May 22, 1962 F. G. MOTT 3,035,283

BOAT

Filed Jan. 5, 1960

FIG. 1

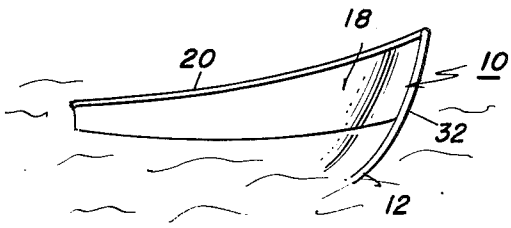


FIG. 2

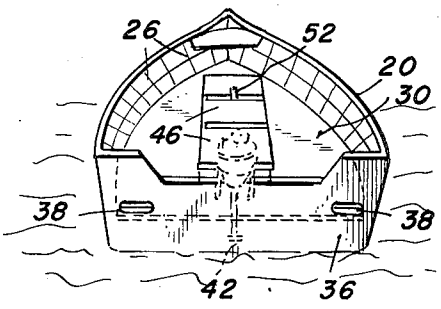


FIG. 3

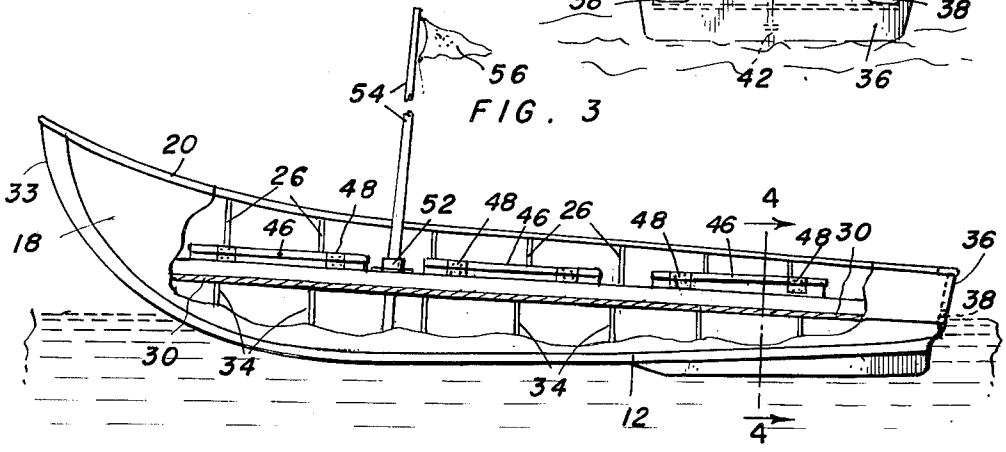
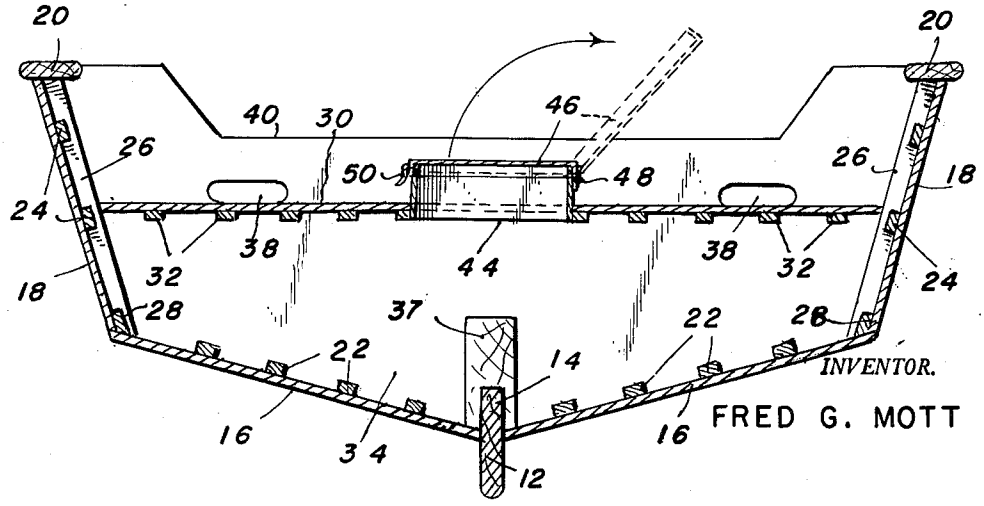


FIG. 4



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United States Patent Office 3,035,283 Patented May 22, 1962

3,035,283

BOAT

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Filed Jan. 5, 1960, Ser. No. 638
1 Claim. (Cl. 9—3)

The present invention generally relates to a boat and more particularly to an improved and novel structural arrangement in small boats having features of floatation, seaworthiness and simplicity of construction.

The primary object of the present invention is to provide a boat construction having a sealed deck disposed in spaced water-tight relationship to the inner keel of the hull thereby providing a waterproof compartment for maintaining the boat in floating condition at all times.

Another object of the present invention is to provide a boat of the class described in which the area below the deck is divided into a plurality of isolated compartments by transverse bulkheads thereby retaining the floatation feature even though a portion of the hull may be damaged thus causing flooding of certain of the compartments.

A further important object of the present invention is to provide a boat construction in which the inner deck is provided with hatch openings for access into the waterproof compartments for storage of articles therein.

A further important feature of the present invention is to provide a boat construction having an inner deck inclined and with the rear transom of the boat having scuppers for drainage of the deck whereby the deck may shed rain water or water taken on when encountering high seas.

Another important feature of the present invention is to provide a boat having the panels forming the decking and other components impregnated with plastic or the like. The preferred material is the use of plywood covered with a plastic coating such as a resin impregnated plastic such as fiberglass or the like.

The foregoing and other objectives, advantages and features of construction will become apparent from a consideration of the following description and the appended drawings.

FIGURE 1 is a perspective view of the boat of the present invention;

FIGURE 2 is a rear perspective view of the boat;

FIGURE 3 is an enlarged side elevational view of the boat with portions thereof broken away illustrating the structure thereof; and

FIGURE 4 is a transverse, sectional view taken substantially upon a plane passing along section line 4—4 of FIGURE 3 illustrating the structural details of the boat.

Referring now specifically to the drawings, the numeral 10 generally designates the boat construction of the present invention. The boat 10 includes a longitudinally extending outer keel 12, a longitudinally extending inner keel 14, bottom planking 16, side planking 18 and gunwales 20. The bottom planking 16 is attached to bottom battens 22 and the side planking 18 is attached to battens 24 that are in turn supported by vertically extending spars 26. At the juncture between the bottom planking 16 and the side planking 18, there is provided a chine batten 28.

Extending horizontally above the inner keel 14 and generally intermediate the length of the spars 26 is a deck or deck planking 30 supported by a plurality of deck battens 32, which are supported in turn by the bulkheads 34. At the forward end of the boat 10, the side planking 18 curves inwardly while the keels and bottom planking 16 curve upwardly to form a curved bow 33. The rear of the boat is provided with a transversely extending and generally vertically disposed transom 36 which forms a closure for the area between the deck planking 30 and the bottom planking 16 and extends above the

deck 30 with the transom 36 having a pair of openings or scuppers 38 formed therein with the lower end of the scuppers 38 coinciding with the upper surface of the deck planking 30 for drainage of water from the deck planking 30 whereby the deck planking 30 will shed water whether such water is used for washing the deck or taken on during use of the boat in heavy seas or relatively large waves.

Extending between the side planking 18 and between deck planking 30 and the bottom planking 16 is a plurality of solid one piece bulkheads 34 joined with the inner keel by a brace block 37 which retains the bulkheads in place. The bulkheads are in the form of transverse partitions which form waterproof compartments for retaining the floatation features of the boat. The bulkheads are solid in themselves in that in the event the outer skin or planking of the hull is punctured, only one waterproof compartment will be flooded thereby retaining the rest of the water-tight compartments in water-tight condition for retaining the floatation features for the boat in addition to the normal floatation provided by a hull of this type.

The transom 36 of the boat is provided with a centrally disposed recess 40 which is adapted to receive the usual clamps on an outboard motor assembly generally designated by numeral 42 for propelling the boat.

The deck 30 is provided with a plurality of hatches 44 extending therethrough with each hatch having a hatch cover 46 hingedly connected thereto by hinge means 48 and detachably retained in position by any suitable latch mechanism. The hatch covers 46 sealingly engage the upper flange 50 of the hatch 44 for retaining the hatch covers in sealed condition. As illustrated, the hatches 44 extend above the deck 30 and the hatch covers form sufficient seats for persons in the boat when in closed position and provide ready access to the interior of the water-tight compartments when the hatch covers are pivoted to an open position.

Disposed between adjacent hatches near the bow 33 of the boat, there is provided a mast plate 52 mounted on the deck 30 for supporting a mast 54 having a pennant or flag 56 thereon.

The boat of the present invention combines practical versatility and maximum flotation for human safety on bodies of water of various types. The top deck is water-tight and self-bailing for the full length of the boat in that it sheds heavy rains and breaking seas and may be hosed down for cleaning. The large lengthwise hatches lend accessibility to deep storage space under the deck thus protecting floatation beneath and equipment during rains and heavy seas.

The hatch arrangement makes ideal seating for fishing from either side of the boat and life-preservers may be used as cushions. Various equipment, food and supplies may be stored below deck and a locking features may be provided for protecting such material.

The deck supporting and hull shaping bulkheads give maximum strength to all points of the hull and deck and also form water-tight compartments adding a safety factor in event of damage to any part of the hull. Further, the deck can hold extreme heavy objects at any point.

The overall rakish design of the hull makes the boat quite seaworthy or able in heavy seas or for cruising, sports-fishing and the like. Various electronic equipment, food, first aid supplies and other items may be provided under the deck and be protected from rain, water and the like.

The deck is plywood covered wtih fiberglass and the hull is constructed in the same manner for maximum strength and water-tightness. While the boat is designed for powering by an outboard motor, the boat may be adapted for inboard motor use and may be easily rigged for sailing. As a lifeboat on seagoing vessels and ocean liners, this

boat would insure protection of provisions locked securely beneath the deck which provisions may be used for survival in the event of sinking of the mother ship. The entire deck is usable for playing a big game fish and the spacious deck is also useful for resting, sun-bathing and the like.

While this invention has been described in a specific form and as operating in a specific manner for the purpose of illustration, it is to be understood that the invention is not limited thereto, since various modifications will suggest themselves to those skilled in the art without departing from the spirit of this inventon, the scope of which is set forth in the annexed claim:

A boat comprising a hull having a longitudinally extending inner keel, an inner deck in sealed relationship with said hull and disposed in spaced water tight relationship to the inner keel of the hull thereby providing a waterproof compartment for said boat, said inner deck being supported by transverse bulkheads joined with the inner keel by a brace block, said transverse bulkheads serving to divide the area below the inner deck and above the inner keel into a plurality of isolated compartments whereby the boat is adapted to retain buoyancy event though a portion of the hull may be damaged and certain of the compartments flooded, said sealed deck being provided with hatches for access into the waterproof compartments for storage of articles therein, said inner deck being inclined downward toward a rear transom extending transversely to the inner keel and being disposed substantially vertically to form a closure for the area between the sealed deck and the hull, said rear transom having scuppers for drainage of the deck, said rear transom extending above the inner deck and being provided with a centrally disposed recess in its upper extremity for receiving an outboard motor assembly, said hatches each being provided with hatch covers adapted to sealingly cover the hatches, said hatches being disposed lengthwise of said boat and extending substantially above the sealed deck whereby the hatch covers form seats when in closed position, a mast plate mounted on the sealed deck between adjacent hatches for supporting a mast, panels forming the sealed deck and hull, said panels being impregnated with a plastic coating for maximum strength and water tightness.

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