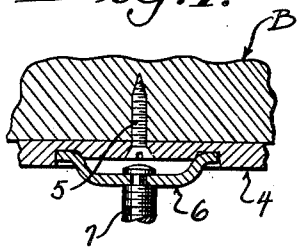


Fig. 5.

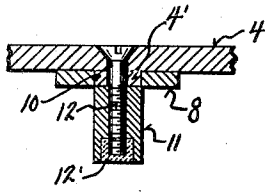


Fig. 2.

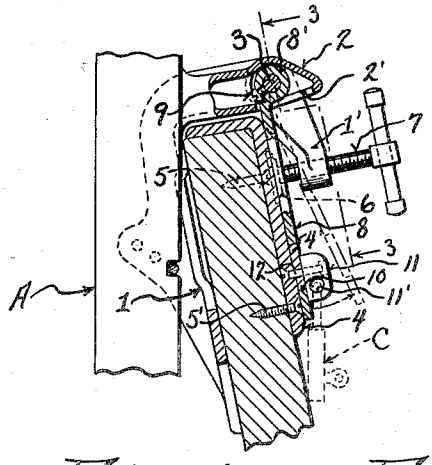


Fig. 3.

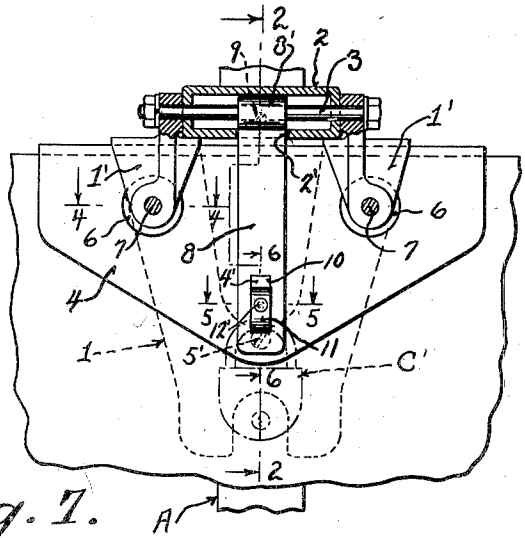


Fig. 6.

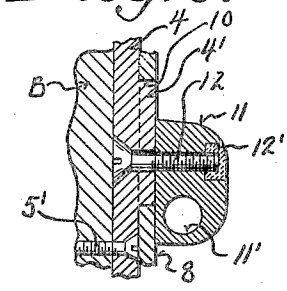
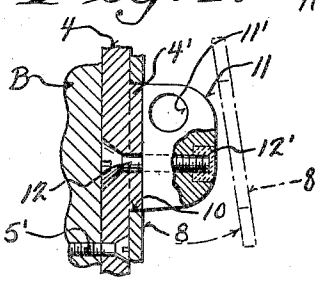


Fig. 7.



INVENTOR
WALTER A. WARDIUS

BY

ATTORNEYS

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SAFETY ATTACHMENT FOR OUTBOARD MOTORS

Walter A. Wardius, Milwaukee, Wis.

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1 Claim. (Cl. 70—2)

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My invention refers to out-board motors, and it has for its primary object, to provide a simple and effective safety attachment for anchoring any type of motor to a boat, to prevent accidental loss or theft of the same.

The specific object of my invention is to provide a clip-plate attachable to the boat gunwale, by screws inaccessible, when the engine is hinged to its associated stern bracket, the clip-plate being provided with a lock-strap, having an eyed head engaging the motor hinging bolt, that is housed in the standard engine pintle sleeve.

A further object of my invention is to provide the lower end of the lock-strap with a slot, for engagement with and permanently pivoted to the clip-plate.

A further object of my invention is to provide a key control lock, for the button to prevent theft of the engine.

With the above and other objects in view, which will appear as the description proceeds, the invention resides in the novel construction, combination and arrangement of parts, substantially as hereinafter described, and more particularly defined by the appended claim, it being understood that such changes in the precise embodiment of the herein disclosed invention may be made as come within the scope of the claim.

In the accompanying drawings is illustrated one complete example of the physical embodiment of the present invention constructed according to the best mode so far devised for the practical application of the principles thereof.

In the drawings:

Figure 1 represents a side elevation of an out-board motor, embodying the features of my invention, the same being shown attached to the stern gunwale of a boat.

Figure 2 is an enlarged fragmentary, sectional elevation of the same, the section being indicated by line 2—2 of Figure 3.

Figure 3 is a front face view of the same, being a section as illustrated by line 3—3 of Figure 2.

Figure 4 is a detailed cross-section as indicated by line 4—4 of Figure 3.

Figure 5 is another detailed sectional view through the lock-strap and associated parts, the same being indicated by line 5—5 of Figure 3.

Figure 6 is a longitudinal sectional view, through the lock-strap and associated parts, the section being indicated by line 6—6 of Figure 3; and

Figure 7 is a similar sectional view illustrating

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the lock-strap and associated parts shifted to their unlocked position.

Referring by characters to the drawing, A indicates a motor housing, of the Evinrude type, the same being attached to the stern gunwale, B, of a boat, by a stern bracket 1, which bracket is provided with the usual spaced legs 1'.

The motor housing has projecting therefrom a neck, which neck terminates with a hinge sleeve 2, seated between the legs 1', of the stern bracket 1.

The hinge sleeve 2, is pivotally mounted between the bracket legs by a bolt 3, which bolt engages suitable apertured lugs of the bracket legs 1'.

All of the above-mentioned elements form no part of my invention, and the standard stern bracket is seated over a clip-plate 4, which clip-plate is provided with countersunk apertured recesses for retaining screws 5, as best indicated in Figure 4 of the drawings. The screws 5 are shielded by discs 6, which discs are carried by clamping bolts 7, in threaded connection with the lower ends of the bracket legs 1', whereby the motor is firmly clamped to the stern gunwale.

My safety attachment comprises a lock-strap 8, having an eyed head 8', which head is nested within the pintle sleeve 2, in engagement with the bolt 3.

In assembling, the lock-strap, the head 8' thereof, is introduced into the sleeve 2, through an aperture 2' and thereafter the bolt 3 is properly assembled. The lock-strap 8 is secured to the bolt 3, by a set-screw 9 that is in threaded connection with the eyed head 8' and said set-screw frictionally secures the head to the pivot bolt 3.

It should be understood that in assembling the lock-strap and bolt, the said strap is swung outwardly from left to right, whereby access may be had to the set-screw 9, through the sleeve aperture 2'.

By this arrangement, when the lock-strap is in its normal position, the set-screw 9 is inaccessible.

The lower end of the lock-strap 8 is provided with a longitudinal slot 10 for the reception of a button 11, which button is pivotally mounted upon the screw 12. In order to provide this screw 12 as a permanent connection with the button 11, the said button is formed with a countersink, for the reception of a fluid metal cap 12', which cap cannot be removed.

It will be noted that the slot 10 of the strap

engages a projecting bed 4', whereby the strap is held against play in any direction.

As best shown in Figure 6 of the drawing, when the lock-strap is fastened to the clip-plate 4, the button 11 is swung downwardly whereby the said strap is held in its secured, normal position.

In this normal position it will be noted that the motor may be used freely by authorized persons, but should it be desired to lock the motor against theft, as indicated by dotted lines Figure 3 of the drawings, any standard lock C, may be inserted through a hole 11' of the button, whereby it would be impossible to shift said button for the purpose of disconnecting the strap from the plate 4. As noted in Figure 7 of the drawings, when the lock C is absent, the button can readily be swung upon its pivot in alignment with the bed 4', whereby the strap, as indicated in dotted lines may be swung free from the clip-plate.

As best illustrated in Figure 6 of the drawings, the clip-plate 4 is also secured by a wood screw 5', positioned below the locking button 11. Thus when the lock-strap is in position the securing screw 5' is covered by the end of said strap, whereby the same is inaccessible.

From the foregoing description it is apparent that an unauthorized person cannot remove the motor from the gunwale of a boat, keeping in mind that all of the disconnecting elements are protected, and for example it would be impossible to remove the pintle bolt 3 from its hinge sleeve, due to the fact that said bolt is positively connected to the strap head by the set screw 9.

While I have illustrated my safety attachment associated with a specific type of out-board motor, it should be understood that said safety device is applicable to all types of motors, the only mechanical change being that the eyed head 8 of the lock-strap, may be laterally extended to meet certain conditions of the other types of motors.

I claim:

A device for locking outboard motors against accidental loss and unauthorized removal from boats of the type wherein the boat is provided with a permanently attached clip-plate, and the motor is rockably mounted upon a hinge bolt carried by a boat engaging bracket, said device comprising a strap secured to the hinge bolt for swinging movement therewith and depending therefrom over the clip-plate, an outwardly projecting rigid bed formed on the clip-plate below the hinge bolt and bracket, said strap having a longitudinally extending slot therein adjacent to its outer end receiving the rigid bed when the strap is swung down over the clip-plate, and an apertured button pivoted to said bed movable into and out of alignment with the bed and the slot of the strap to selectively confine or release the locking strap.

WALTER A. WARDIUS.

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