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(54) **Watercraft.**

(57) The invention relates to a drivable watercraft (1) comprising a drive boat accommodating portion (18) defining a docking area opening reward at a stern portion of the watercraft and adapted to accommodate power drive means, specifically a water jet propulsion unit such as a jet propelled boat (2) therein. Such a watercraft is improved in that a seat

area (12,13,14) is provided at least in front of the drive boat accommodating portion of the driven water craft and a bottom plate arrangement is provided within said docking area ensuring a smooth even flow of water through a water intake opening (20) of the power drive means received in said docking area.

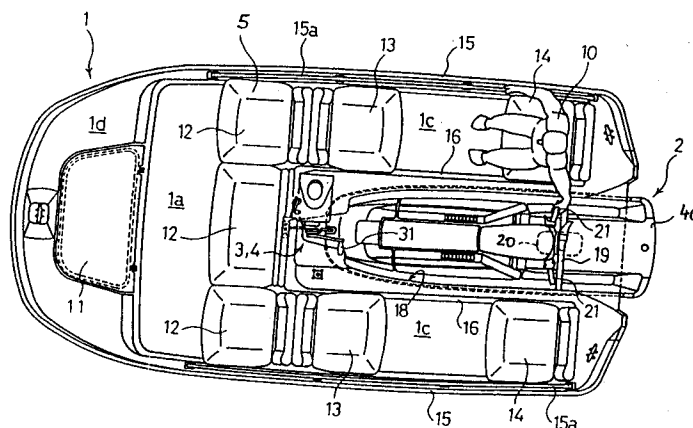


Fig. 2

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EUROPEAN SEARCH REPORT

Application Number

EP 91 11 0955

DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int. Cl.5)
X	GB-A-2 046 689 (KANZAKI) * Figures 1,18-21 * ---	1,6-10	B 63 B 35/73
X	US-A-3 347 201 (SZABO) * Column 2, line 27 * ---	1,2	
A	US-A-3 858 541 (METCALF) * Column 1, lines 1-30 * ---	1	
D,X	JP-U-63 119 198 * Figures 1-6 * ---	1,2,6, 12	
D,A	PATENT ABSTRACT OF JAPAN, vol. 14, no. 174, (M-959)[4117], 5th April 1990; & JP-A-2 28 088 (YANMAR DIESEL LTD.) 30-01-1990 * Abstract; figures 11-14 * -----	1,2,10	
			TECHNICAL FIELDS SEARCHED (Int. Cl.5)
			B 63 B
The present search report has been drawn up for all claims			
Place of search THE HAGUE		Date of completion of the search 14-10-1991	Examiner HUNT A.E.
CATEGORY OF CITED DOCUMENTS			
X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document		T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons & : member of the same patent family, corresponding document	



CLAIMS INCURRING FEES

The present European patent application comprised at the time of filing more than ten claims.

- ☐ All claims fees have been paid within the prescribed time limit. The present European search report has been drawn up for all claims.
- ☐ Only part of the claims fees have been paid within the prescribed time limit. The present European search report has been drawn up for the first ten claims and for those claims for which claims fees have been paid, namely claims:
- ☐ No claims fees have been paid within the prescribed time limit. The present European search report has been drawn up for the first ten claims.

LACK OF UNITY OF INVENTION

The Search Division considers that the present European patent application does not comply with the requirement of unity of invention and relates to several inventions or groups of inventions, namely:

see sheet -B-

- ☐ All further search fees have been paid within the fixed time limit. The present European search report has been drawn up for all claims.
- ☐ Only part of the further search fees have been paid within the fixed time limit. The present European search report has been drawn up for those parts of the European patent application which relate to the inventions in respect of which search fees have been paid, namely claims:
- ☒ None of the further search fees has been paid within the fixed time limit. The present European search report has been drawn up for those parts of the European patent application which relate to the invention first mentioned in the claims,

namely claims: 1, 2, 6-13



LACK OF UNITY OF INVENTION

The Search Division considers that the present European patent application does not comply with the requirement of unity of invention and relates to several inventions or groups of inventions, namely:

All claims relate to a drivable watercraft, adapted to be driven by a water jet propulsion unit, and provided with seating area in front of or beside the docking area for the drive unit, and a bottom plate arrangement in the docking area. Such a watercraft is known or obvious from GB-A-2 046 689, however.

Inventions searched:

1. Claims 1,2,6-13 : The problem of propelling such a craft is solved by utilising a water jet propulsion boat as the power drive means and adapting the shape of the driven boat to provide hydrodynamic efficiency.
2. Claims 3-5 : The problem of accommodating crew and passengers on said boat is solved by particular seating arrangements.
3. Claim 14 : To snugly accommodate the drive boat in the docking area, bumper means are provided in the area.
4. Claim 15 : The problem of propelling the driven craft is alternatively solved by providing support means for an outboard motor.
5. Claim 16 : The problem of retaining the drive boat in place is solved by engaging it with a ladder on the stern of the driven boat.
6. Claim 17 : The versatility of the watercraft is improved by making the docking area closable at the stern to provide a play lot for the users.

Given that the common features of the groups of claims identified are known or obvious, no common inventive concept can be seen in the remaining features.