

May 3, 1949.

R. W. MOORE

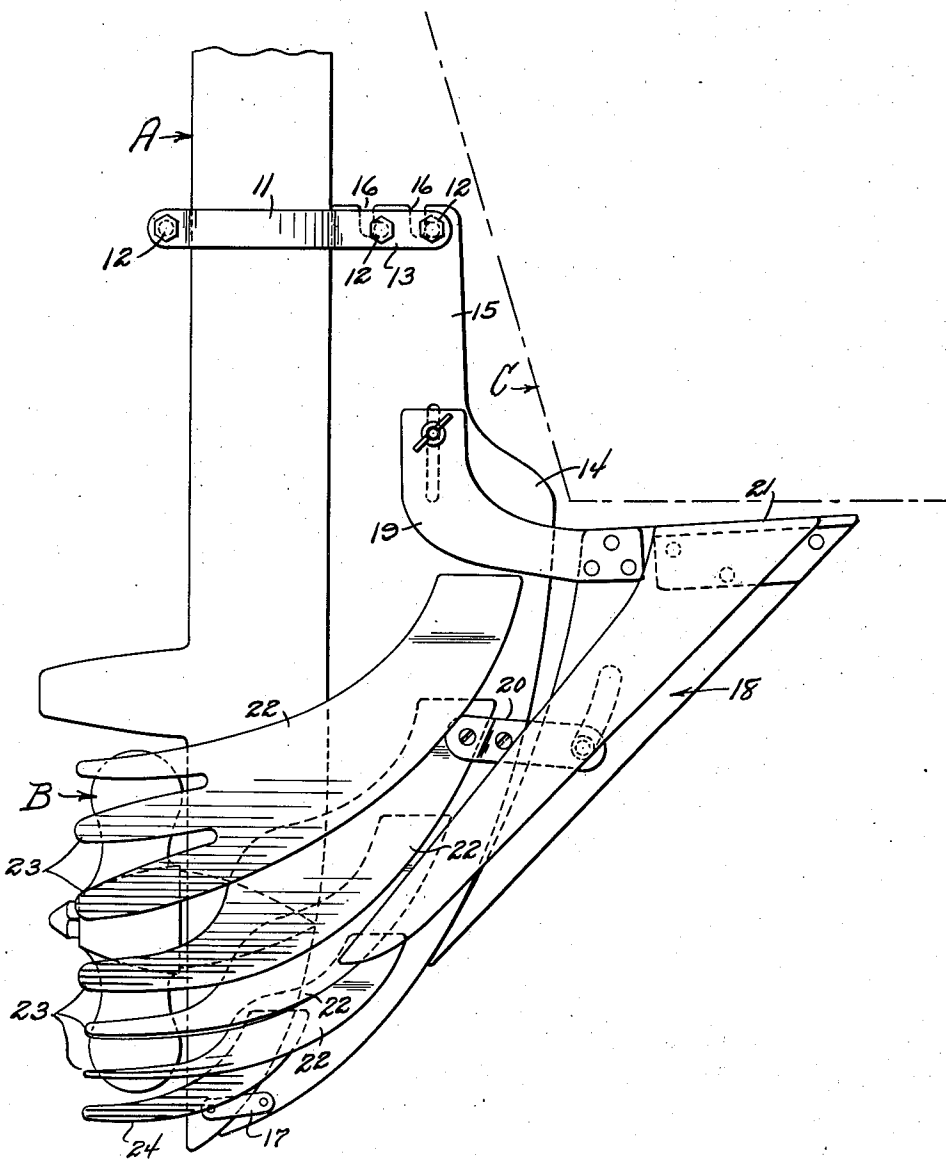
2,468,890

PROPELLER GUARD AND DEFLECTOR FOR OUTBOARD MOTORS

Filed April 2, 1946

2 Sheets-Sheet 1

Fig. 1.



INVENTOR.

Rockford W. Moore

BY Victor J. Evans & Co.

ATTORNEYS

May 3, 1949.

R. W. MOORE

2,468,890

PROPELLER GUARD AND DEFLECTOR FOR OUTBOARD MOTORS

Filed April 2, 1946

2 Sheets-Sheet 2

Fig. 3.

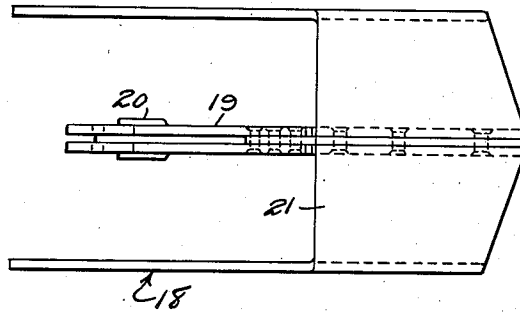


Fig. 2.

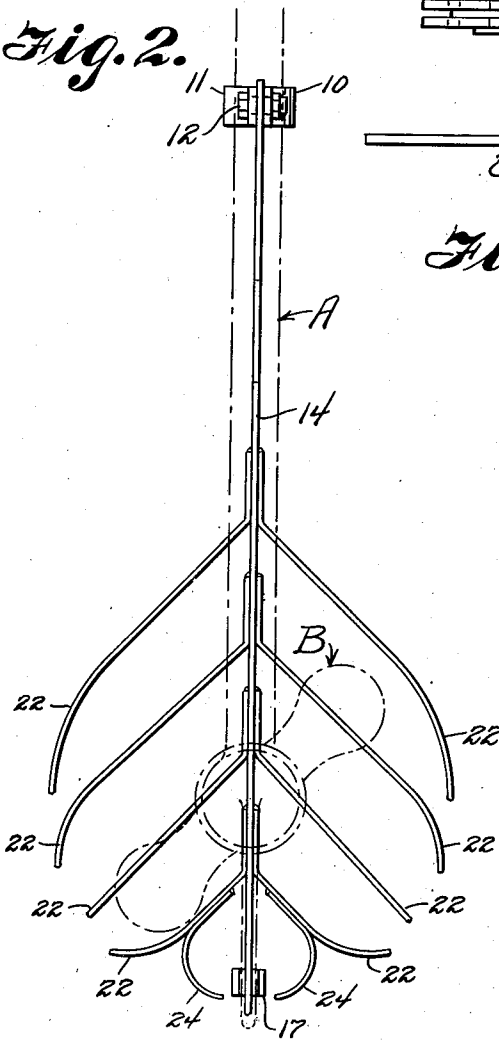
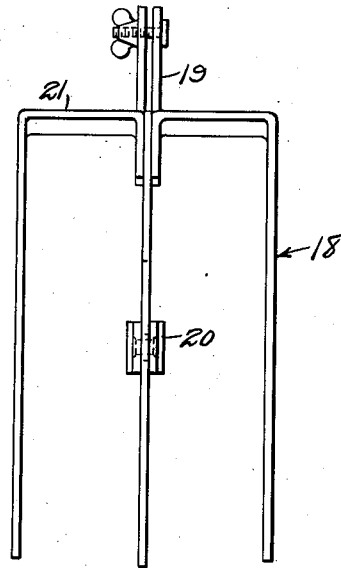


Fig. 4.



INVENTOR.

Rockford W. Moore

BY *Victor J. Evans & Co.*

ATTORNEYS

UNITED STATES PATENT OFFICE

2,468,890

PROPELLER GUARD AND DEFLECTOR FOR OUTBOARD MOTORS

Rockford W. Moore, Wichita, Kans.

Application April 2, 1946, Serial No. 659,070

2 Claims. (Cl. 115-42)

1

The invention relates to a guard, and more especially to motor-boat propeller guard and deflector.

The primary object of the invention is the provision of a guard of this character, wherein a bladed propeller operated from an outboard motor for boats can be shielded to eliminate choking of such propeller by weeds or other debris when driving the said boat and at the same time effecting deflection of the churn of the water flow through blade action of the propeller in operation.

Another object of the invention is the provision of a guard of this character, wherein protection is had to the propeller of an outboard motor or other type, preventing it becoming fouled with weeds or grass when traversing water having growth of vegetation which boat and propeller must go through, as without protection under these conditions very quickly wind up weeds and grass around the shaft and blades, together with collection of material on the drive shaft and gear housing, making it necessary to stop the motor, tilt it up and unwind and remove such collection, before being able to proceed further, these conditions being eliminated.

A further object of the invention is the provision of a guard of this character, wherein protection to the propeller and adjuncts is assured against damage and shearing of pins, if hidden obstructions, such as snags, stumps, rocks, etc., are encountered or reef and shallow water are involved, the shearing of the pins being very dangerous, as the craft could be overturned quickly without proper control and direction.

A still further object of the invention is the provision of a guard of this character, which is simple in construction, thoroughly reliable and efficient in operation, strong, durable, readily and easily applied and removed, adjustable, possessed of few parts, thus economical in repairs and replacements, and inexpensive to manufacture and install.

With these and other objects in view the invention consists in the features of construction, combination and arrangement of parts as will be hereinafter more fully described, illustrated in the accompanying drawings, which disclose the preferred embodiment of the invention and pointed out in the claims hereunto appended.

In the accompanying drawings:

Figure 1 is a diagrammatic fragmentary view of a boat with an outboard motor propeller, showing the guard constructed in accordance with the invention applied in working position.

2

Figure 2 is a fragmentary elevation of the propeller and guard.

Figure 3 is a top plan view of the guard.

Figure 4 is a reverse elevation thereof.

Similar reference characters indicate corresponding parts throughout the several views in the drawings.

Referring to the drawings in detail, A designates generally a portion of the hanger bracket of an outboard motor, not shown, for a boat, and carrying the bladed propeller B, in the usual well known manner at the stern end of such boat, a portion of the latter being indicated at C, diagrammatically, and the bracket with the motor assembly may be tilted out of the water in the usual fashion, yet the guard constituting the present invention is not limited in its use for such type of assembly set forth.

The guard constituting the present invention, comprises a two part or split coupling collar, its clamping portions 10, and 11, being secured together by fasteners 12 so that this collar can be made fast about the bracket A at a distance above the propeller B, with extension arms 13 protruding inwardly toward the boat and rear-most to the bracket A, as best seen in Figure 1 of the drawings. Suspended from and between the arms 13 is a deflector vane or wing 14, its upper reduced end 15 being formed with bayonet slots 16 receiving certain of the fasteners 12, so that such vane or wing will be detachably secured between the arms in a suspended perpendicular position at the rear of the bracket and the propeller in a fixed relation thereto. The lower-most portion of the wing or vane 14 has vertically swinging linkage 17 with the bracket A for enabling detachment of the such vane or wing from the fasteners fitted in the arms 13.

On the wing or vane 14 is worn a filler fin or plate 18, which can be raised or lowered by the attaching members 19 and 20, respectively connecting it to the said wing or vane 14 and such fin or plate tends to prevent shedding toward the bottom of the boat, for deflecting everything down and back in so far as is practical at the stern of the said boat. This fin or plate 18 is horizontally crowned at 21.

On the wing or vane 14 at opposite sides thereof are vertically spaced outwardly, downwardly and rearwardly curved protector shields 22 which have terminal fingers or tines 23 at their free ends, and these shields cage the propeller B forwardly thereof for sweeping debris from contact with the blades of such propeller when the boat is advancing in a determined course in the

3

water, and thereby maintaining the propeller clean and without interference with the rotation thereof, as well as eliminating the churning of the water.

Secured to the lowermost shields 22 adjacent the lower end of the wing or vane 14 are secondary deflectors 24 which are in opposed relation to each other and curve downwardly, rearwardly and inwardly toward the trailing edge of the wing or vane 14 at the lower end thereof.

It is believed that the foregoing description will clearly illustrate the construction of the invention and it is to be understood that changes in the details of construction arrangement and combination of parts may be resorted to provided they fall within the spirit of the invention and the scope of the appended claims.

What is claimed is:

1. A guard for a motor boat propeller assembly having a hanger bracket with a propeller supported thereby, comprising a deflector wing forward of the bracket and propeller, means for detachably connecting the wing parallel with the bracket and upstanding thereto a vertically swinging linkage connecting said bracket to said wing at the lowermost portion thereof to permit

4

said wing to be detached from said bracket and an adjustable fin aligned with the wing in a forward direction thereto to prevent shedding toward the bottom of the boat, and a plurality of vertically spaced, outwardly, downwardly, rearwardly curved shields at opposite sides of the wing for partially caging the propeller and bracket, and finger formations at the outer free ends of the shields.

2. The invention as in claim 1 wherein secondary deflectors are secured on said shields at the lower ends thereof and curve downwardly, rearwardly and inwardly at the bottom or trailing end of the deflector wing to provide secondary deflector members on either side of the main deflector wing at the lower end thereof.

ROCKFORD W. MOORE.

REFERENCES CITED

The following references are of record in the file of this patent:

UNITED STATES PATENTS

Number	Name	Date
2,319,640	Sink	May 18, 1943
2,355,842	Arado	Aug. 15, 1944