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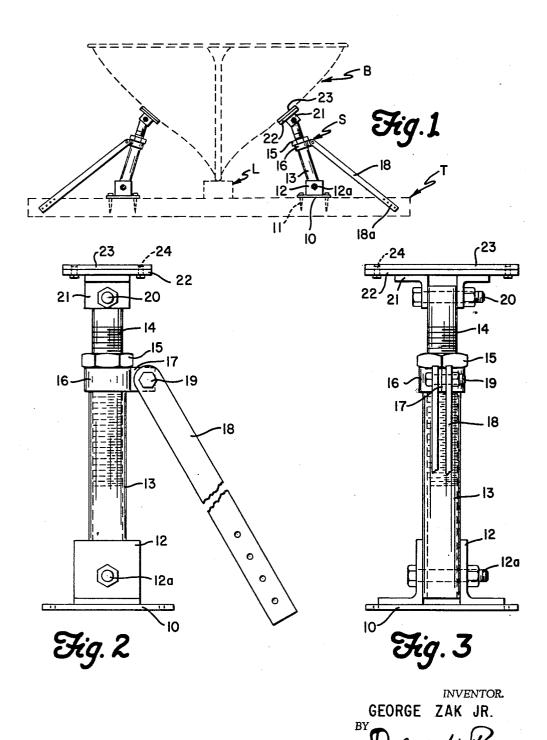
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3,131,902 SHORING DÉVICE FOR BOATS George Zak, Jr., 1167 Ashland Drive, Temperance, Mich. Filed Sept. 6, 1962, Ser. No. 221,788 1 Claim. (Cl. 248-354)

This invention relates to a shoring device for boats for use in holding them in upright position after they have been hauled from the water.

An object is to produce a simple and efficient boat 10 shoring device which can be readily and conveniently mounted in position of use and easily removed, the same being designed for repeated use as occasion demands.

Other objects and advantages of the invention will hereinafter appear, and for purposes of illustration but 15 not of limitation, an embodiment of the invention is shown on the accompanying drawings in which:

FIGURE 1 is a side elevation of a pair of shoring devices shown in position of use with respect to a boat, the hull of which is shown by broken lines and the support- 20 ing beams also being indicated by broken lines;

FIGURE 2 is a side elevation on an enlarged scale of one of the shoring devices; and

FIGURE 3 is a side elevation of a shoring device, taken at right angles to the showing in FIGURE 2. 25

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The illustrated embodiment of the invention comprises a shoring device for holding boat hulls in upright position, a boat B being shown by broken lines in FIGURE 1 with a pair of shoring devices in accordance with this invention arranged respectively on opposite sides of the 30 hull. The supporting beams on which the boat and the shoring devices are supported are also indicated by broken lines, a longitudinal timber L, rectangular in cross section, supporting the keel of the boat and this timber being mounted on a plurality of transverse tim- 35 bers, such for example as railroad ties T.

The shoring device indicated at S comprises a flat base plate 10 of metal which rests on the transverse timber or tie T and is secured thereto by fasteners, such as nails or screws, passing through holes in the base plate. Mount- 40 abut against the outer end of said post, a pad for ened upon the base plate 10 and secured thereto as by welding, is a pair of laterally spaced, angle brackets 12, between which is positioned an elongate, tubular post 13. Extending through the angle brackets 12 and the interposed tubular post 13 is a bolt and nut assembly 12a 45 which enables rocking adjustment of the post to the desired angle.

Having a close sliding fit within the tubular post 13, is an elongate tubular rod 14, provided with external screw threads. Adjustable on the rod 14 by screw thread-50 ed engagement is an adjusting nut 15, which is adapted to bear against the outer end of the post 13. By adjusting the nut 15, the rod 14 may be extended or retracted relative to the tubular post 13. The rod extends a substantial distance into the post 13 to obviate a tendency of the rod to tilt.

Encircling the tubular post 13, in the region of its outer end, is a clamping band 16, which is formed with a pair of laterally extending integral terminal portions 17 which are adapted to abut flatwise against each other. The 60 clamping band 16 reinforces the outer end portion of the post 13 which may be subjected to considerable load. On the outer sides of the terminal portions 17 respectively are the end portions of a pair of brace or stabilizing arms 18. The arms 18 are of substantial length and can 65 be flared outwardly to fit over opposite sides of the rail-

road tie or timber T and secured thereto by nails or screws 18a. A bolt and nut assembly 19 secures the terminal portions 17 of the clamping band 16 and the arms 18 together.

The upper end of the tubular rod 14 is connected by a belt and nut assembly 20 to a pair of laterally spaced angle brackets 21, which are secured as by welding, to the underside of a metal plate 22. It will be observed that the bolt and nut assemblies 20 and 12a have their axes parallel so as to afford the desired adjustment of the various parts toward and away from the hull of the boat B. In order to prevent the metal plate 22 from scratching or otherwise marring the hull of the boat, a pad 23 of wood or any other suitable material is secured thereto by fasteners 24.

From the above description, there will be apparent that by using several pairs of shoring devices, as described above, a boat hull can be very easily and quickly shored into the desired position for winter storage, or for other purposes. The shoring load is not imposed on the arms 18 which merely hold the device in position of use and prevent it from being shifted laterally accidentally. These shoring devices are such that they may be readily installed and as easily and conveniently removed when it is desired to return the craft to the water.

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

What I claim is:

A shoring device for boats comprising a flat base member adapted to be fastened to a boat supporting beam, a pair of laterally spaced angle brackets fixed to said base member, a tubular post interposed between said brackets, a bolt and nut assembly extending through said brackets and post to afford rocking adjustments of the latter, an externally screw threaded rod having a sliding fit within said post and being of a length approximately the same as said post, an adjusting nut on said rod and adapted to gagement with a side of a boat hull, a pair of laterally spaced angle brackets fixed to the under side of said pad, a bolt and nut assembly extending through said brackets and the outer end of said rod to afford rocking adjustments of the latter, a clamping band encircling the outer end portion of said post for reinforcing same, terminal portions of said band projecting laterally, a pair of stabilizing arms having their end portions abutting said terminal portions, and a bolt and nut assembly securing said terminal portions and arms together, the axes of the several bolt and nut assemblies being parallel, said stabilizing arms being adapted to extend in outward flaring relation for attachment to opposite sides of the boat supporting beam to which said flat base member is adapted to be fastened.

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