DOUBLE-BOTTOM BOAT
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1. This invention relates to boats and particularly small craft that are subjected to tipping and rocking from waves of other boats and also from the weather, and in particular a boat having a second bottom in addition to the conventional bottom of the boat and provided with a longitudinally disposed dividing section on the keel and with laterally disposed dividing walls whereby the weight of water in the pockets retains the boat in a substantially level position.

Various types of boats, and particularly fishing and pleasure boats tip and rock readily from waves caused by the wind and also by passing ships and in some instances the small craft are upset. It is desirable, therefore, to provide means for stabilizing comparatively small boats. With this thought in mind this invention contemplates means for retaining pockets for holding water, as a balancing agent in the sides of a boat whereby the tendency of the boat to roll or tip is offset by the weight of water in the pockets on the side of the boat that has a tendency to move upwardly.

The object of this invention is, therefore, to provide means for forming water pockets in the bottom of a boat wherein the pockets are open and the weight of water in the pockets is used to counterbalance a force tending to elevate a side of the boat.

Another object of the invention is to provide water retaining pockets in the bottom of a boat in which the pockets drain as the boat is removed from the water.

A further object of the invention is to provide a boat having a double bottom with dividing partitions providing pockets open at the sides of the boat in which the boat is of a comparatively simple and economical construction.

With these and other objects and advantages in view the invention embodies a boat having spaced upper and lower parallel bottoms with a continuous longitudinally disposed dividing wall on the keel and with spaced angularly disposed partitions extended from the dividing walls to the sides of the boat.

Other features and advantages of the invention will appear from the following description taken in connection with the drawing, wherein:

Figure 1 is a plan view of the boat.
Figure 2 is a longitudinal section through the boat taken on line 3—3 of Fig. 1 and showing the boat in a horizontal position.
Figure 3 is a cross section through the boat taken on line 3—3 of Fig. 1 and showing the boat in a horizontal position.

Figure 4 is a section similar to that shown in Fig. 3 showing the boat tilted toward the starboard side.

Figure 5 is a cross section also similar to that shown in Fig. 3 showing the boat tilted toward the port side.

Figure 6 is a longitudinal section through the boat taken on line 6—6 of Fig. 2 looking upwardly toward the under side of the conventional bottom of the boat and showing the dividing partitions in the area between the conventional and auxiliary bottoms.

Referring now to the drawing wherein like reference characters denote corresponding parts the double bottom boat of this invention includes a boat having a bottom 10 with upwardly extended side walls 11 and 12, a closed section 13 at the bow, a panel 14 at the stern, seats 15, 16 and 17 and an auxiliary bottom 18 spaced from and connected to the bottom 10 with a longitudinally disposed dividing wall 19 positioned on the keel and with dividing laterally disposed partitions 20 and 21 extended from the dividing wall 19 to the sides of the boat.

With the parts positioned in this manner a plurality of pockets 22 are provided on one side of the boat between the conventional bottom 10 and the auxiliary bottom 18 and similar pockets 23 are provided on the opposite side of the wall 19 and between the bottoms 10 and 18.

Although the invention is primarily related to metal boats, such as aluminum boats, it will be understood that the boat may be made of other suitable material or materials.

With the parts formed in this manner the pockets positioned between the conventional bottom and auxiliary bottom are normally filled with water providing counterweights on both sides of the boat and should the boat attempt to tilt or rock, water caught in the pockets on one side as illustrated in Figs. 4 and 5 provides a counterweight that restrains upward movement of the sides.

By this means the boat is maintained at even keel or in a substantially horizontal position and rocking, tilting, or tipping is reduced to a minimum.

With the parts arranged in this manner the section at the bow of the boat is closed with the openings or the pockets extended from the point 24, shown in Fig. 6 to the stern of the boat.

It will be understood, however, that the pockets...
may be of any suitable size and any number of pockets may be provided as may be desired. It will be understood that modifications, within the scope of the appended claims, may be made in the design and arrangement of the parts without departing from the spirit of the invention.

What is claimed is:

1. A boat having a closed section at the bow and a bottom with side walls and a stern panel extended upwardly from and depending below the edges of the bottom, an auxiliary bottom of equal area to said first mentioned bottom spaced below the first mentioned bottom of the boat and connected at fore and aft to the lower edges of the closed section at the bow and the stern panel, and a longitudinally disposed dividing wall connecting the auxiliary bottom to the first mentioned bottom at the keel.

2. A boat having a closed section at the bow and a bottom with side walls and a stern panel extended upwardly from and depending below the edges of the bottom, an auxiliary bottom of equal area to said first mentioned bottom spaced below the first mentioned bottom of the boat and connected at fore and aft to the lower edges of the closed section at the bow and the stern panel, a longitudinally disposed dividing wall connecting the auxiliary bottom to the first mentioned bottom at the keel, and spaced laterally disposed dividing walls providing pockets extended laterally from both sides of the longitudinally disposed dividing wall and opening at the sides of the boat.

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