Jan. 21, 1969 L. HALFON 3,422,778

MULTIPURPOSE BOAT

Filed Oct. 20, 1966 Sheet 1 of 2

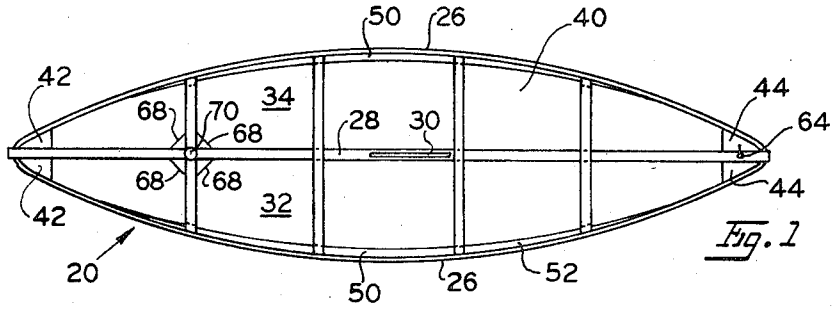


Fig. 1

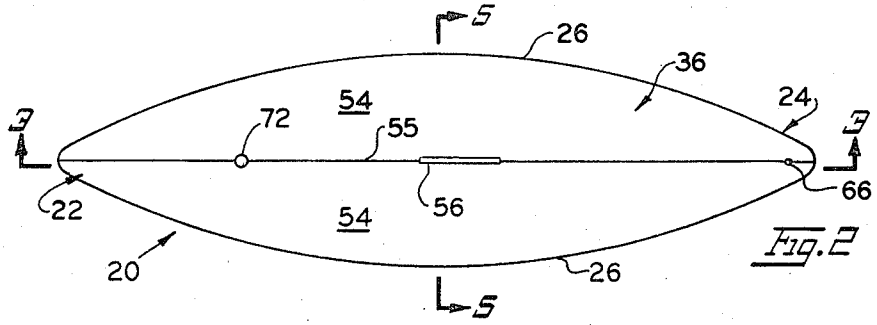


Fig. 2

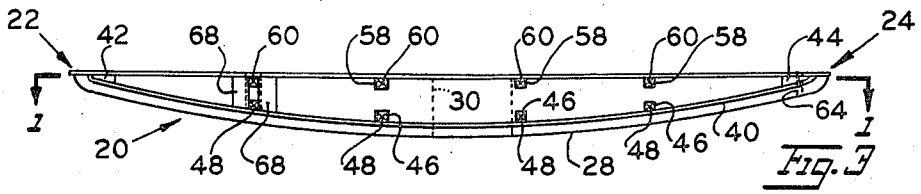


Fig. 3

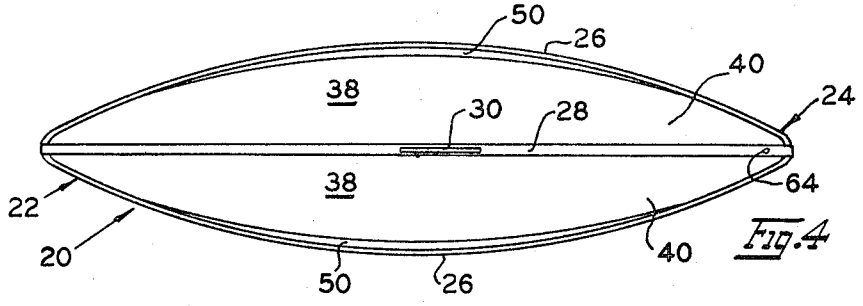


Fig. 4

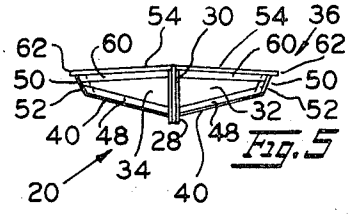


Fig. 5

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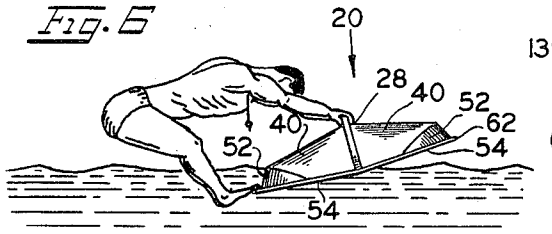
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MULTIPURPOSE BOAT

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Fig. 6



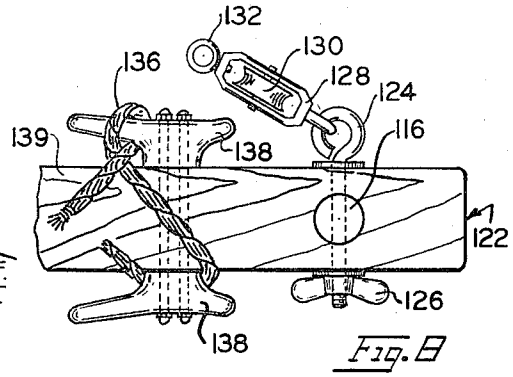


Fig. 8

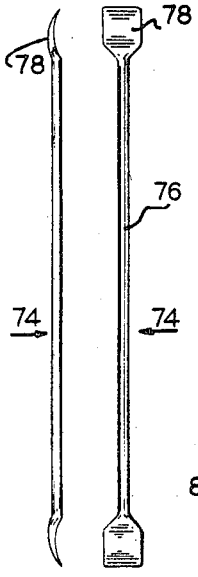


Fig. 11A Fig. 11B

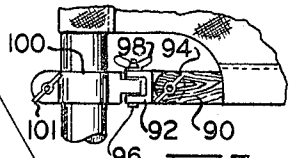


Fig. 7

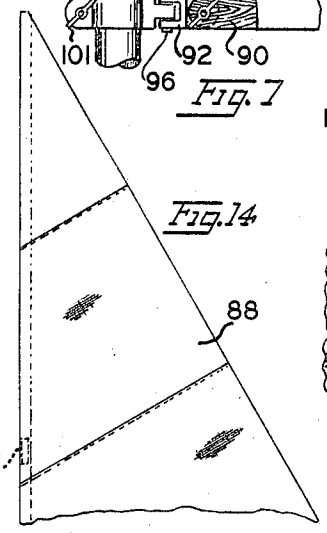


Fig. 14

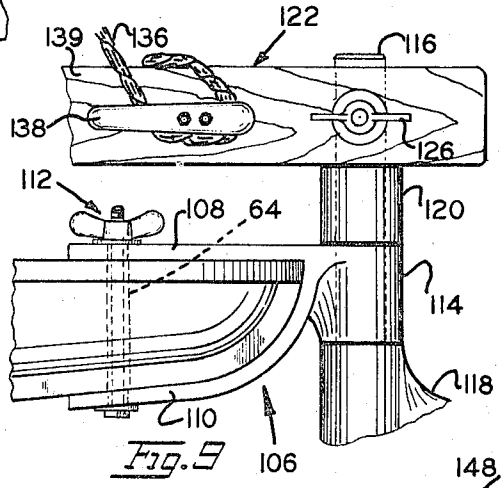


Fig. 9

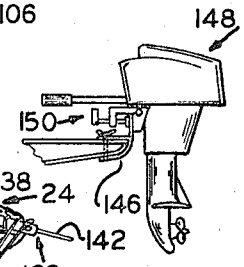


Fig. 10

Fig. 12

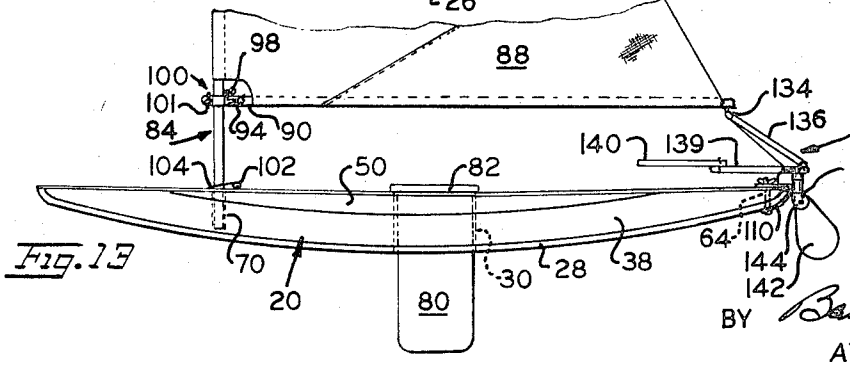


Fig. 13

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3,422,778

MULTIPURPOSE BOAT

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U.S. Cl. 114—39 13 Claims
Int. Cl. B63h 9/04; B63b 35/00

ABSTRACT OF THE DISCLOSURE

A multipurpose boat having a hull symmetrical along both its longitudinal axis and an axis transverse thereto, a deck surface sealed to said hull to form a water tight substantially hollow body and sail, motor and other means for employing the boat.

The present invention relates to boats.

In particular, the present invention relates to multipurpose boats.

One of the objects of the present invention is to provide a multipurpose boat of rugged, light-weight construction capable of functioning as a surfboard.

Another object of the present invention is to provide a multipurpose boat which is capable of functioning as a sailboat.

Also, it is an object of the present invention to provide a multipurpose boat which can be driven by an outboard motor.

Furthermore, it is an object of the present invention to provide a multipurpose boat which can be propelled by way of a manually operable paddle means.

Thus, it is an object of the invention to provide a single multipurpose boat which, at the option of the operator, can function as a surfboard, a sailboat, a motor boat, or as a boat which can be manually propelled by a paddle means.

Also, the objects of the present invention include the provision of a multipurpose boat which has a high degree of stability.

The objects of the invention also include the provision of a boat which, if it should overturn, can be easily righted by the operator.

The multipurpose boat of the present invention includes, as a basic unit thereof, an elongated body which is capable of floating on the surface of a liquid while supporting a person thereon, this body having a bow and a stern and opposed sides each extending from the bow to the stern. The body of the boat of the present invention is longitudinally symmetrical with respect to a vertical central longitudinal plane passing through the bow and stern, and this body is also symmetrical with respect to a vertical central transverse plane passing through the body midway between the bow and stern thereof and intersecting the longitudinal central plane perpendicularly along a vertical center line of the body.

The structure of the invention is illustrated by way of example in the accompanying drawings which comprise part of this application and in which:

FIG. 1 is a top plan view of the hull which forms part of the body forming the boat illustrated in the drawings, the deck being eliminated from FIG. 1 so as to show the details of the interior structure of the body;

FIG. 2 is a top plan view of the boat with the deck connected to the hull, only the deck being visible in FIG. 2;

FIG. 3 is a longitudinal sectional view of the boat taken along line 3—3 of FIG. 2 in the direction of the arrows;

FIG. 4 is a bottom plan view of the boat of the present invention;

FIG. 5 is a transverse section taken along line 5—5 of FIG. 2 in the direction of the arrows;

FIG. 6 illustrates the manner in which the boat of the invention can be righted, if it should happen to be overturned;

FIG. 7 illustrates the connection between the mast and boom of a sail rig adapted to be used with the boat of FIGS. 1–5;

FIG. 8 is a fragmentary top plan view showing the details of structure connected to a tiller handle;

FIG. 9 is a fragmentary side elevation showing structure connected to the tiller handle of FIG. 8 and also showing how the tiller is connected to the body of the boat;

FIG. 10 is a schematic representation of an outboard motor and the structure for connecting the latter to the boat;

FIG. 11A is a side elevation of a paddle means to be used when manually propelling the boat;

FIG. 11B is a view of the paddle means of FIG. 11A as seen from the right thereof;

FIG. 12 is a top plan view of the boat when it is functioning as a sailboat;

FIG. 13 is a fragmentary schematic side elevation of the boat also when it is functioning as a sailboat; and

FIG. 14 is an elevational view of the top of the sail rig.

Referring now to FIGS. 1–5, it will be seen that the multipurpose boat of the present invention includes an elongated body **20** which is buoyant and capable of floating on the surface of a liquid while supporting at least one person thereon. The illustrated body **20** is in fact capable of supporting at least two persons, and because of its light weight and small size the boat of the invention lends itself very handily to use in connection with life-saving operations. The body **20** has a bow **22** and a stern **24** and a pair of opposed sides **26** each extending from the bow **22** to the stern **24**. As is apparent from FIG. 2, the body **20** is symmetrical with respect to a longitudinal central plane which passes vertically through the body and through the bow and stern thereof midway between the opposed sides **26**, and the body **20** also is symmetrical with respect to a transverse plane which is vertical and passes through the body midway between the bow **22** and stern **24** thereof, this transverse plane intersecting the longitudinal plane perpendicularly along a line which coincides with a vertical center line of the body **20**. The opposed sides **26** are convexly curved, as indicated in FIGS. 1, 2 and 4. Moreover, the bow **22** and the stern **24** have a substantially pointed configuration.

Many different types of materials can be used for the buoyant body **20**. For example this body can be formed from foam plastics such as foam polyurethane, for example, with the foam plastic situated within a suitable covering material. In the illustrated example the body **20** is hollow and is made primarily from a suitable sheet material, which may be metal sheet such as sheet aluminum, for example, although in the illustrated example wood, such as plywood sheet, is used to form the hollow body **20**.

The body **20** includes an elongated keel member **28** which extends at its bottom edge along the bottom of the body **20** in the central longitudinal plane thereof, and this keel member **28** has a downwardly directed, convexly curved edge. The keel member **28** may be made of wood, for example. For a purpose which is referred to below, the keel member **28** is formed between its opposed side surfaces with an elongated slot **30** which has opposed sides which are parallel to and situated on opposite sides of the longitudinal central plane which bisects the keel member **28**. This keel member **28** not only has a downwardly directed bottom edge situated at the bottom of the body **20**, but in addition the keel member **28** extends upwardly throughout the entire depth of the body, forming a longitudinal bulkhead dividing the hollow interior of the body

into the longitudinal chambers **32** and **34** apparent from FIG. 1. Thus, the top edge of the keel member **28** participates in the support of the deck generally identified by the numeral **36**.

On opposite sides of the keel member **28**, the body **20** has convexly curved bottom surfaces **38** which are formed by the exterior surfaces of elongated curved sheet members **40** made of plywood, for example, and having the configuration most clearly apparent from FIGS. 3 and 4. These sheet members or walls **40** extend all the way to the keel member **28**. The keel member **28** is fixedly connected at the bow **22** of the body **20** to a pair of blocks **42** (FIGS. 1 and 3) and the ends of the walls **40** are fixed to the blocks **42** in any suitable way as by being glued thereto, for example. At the stern **24** a pair of blocks **44** are fixed to the keel member **28** at the opposed side surfaces thereof, and the ends of the walls **40** at the stern of the body **20** are fixed to the undersides of the blocks **44**, also in any suitable way as by being glued thereto.

The keel member **28** is formed in the region of its bottom edge with a series of openings **46** which may have the substantially square configuration shown in FIG. 3. The openings **46** receive the adjoining inner ends of pairs of aligned reinforcing strips **4** which are fixed in any suitable way to the inner, upwardly directed surfaces of the walls **40**, as by being glued thereto, for example. One of the pairs of aligned strips **48** is apparent from FIG. 5 which also indicates how the surfaces **38**, which are convexly curved in the longitudinal direction, also slope upwardly from the keel member **28** toward the outer side edges **26** of the boat.

The body **20** has at its opposed sides **26** exterior convexly curved side surfaces **50** which form the exterior surfaces of a pair of elongated side wall members **52** which extend along the outer edges of the bottom wall members **40** and which have their maximum width at the transverse central plane and become gradually narrower toward the bow and stern, these side wall members **52** also being made of plywood, for example, and terminating in the region of the bow and stern. As is apparent from FIG. 5, in the central plane which extends transversely through the body **20**, the side wall members **52** form with the bottom wall members **40** angles which are greater than 90° but substantially less than 180°.

The deck **36** is made up of a pair of wall or sheet members **54**, which may also be made of plywood, for example, and these members have the configuration shown in FIG. 2. They have inner straight edges which adjoin each other at the longitudinal central plane **55** of the body **20**, and at their undersides along their inner straight edges these wall members **54**, which form the deck **36**, are fixed in any suitable way to the top edge of the keel member **28**, also as by being glued thereto, for example. The deck **36** is formed at the junction of the wall members **54** with an elongated slot **56**, which is aligned with the slot **30** and communicates with the top open end thereof, this slot **30** extending in this way completely through the entire depth of the boat, as is apparent from FIG. 5.

The keel member **28** is formed along its top edge with notch **58** each receiving the inner ends of a pair of aligned upper reinforcing strips **60** which are glued, or otherwise fastened, to the undersides of the deck members **54** so as to reinforce the latter. It is to be noted that the aligned pairs of members **60** are respectively situated over the aligned pairs of members **48**. The ends of the deck members **54** are fixed to the top surfaces of the blocks **42** and **44** in any suitable way as being glued thereto.

These deck members **54** project at their outer convexly curved peripheral edges beyond the side walls **52** and beyond the peripheral end edges of the bottom walls **40** at the region of the bow and stern of the body **20**, so that in this way the body **20** is provided with a lip **62** which extends around the entire periphery of the body **20** at the upper edge thereof. Moreover, as is clearly apparent from FIG. 5, and the deck members **54** slope downwardly away from the keel member **28**.

At the region of the stern **24** the keel member **28** is formed with an opening **64** passing vertically through the keel member **28** for a purpose described below, and the deck **36** has an opening **66** forming a continuation of the opening **64**, so that this opening passes completely through the body **20** at the stern **24** thereof.

Bolcks **68** (FIG. 1) of triangular cross section are fixed to the opposed side surfaces of the keel member **28** in the hollow interior of the body **20** at the junction between the front pairs of reinforcing strips **48** and **60** with the keel member **28**, so that in this way these blocks form together with the front pairs of reinforcing strips and the keel member a solid body portion, and this solid body portion is formed with a bore **70** which extends vertically toward but terminates short of the bottom edge of the keel member **28**. The deck **36** is formed with an opening **72** which forms a continuation of the bore **70**, so that through the deck opening **72** it is possible to have access to the bore **70** for a purpose described below.

In addition to the above-described components being fixed to each other in the manner described above, it is to be noted that the inner surfaces of the side walls **52** are fixed to the end faces of the reinforcing strips **48** and **60**, the deck members **54** are fixed to the top ends of the blocks **68**, the bottom members **40** are fixed to the bottom ends of the blocks **68**, and the outer edges of these bottom wall members **40** are fixed to the bottom edges of the side wall members **52**, while the top edges of the latter and the outer edges at the ends of the wall members **40** are fixed to the undersides of the deck members **54**. All of these parts may be joined to each other by suitable glue or in any other suitable way, so that the hollow interior of the body **20** is watertight and at the same time the body **20** is highly buoyant and of light weight. Furthermore, the body **20** has a relatively rigid, highly rugged construction.

When floating on the surface of a liquid, the above-described body **20** is highly stable. The gradual taper thereof toward the bow and stern, as indicated in FIG. 3, resists undesirable pitching while the small degree of slope of the wall members **40** upwardly from the keel member **28** resists undesirable rolling. Furthermore, the inclination of the side walls **52** further inhibit rolling of the body **20**, and if the roll should be great enough, the lip **62** at one or the other sides of the body will engage the surface of the liquid to further resist rolling of the body **20**.

Because of its long narrow configuration and relatively small depth, the body **20** lends itself to use as a surfboard. Its weight is small enough to enable it to be easily carried by the average individual.

If it should happen that in rough waters the body **20** becomes overturned, it is a simple matter to right the body in the manner shown in FIG. 6. For this purpose the operator need only apply his feet against the lip **62** and grasp the projecting edge of the keel member **28**, where it projects beyond the bottom wall members **40**, so that the body **20** can easily and quickly be turned back to its upright position.

It is also possible for the boat of the invention to be manually propelled. For this purpose the operator can stand or sit at the stern end of the deck **36** and is provided with a paddle means **74** as shown in FIGS. 11A and 11B. This paddle means **74** includes an elongated rigid paddle bar **76** that may be made of wood, for example, and terminating at its outer ends in a pair of paddle members **78** which are of relatively square configuration and which at once face are convexly curved while having a concave curvature at their opposite faces, as is particularly apparent from FIGS. 11A and 11B. It is to be noted that the paddle members **78** are identically oriented, and with this paddle means **74** it is possible for the operator to propel the boat manually.

The boat of the present invention also lends itself to use as a sailboat. For this purpose a centerboard **80** is slipped through the slot **30**. The centerboard **80** may be

made of plywood or of a sheet of suitable metal, and it has the rectangular configuration shown most clearly in FIG. 13. At its top end the centerboard **80** has its top edge fixed to an elongated bar **82** which is larger than the slot **30**, so that this bar **82** will rest at its bottom edge on the deck **36** in the manner shown in FIGS. 12 and 13, and in this way the centerboard can be carried by the body **20** passing slidably through slot **30** thereof and projecting downwardly beyond the keel member **28** to an extent such as that which is indicated in FIG. 13. In this way a considerable stability is added to the body **20** when it is used as a sailboat.

The bore **70**, and of course the opening **72**, are adapted to receive the bottom end of a mast **84** composed of a plurality of elongated bars which are each provided at one end with a reduced portion **86** received in a bore at the top end of the next lower section of the mast **84**, in the manner shown in dotted lines in FIG. 14, so that in this way the mast **84** may be disassembled and reassembled. Each projection **86** may be retained in the bore of the next following mast section in any suitable way as by a suitable cross pin or dowel, not shown.

The mast **84** extends through a vertical hem of a sail **88** which may have the triangular configuration apparent from FIGS. 13 and 14. The sail **88** also has a hem extending along its bottom edge. This bottom hem receives a boom **90** which is slotted at its front end, as shown in FIG. 7, to receive a tongue of a swivel member **92**. This tongue is formed with an opening passing therethrough and receiving the shank of a bolt which is fixed onto the front end of the boom **90** by a wing nut such as the wing nut **94** indicated in FIG. 7. At its front end boom **90** is formed with a transverse bore intersecting the slot which receives the tongue of the swivel member **92** and receiving the shank of the bolt which carries the wing nut **94**.

At its front end the swivel member **92** has a pair of eyes formed with aligned openings which receive the shank of a bolt **96** which carries a wing nut **98** at its top end, and this bolt passes through the opening of the tongue of a clamp **100** which is fixed to the mast **84** by a wing bolt **101**. In this way the swivel member **92** is capable of swiveling about the vertical axis of the bolt **96**. This axis of course extends parallel to the mast **84**. The clamp **100** can be a springy clamp having a pair of ears formed with aligned openings which receive the bolt and its wing nut **101** by means of which the clamp **100** is tightly clamped onto the mast **84** in the manner shown in FIG. 7.

In order to resist upward movement of the mast **84** out of the bore **70** and the opening **72** an elongated pin member **102** (FIG. 13) is fixed to the deck just to the rear of the opening **72** thereof, and this pin member extends through a sleeve portion of a plate **104** which has along one side edge, the sleeve portion receiving the pin **102**, which is fixed to the deck. A suitable spring (not shown) urges the plate **104** downwardly against the deck and the plate **104** is formed with an opening whose front edge presses against the mast **84** so as to resist upward movement thereof. In order to remove the mast **84** it is necessary for the operator to turn or pivot the plate **104** upwardly so that the front edge of its opening will be displaced forwardly away from the mast **84**, thus releasing the latter for removal from the body **20**.

Also, when the boat is used as a sailboat, a tiller bracket **106** is fixed to the stern **24** of the body **20**. This bracket **106** is shown in greater detail in FIG. 9. It has an upper wall **108** formed with an opening which is aligned with the opening **66**, and it has a curved wall **110** formed with an opening aligned with the bottom end of the bore **64**, so that the bracket **106** is of substantially C-shaped configuration. A bolt and wing nut assembly **112** passes through the bore **64** and through the openings of the walls **108** and **110** of the clamp **106** in the manner shown in FIG. 9, so that in this way the bracket **106** is fixed to the stern **24**. At its rear end, beyond the stern **24** the bracket **106** is provided with a tubular bearing portion **114** integral with the remainder of the bracket and formed with a vertical bore passing therethrough.

This vertical bore of the bearing **114** receives a swivel pin **116** which is fixed to and projects upwardly from a plate **118**. A sleeve **120** surrounds the swivel pin **116** at the region thereof which is situated just above the bracket **106**.

The top end of the swivel pin **116** passes through a tiller handle **122**, and an elongated threaded eye member **124** passes through aligned transverse bores of the tiller handle **22** and swivel pin **116** in the manner shown most clearly in FIG. 8. At its threaded end the eye member **124** carries a wing nut **126**, while the eye thereof passes through the eye of a pulley bracket **128** which supports a pulley **130** for rotary movement in the manner most clearly shown in FIG. 8. The pulley bracket **128** carries an eye **132** which is capable of swiveling with respect to the pulley bracket and which is situated distant from the eye member **124**.

The free end of the boom **90** which is distant from the mast **84** has a second pulley bracket **134** suspended therefrom and freely swingable with respect thereto, as is schematically indicated in FIG. 13. The second pulley bracket carries, for example, a pair of freely rotary pulleys, and a rope which is connected to the eye **132** extends around one of the latter pulleys, then around the pulley **130**, and from the latter around the second pulley which is carried by the pulley bracket **134**. From this second pulley the rope **136** extends to the tiller handle **122** which carries a means for fixing the rope releasably thereto. In example shown in FIGS. 8 and 9, this fixing means includes a pair of cleats **138** respectively fixed to the opposed sides of the tiller handle **122** in the manner shown most clearly in FIGS. 8 and 9, so that in this way the rope **136** can be conveniently fixed to the tiller handle. In this way it is possible by way of the rope **136** and the pulley assemblies connected therewith to control the swinging of the boom **90** and thus control the maneuvering of the sailboat in a well-known manner.

The tiller handle **122** has a rear section **139** (FIG. 13) and a front section **140** which is pivotally connected with the rear section in the manner shown most clearly in FIG. 13. As may be seen from FIG. 12 the front section **140** of the tiller handle can be turned with respect to the rear section **139** from the solid to the dotted line position shown in FIG. 12, for example, for the convenience of the operator. If desired, the section **140** can be turned back over the section **139** so as to reduce the length of the tiller handle. In this way the operator can conveniently be situated to a greater or lesser distance from the stern of the boat since the length of the tiller handle can be increased or decreased and in addition the direction in which the front section **140** thereof extends can be adjusted.

A rudder **142** is fixed to the plate **118** (FIG. 13) as by a transverse pin **144** (FIG. 13) so that the angular position of the rudder **142** about the pin **144** can be adjusted. The pin **144** may take the form of a suitable bolt and nut assembly so that the rudder **142** can be fixed in its adjusted position.

Thus, in order to use the body **20** as a sailboat it is only necessary for the operator to assemble the sections of the mast **84** and extend them through the front vertical hem of the sail **88**, while the boom **90** is passed through the bottom horizontal hem thereof and is joined to the swivel member **92** which is in turn clamped to the mast by way of the clamp **100**. The mast is of course introduced into the bore **70** through the opening **72** of the deck and is releasably held in position by the spring-pressed locking plate **104**. The centerboard **80** is simply slipped through the slot **30** so that it will assume the position shown in FIG. 13.

The tiller bracket **106** is fixed very quickly to the stern by means of the assembly **112**, and then the plate **118**

together with the swivel pin **116** are assembled with the bearing **114** in the manner shown in FIG. 9. Of course, the rudder **142** is carried by the plate **118**. When the swivel pin **116** is passed upwardly through the bearing **114** the sleeve **120** is placed on the swivel pin **116**, and the tiller handle **122** is placed over the top end of swivel pin **116** and the eye member **124** is passed through the assembled components so as to assume the position shown in FIG. 8. The rope **136**, if it is not already threaded around the pulleys, is then threaded around the latter and is connected with the cleats **138**. In this simple, convenient manner the boat is converted into a sailboat. Of course, it can be returned into the condition shown in FIGS. 1–5 simply by removing all of the sailboat components.

In order to use the boat as a motor boat, a bracket **146** (FIG. 10) is fixed to the stern in precisely the same manner as the bracket **106**. This bracket **146** is substantially identical with the bracket **106**. It differs therefrom only in that, instead of having a bearing **114**, it has an upwardly directed wall portion which serves to carry an outboard motor **148** which fixedly carries the C-clamp **150**, for example, by means of which the outboard motor is fixedly mounted on the upstanding wall of the bracket **146**. This arrangement is shown most clearly in FIG. 10. Thus, through this simple arrangement it is possible very quickly to convert the boat into a motorboat.

It is apparent, therefore, that the multipurpose boat of the present invention includes the basic structure shown in FIGS. 1–5, which is of light weight and rugged construction having a considerable stability and lending itself to use either as a surf board or as a boat which can be manually propelled by way of the paddle means **74**. In addition, the structure easily can be used as a sail boat or a motor boat. It is to be noted that the structure of the invention can be very easily manufactured at a relatively low cost, and the body **20** itself, as well as the components which are to be used therewith, can easily be stored in a relatively small space and can be easily transported to any desired location.

While there have been shown and described and pointed out the fundamental novel features of the invention as applied to several preferred embodiments thereof, it will be understood that various omissions and substitutions and changes in the form and details of the devices illustrated and in their operations may be made by those skilled in the art, without departing from the spirit of the invention.

What is claimed is:

1. A multipurpose boat comprising an elongated buoyant substantially hollow body capable of floating on the surface of a liquid while supporting a person thereon, said body having a bow and stern, a keel member extending from said bow to said stern, and opposed sides extending between said bow and stern to form a hull therebetween and a deck enclosing said hull and sealing it against entry of liquid therein, said body being longitudinally symmetrical with respect to a central vertical longitudinal plane extending through said bow and stern midway between said opposed sides of said body, said body being symmetrical with respect to a central vertical transverse plane situated midway between said bow and stern and perpendicularly intersecting said longitudinal plane along a vertical center line extending vertically through a center of said body, said opposed sides of said body are each convexly curved from said bow to said stern and terminate in a substantially pointed configuration, a convexly curved member having a bottom edge directed downwardly beyond said hull member, and said keel member forming a bulkhead extending throughout the depth of said body and formed with a longitudinal slot having open top and bottom ends and having opposed side surfaces situated symmetrically with respect to and extending parallel to said longitudinal center plane.

2. A boat, as recited in claim **1**, wherein said body has on opposite sides of said keel member convexly curved bottom surfaces extending from said bow to said stern and sloping upwardly from said keel member, a pair of exterior convexly curved side surfaces extending upwardly from outer edges of said bottom surfaces which are distant from said keel member, each of said side surfaces terminating in the region of said bow and stern and having a width which becomes gradually narrower from said central transverse plane toward the bow and stern, said side surfaces respectively forming with said bottom surfaces in said central transverse plane equal angles greater than 90° but substantially less than 180°.

3. A boat as recited in claim **2**,
wherein said deck comprises surfaces respectively sloping downwardly from said longitudinal plane toward said opposed sides of said body.

4. A boat as recited in claim **3**,
wherein said deck surfaces extend outwardly beyond said side surfaces and, in the region of said bow and stern, outwardly beyond said bottom surfaces forming a peripheral lip.

5. A boat as recited in claim **1**,
and wherein a centerboard is removably carried by said body in said slot thereof, and extending through said slot downwardly beyond said body.

6. A boat as recited in claim **1**,
and wherein said body is formed between said transverse plane and said bow thereof with a substantially vertical opening having an open top end and adapted to receive the bottom end of a mast.

7. A boat as recited in claim **6**,
and wherein a mast is situated at its bottom end in said opening and extends upwardly therefrom,
a sail carried by and extending from said mast,
said sail having a bottom edge,
and a boom pivotally connected to said mast and extending along and connected to said bottom edge of said sail.

8. A boat as recited in claim **1**,
and wherein said body is formed in the region of said stern thereof with an opening passing vertically through said body,
a tiller bracket fixed to said body at said stern opening thereof,
said bracket having an eye, a swivel pin turnable in said eye,
a tiller handle fixed to said swivel pin and situated above said bracket,
a plate fixed to said pin below said bracket and situated to the rear of said stern,
a rudder carried by said plate,
a pulley carried by said tiller handle,
a second pulley carried by said boom at an end portion thereof distant from said mast,
a rope extending around said pulleys,
and means for releasably fixing said rope to said tiller handle.

9. A boat as recited in claim **8**,
and wherein a pivot means pivotally connects said rudder to said plate for adjustable turning movement with respect thereto about a horizontal axis.

10. A boat as recited in claim **1**,
and wherein said body includes a hull having walls provided with said bottom and side surfaces and a deck composed of walls having said deck surfaces terminating in a lip.

11. A boat as recited in claim **1**,
and wherein said body has upwardly directed deck surfaces respectively situated on opposite sides of said longitudinal plane and sloping downwardly therefrom to said opposed sides of said body.

12. A boat as recited in claim **11**,
and wherein said body terminates at the outer peripheries of said deck surfaces thereof in a lip projecting

beyond said opposed sides of said body and extending from the bow to the stern thereof.

13. A multipurpose boat comprising an elongated buoyant substantially hollow body capable of floating on the surface of a liquid while supporting a person thereon,

said body having a bow and a stern,

a keel member extending from said bow to said stern,

and opposed sides extending between said bow and said stern to form a hull therebetween and a deck enclosing said hull and sealing it against entry of liquid therein,

said body being longitudinally symmetrical with respect to a central vertical longitudinal plane extending through said bow and stern midway between said opposed sides of said body,

and said body being symmetrical with respect to a central vertical transverse plane situated midway between said bow and stern and perpendicularly intersecting said longitudinal plane along a vertical center

line extending vertically through a center of said body,

said body being formed in the region of said stern thereof with a vertical opening passing through said body,

an outboard bracket fixed to said body at said opening thereof,

and an outboard motor carried by said bracket.

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