United States Patent

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[15] **3,634,897**

[45] **Jan. 18, 1972**

[54] BOAT WITH INTEGRAL PRAM

[72] Inventor: **John Cuccio,** 19 Woods Grove Road, Westport, Conn. 06880

[22] Filed: **Sept. 15, 1969**

[21] Appl. No.: **857,910**

[52] **U.S. Cl.** .....**9/1 R,** 114/43.5, 114/235 R

[51] **Int. Cl.** **B63b 35/00**

[58] **Field of Search** .....9/1, 2, 2 C, 2 F, 2 S, 7, 12; 114/.5, 43.5, 235, 77, 77.1

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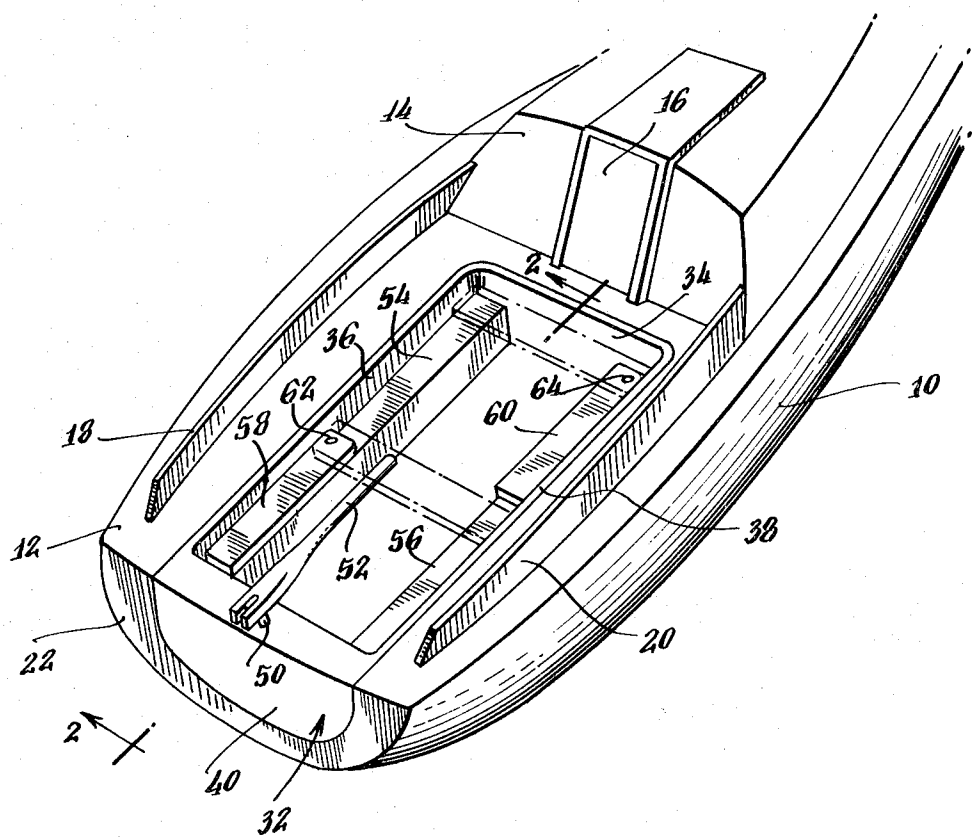
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[57] **ABSTRACT**

There is disclosed a boat wherein the cockpit is detachable and forms a pram.

9 Claims, 8 Drawing Figures



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SHEET 1 OF 2

Fig. 1.

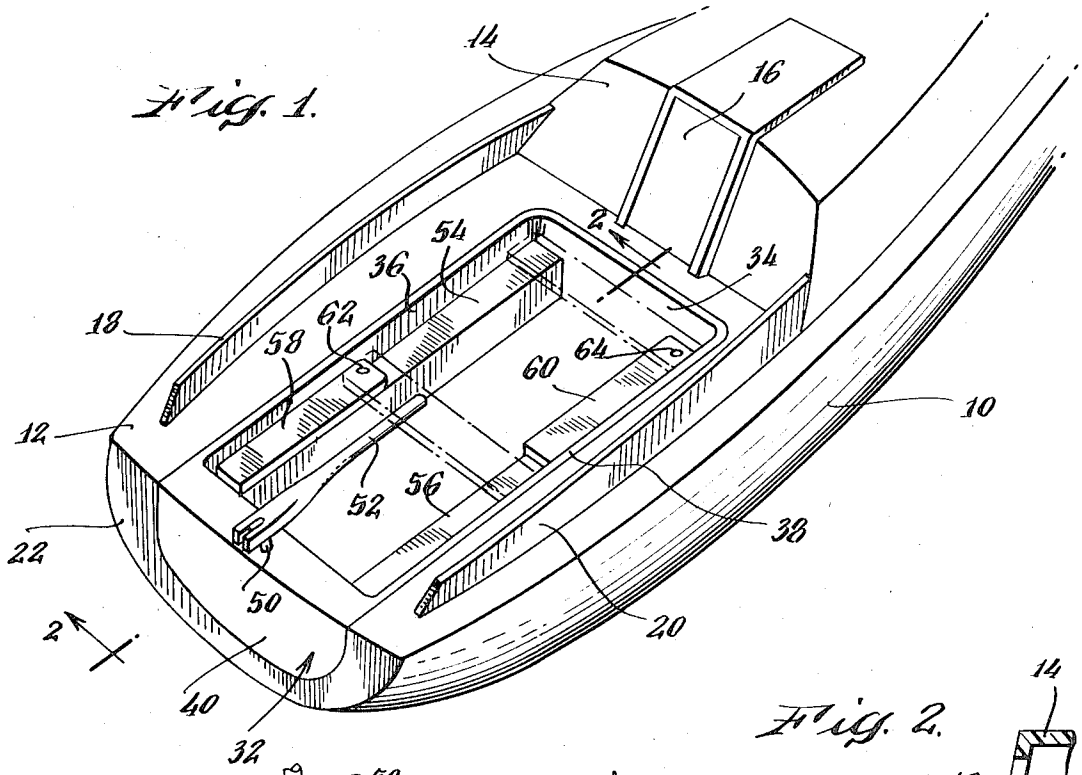


Fig. 2.

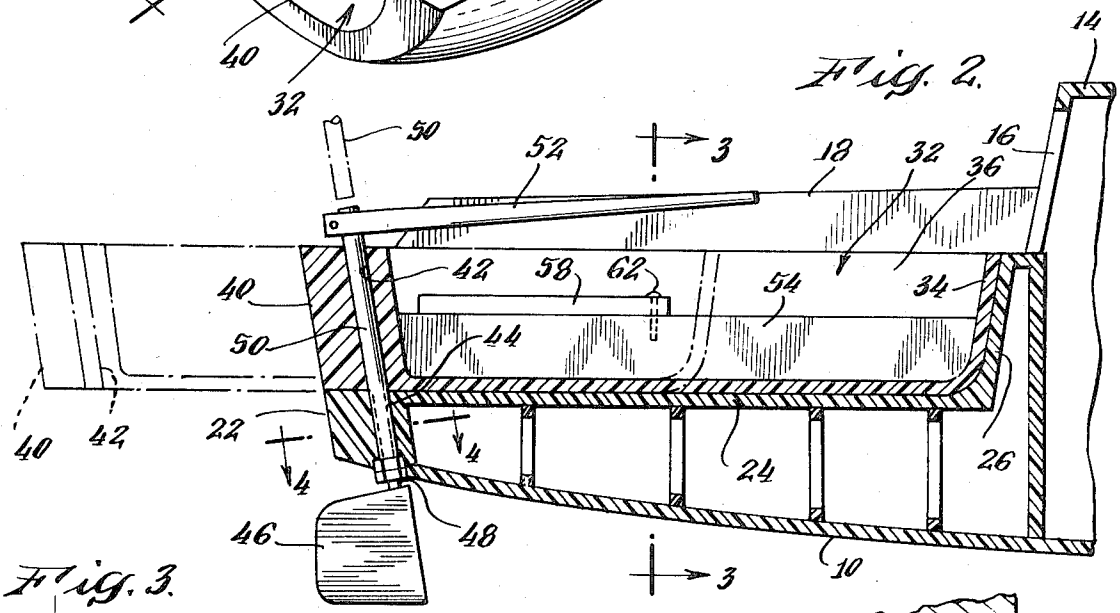
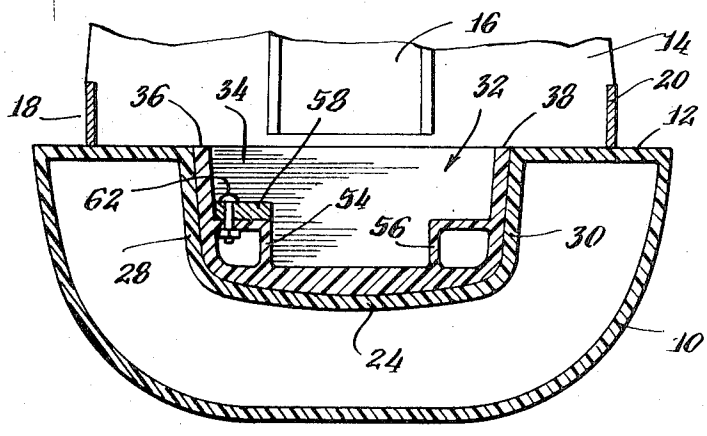


Fig. 3.



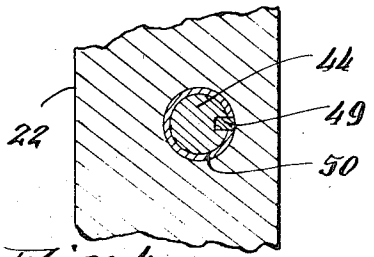


Fig. 4.

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Fig. 5.

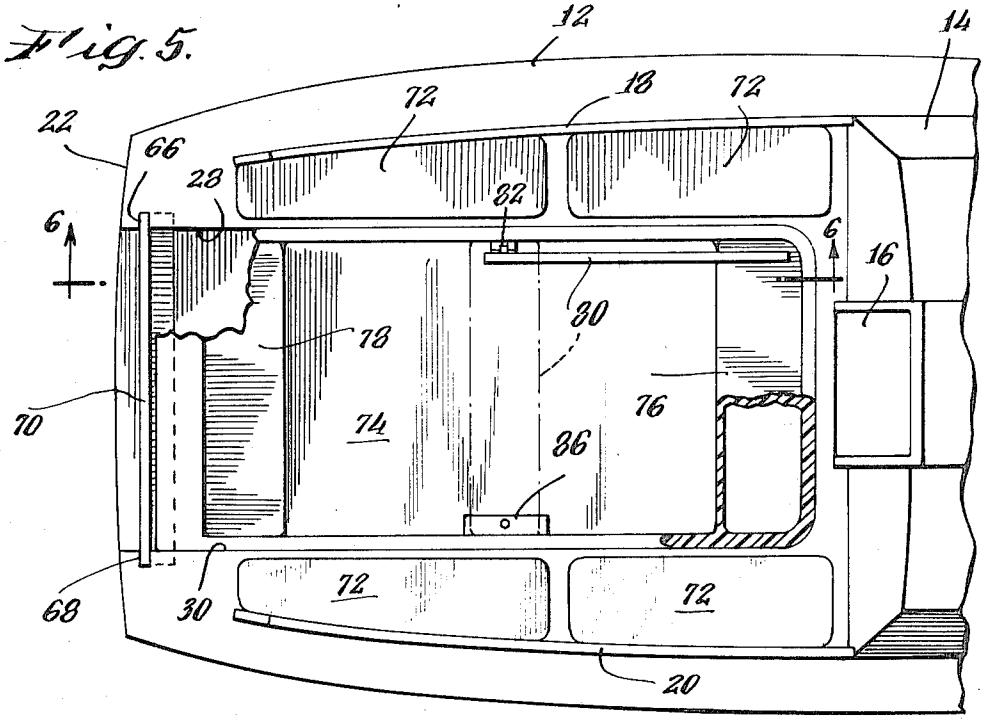


Fig. 6.

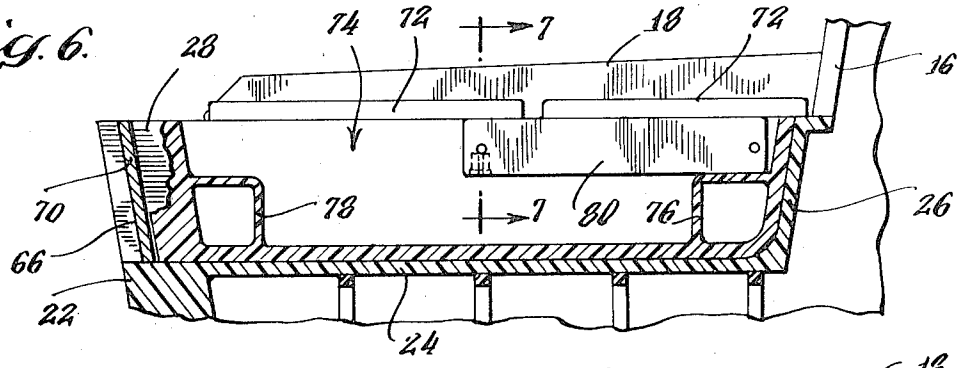


Fig. 8.

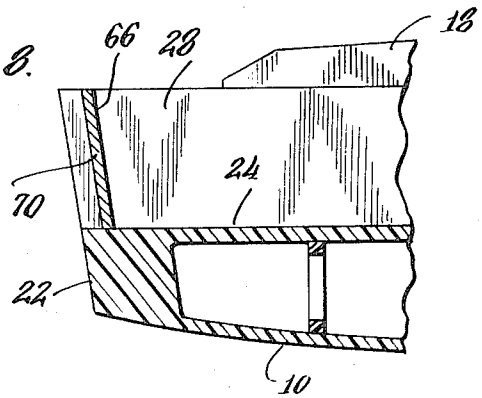
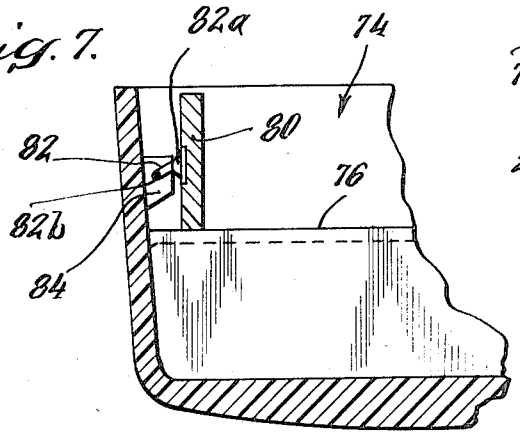


Fig. 7.



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BOAT WITH INTEGRAL PRAM

BACKGROUND OF THE INVENTION

In small motor and sailboats it is customary to employ a pram for travel to and from offshore moorings and the like. However, the need for a pram creates certain difficulties because such boats are not customarily large enough for the pram to be stowed conveniently on board. Even when such storage is possible, it may require difficult lifting and careful attention to tie downs. It is more common for boats of this type to tow a pram or a dinghy astern. However, this creates the problem of additional drag and careful attention must be given to the length of tow to prevent excessive slowing. Furthermore, the pram is actually an impediment when the boat is underway and it then serves no useful purpose.

Accordingly, it is a primary object of the present invention to provide a boat and pram wherein the pram may form an integral and functional part of the boat when the boat is underway but is easily detached, when desired, for individual use. Other objects, features, and advantages of the invention will become apparent from the following description and the appended claims.

SUMMARY OF THE INVENTION

In accordance with this invention, there is provided a boat including a hull and a deck, the deck defining a recess therein. A removable pram is storable in the recess and forms an auxiliary deck when so stowed.

BRIEF DESCRIPTION OF THE DRAWINGS

The invention may be best understood by reference to the drawings wherein:

FIG. **1** is a perspective view of a portion of a boat incorporating this invention;

FIG. **2** is a cross section taken substantially along the line 2—2 of FIG. 1;

FIG. **3** is a cross section taken substantially along the line 3—3 of FIG. 2;

FIG. **4** is an enlarged cross section taken substantially along the line 4—4 of FIG. 2;

FIG. **5** is a plan view, partially broken away, of the stern portion of a boat incorporating a modified form of this invention;

FIG. **6** is a cross section taken substantially along the line 6—6 of FIG. 5;

FIG. **7** is a partial cross section substantially along the line 7—7 of FIG. 6; and

FIG. **8** is a view similar to FIG. 6 but with the pram removed.

DESCRIPTION OF THE PREFERRED EMBODIMENTS

With particular reference to FIGS. **1–4** there is illustrated a boat incorporating this invention comprising the usual curved hull **10**, deck **12** and cabin **14** having a cabin access hatch **16**. Extending aft from the cabin on each side are splash rails **18**, **20**. The after portion of the boat terminates at a stern transom **22**. The transom **22** is substantially U-shaped and is above the normal waterline. Formed in the deck **12** and transom **22** is an enclosed recess defined by a subdeck **24**, a forward bulkhead **26** adjacent the cabin hatch **16** and port and starboard bulkheads **28**, **30** respectively. The recess thus formed is substantially rectangular in plan view and positioned within the recess is a pram **32**. The pram is designed to nest snugly within the recess with its bow end **34** against the forward bulkhead **26** and its sides **36**, **38** against the port and starboard bulkheads **28**, **30**, respectively. The stern **40** of the pram is flush with transom **22** when the pram is so positioned. While various types of construction may be employed, the pram is preferably molded and may be, for example, of glass fiber self-bailing construction. Its stern **40** is relatively thick and defines therethrough a substantially vertical circular passageway **42** which is aligned with the post **44** of a rudder **46** supported in a bearing **48**. The rudder post **44** carries a radially and axially extending key **49**. The pram **32** is secured within the recess of the boat by means of tiller post **50**. The tiller post is tubular at its lower end and is slotted to define a keyway which engages key **49** as shown in FIG. 4. The tiller post is inserted through the passageway **42** and into engagement with the rudder post **44**, thus retaining the pram in its stowed position while permitting the boat to be steered by means of tiller **52**.

The pram illustrated in FIGS. **1–3** is provided with integrally molded side benches **54**, **56** which also serve as flotation chambers. With the pram stowed and functioning as the cockpit of the boat, they also serve as cockpit seats. Mounted on the respective side benches **54**, **56** are seat planks **58**, **60** pivoted at their forward ends on respective pivot pins **62**, **64**. To provide transverse seats for rowing, it is merely necessary to pivot the seat planks **58**, **60** on their pivot pins so that the free ends rest upon the opposite side benches, as illustrated by the broken lines in FIG. 1. They may be secured in these positions by any suitable means. It will also be noted that seat plank **60**, when in this position, may be utilized as a step to hatch **16** when the pram is stowed to form the cockpit of the boat.

In order to launch the pram **32**, it is merely necessary to lift the tiller post **50** out of its socket and slide the pram aft through the transom and into the water. The tiller post may thereafter be replaced so that the boat is operable even after removal of the pram. After use, the tiller post **50** is once more removed, the pram replaced in the recess, and the tiller post reinserted.

FIGS. **5–7** illustrate several modifications of this invention. In these illustrations, those portions of the boat corresponding to portions of the boat shown in FIGS. **1–3** are given similar reference numerals.

One modification illustrated in these figures is that the pram does not extend the full length of the recess nor is it secured by the tiller post. Instead, that portion of the recess adjoining the transom **22** is provided with aligned slots **66**, **68** in port bulkhead **28** and starboard bulkhead **30** respectively. The pram is shorter than the distance between these slots and the forward bulkhead **26** and, when the pram has been stored, a transom board **70** is slid into these slots to close the opening. After removal of the pram the transom board may be reinserted as shown in FIG. **8** to close the stern of the boat. Additional means of any conventional nature may be employed to secure the pram in rough weather if required. This modification may be especially useful in boats which are steered from a wheel rather than from a tiller. Another modification is that the stowed pram is utilized primarily as a footwell and seating is provided by seats **72** on main deck **12** between the pram and the splash rails **18**, **20**. The pram **74** is also different from pram **32** of FIGS. **1–3** in that it is provided with integrally molded flotation chambers **76**, **78** at its ends. These may serve as seats for the pram and, in addition, the forward flotation chamber **76** serves as a step to the cabin hatch **16**. In this modification, a central seat plank **80** is mounted by means of a double pivot hinge **82** and a bracket **84** to one side of the pram. Opposite the bracket **84** on the other side of the pram is a support shelf **86**. With the pram stowed in the boat, the seat plank **80** is stowed as illustrated by solid lines. For use in rowing the pram, however, the seat plank **80** is merely pivoted upwardly on pivot portion **82*a*** and then down across the pram on hinge portion **82*b*** to rest upon support shelf **86** as illustrated by the dotted lines in FIG. **5**. It may be secured in this position by any suitable means such as a pin extending through the aligned holes in the seat plank and the support shelf.

It is believed that the many advantages of this invention will now be apparent to those skilled in the art. It will also be understood that a number of variations and modifications may be made in the invention without departing from its spirit and scope. For example, if the boat is propelled by an outboard motor, the motor may be secured to the pram itself. With the pram detached, it could then be propelled by the outboard. Accordingly, the foregoing description is to be construed as illustrative only rather than limiting.

What is claimed is:

1. In a boat including a hull and a deck, the improvement which comprises: a recess defined by said deck; a removable pram stowable in said recess and forming a cockpit when so stowed for the helmsman of the boat; and means for securing said pram in said recess.

2. The improvement of claim 1 wherein said pram includes at least one seat positioned longitudinally of said pram when stowed but selectively positionable transversely thereof for rowing.

3. The improvement of claim 2 wherein one end of said seat is secured to said pram by a double pivot for longitudinal stowage in a substantially vertical plane.

4. The improvement of claim 1 wherein said pram includes at least one seat forming a step from said auxiliary deck to said deck.

5. The improvement of claim 4 wherein said seat comprises a flotation chamber.

6. The improvement of claim 1 wherein said recess extends through a stern opening and said pram is removable through said opening.

7. The improvement of claim 6 wherein one end of said pram closes said opening when stowed and forms a portion of said stern.

8. In a boat including a hull and a deck, the improvement which comprises: a recess defined by said deck and extending through a stern opening; a pram stowable in said recess and forming an auxiliary deck when so stowed, and removable through said opening; and a removable tiller post extending through said pram for securing said pram in said recess.

9. The improvement of claim 8 wherein said boat includes a rudder having first keying means and said tiller post includes second keying means engageable with said first keying means.

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