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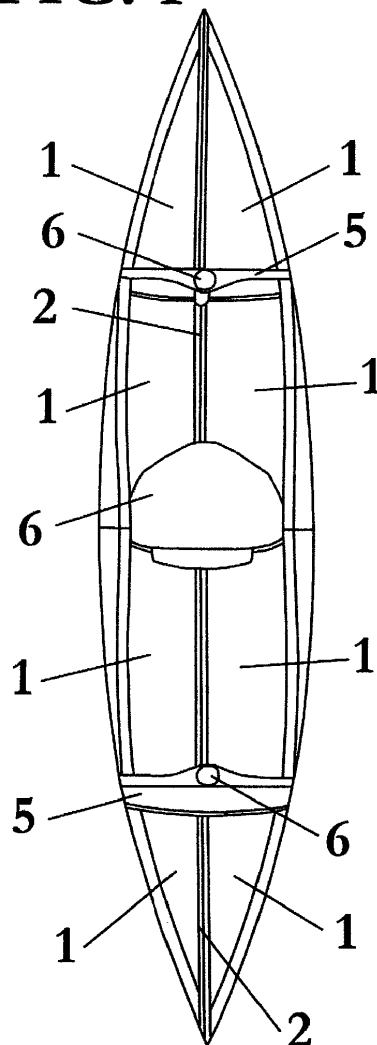
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(54) **Boat**

(57) The boat comprises a rigid shell, and is characterised in that the rigid shell is formed by several sections of shell (1) that are attachable to one another. These sections of shell (1) may preferably be attached to one another by means of coupling profiles (2) which present a transversal profile in the shape of an H; the ends of the two adjacent sections of shell (1) being fitted in the slots which are defined by the H shape, and the boat also comprises closing elements (3), located on the ends of said boat.

It allows the transportation of a boat with a rigid shell that has been disassembled, thereby occupying a reduced space.

FIG. 1



Description

[0001] The present invention refers to a boat, of the kayak type, which may be transported occupying a reduced space.

BACKGROUND TO THE INVENTION

[0002] Boats that are to be used by few passengers are usually transported from the place of storage to the place where they are used and vice versa.

[0003] The problem with these boats, which have a rigid shell, is that their storage and transportation is complicated because of their weight and size.

[0004] As a solution to these problems of transportation and storage, boats that are inflatable or made of semi-rigid materials are known.

[0005] However, these boats present the disadvantage that they do not have the desired geometry, and they generate a large amount of resistance to forward progression during their use.

[0006] As such, it is clear that a new boat with a rigid shell is needed; that makes it possible to combine the advantages of a geometry suitable for its use and the occupation of a reduced space for transportation and storage.

DESCRIPTION OF THE INVENTION

[0007] With the boat of the invention, the mentioned drawbacks are solved, and other advantages, which will be described, are presented.

[0008] The boat of the present invention consists of a rigid shell, and is characterised in that this rigid shell is formed by several sections of shell which are attachable to one another.

[0009] Due to this characteristic, the boat of the present invention can be transported and stored comfortably, occupying a reduced space, by simply separating the various sections.

[0010] According to a preferred embodiment, these sections of shell may be attached to one another by means of coupling profiles that present a transversal profile in the shape of an H; the ends of two adjacent sections of shell are placed in the slots defined by the H shape.

[0011] These profiles allow the quick attachment and detachment of the sections that form the shell, as well as sealing the adjacent sections.

[0012] The boat of the present invention also preferably comprises closing elements fitted on the ends of said boat; the closing elements advantageously comprising two slots for the placing of the ends of two adjacent sections of shell.

[0013] The function of these closing elements is to close up the ends of the boat, blocking the longitudinal torsion of the shell.

[0014] Advantageously, the boat of the present invention also comprises one or more bulkheads which are

fitted transversally in the boat.

[0015] According to a preferred embodiment, in the boat of the present invention at least one of the aforementioned bulkheads comprises a seat, and at least one of the bulkheads comprises a housing to receive a mast.

BRIEF DESCRIPTION OF THE DRAWINGS

[0016] For a better understanding, the present description is accompanied by a set of drawings which represent, schematically, and only by way of non-limiting example, a practical case of embodiment.

Figure 1 is a top view of the boat of the present invention;

Figure 2 is a bottom view of the boat of the present invention;

Figure 3 is a perspective view of a detail of union between two pieces of the boat of the present invention; and

Figure 4 is a perspective view of a closing element located at one end of the boat of the present invention.

DESCRIPTION OF A PREFERRED EMBODIMENT

[0017] As can be seen in the drawings, the boat of the present invention comprises a rigid shell formed by several sections of shell 1 that are rigid, and attachable to one another.

[0018] According to the represented embodiment, these sections of shell 1 are four intermediate sections of shell and four end sections of shell, as can be observed in greater detail in figure 2. However, it must be pointed out that the rigid shell of the boat of the present invention may be made of any suitable number of sections of shell, for example, four sections in total.

[0019] The sections of shell 1 are attached by means of coupling profiles 2. In figure 3 the attachment of two adjacent sections of shell 1 by means of said coupling profile 2 can be observed in more detail.

[0020] Each coupling profile 2 presents a transversal section in the shape of an H, such that the sides of adjacent sections of shell 1 are fitted inside the slots defined by the H-shaped section.

[0021] Evidently, these coupling profiles 2 also function as a seal along the length of all sides of the sections of shell 1 that are adjacent to the other sections of shell 1, thereby achieving the necessary seal between the sections of shell 1.

[0022] As can be seen in figure 4, closing elements 3 are located on the ends of the boat. The function of these closing elements 3 is to close up the ends of the boat, thereby sealing it and blocking the longitudinal torsion of the shell.

[0023] The boat of the present invention also comprises several bulkheads 5 fitted transversally in said boat. These bulkheads 5 are fitted in the rigid shell by means

of vertical lateral slots (not represented in the drawings in the interests of simplicity).

[0024] Each bulkhead 5 may be used to fit an additional element, such as, for example, a seat 6, a mast, a sail, etc. In order for these additional elements to be fitted, the bulkheads 5 comprise complementary slots 7. 5

[0025] The boat of the present invention may be transported and stored comfortably. For this to be done, the sections of shell 1 simply have to be disassembled, which may be done quickly. 10

[0026] In practice it has been demonstrated that the boat of the present invention may be transported in a box with the dimensions 100cm x 45cm x 45cm, with a total weight of 25kg, rather than the 40kg that a conventional boat with the same characteristics normally weighs. 15

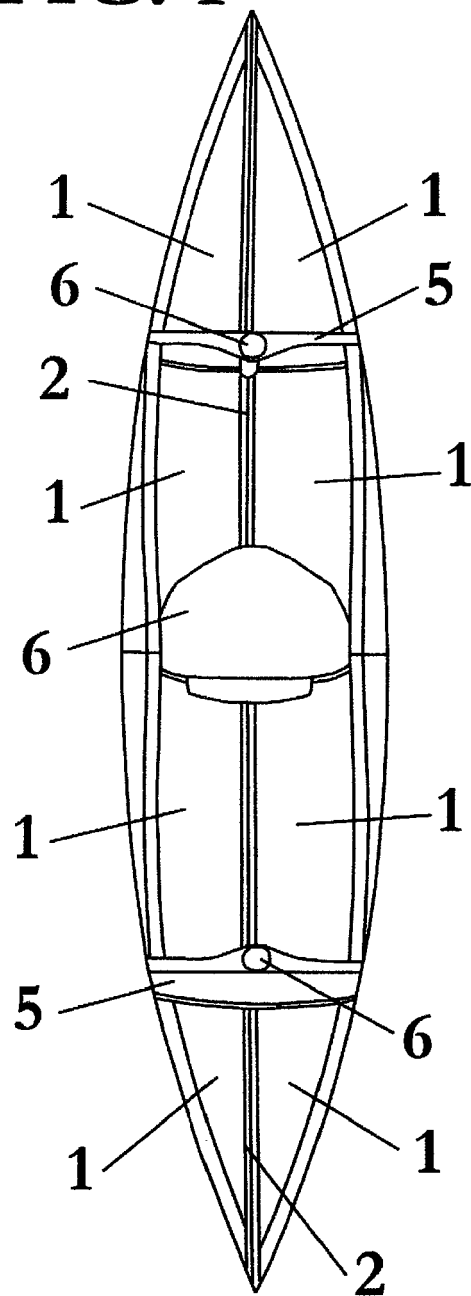
[0027] Although reference has been made to a particular embodiment of the invention, an expert in the matter may clearly note that the boat described is susceptible to many variations and modifications, and that all the details mentioned may be substituted by other technical equivalents, whenever this does not suppose an alteration of the scope of protection defined by the attached claims. 20

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Claims

1. Boat, comprising a rigid shell, **characterised in that** said rigid shell is formed by several sections of shell (1) that are attachable to one another. 30
2. Boat according to claim 1, in which the aforementioned sections of shell (1) may be attached to one another by means of coupling profiles (2), having a transversal profile in the shape of an H; the ends of the two adjacent sections of shell (1) being fitted in the slots which are defined by the H shape. 35
3. Boat according to claim 1, which also comprises closing elements (3), located at the ends said boat. 40
4. Boat according to claim 3, in which the closing elements (3) comprise two slots (4) for the fitting of the ends of two adjacent sections of shell (1). 45
5. Boat according to claim 1, which also comprises one or more bulkheads (5) which are fitted transversally in said boat.
6. Boat according to claim 5, in which at least one of the bulkheads comprises a seat (6). 50
7. Boat according to claim 1, in which at least one of the aforementioned bulkheads (5) comprises a slot (7) for a mast. 55

FIG. 1



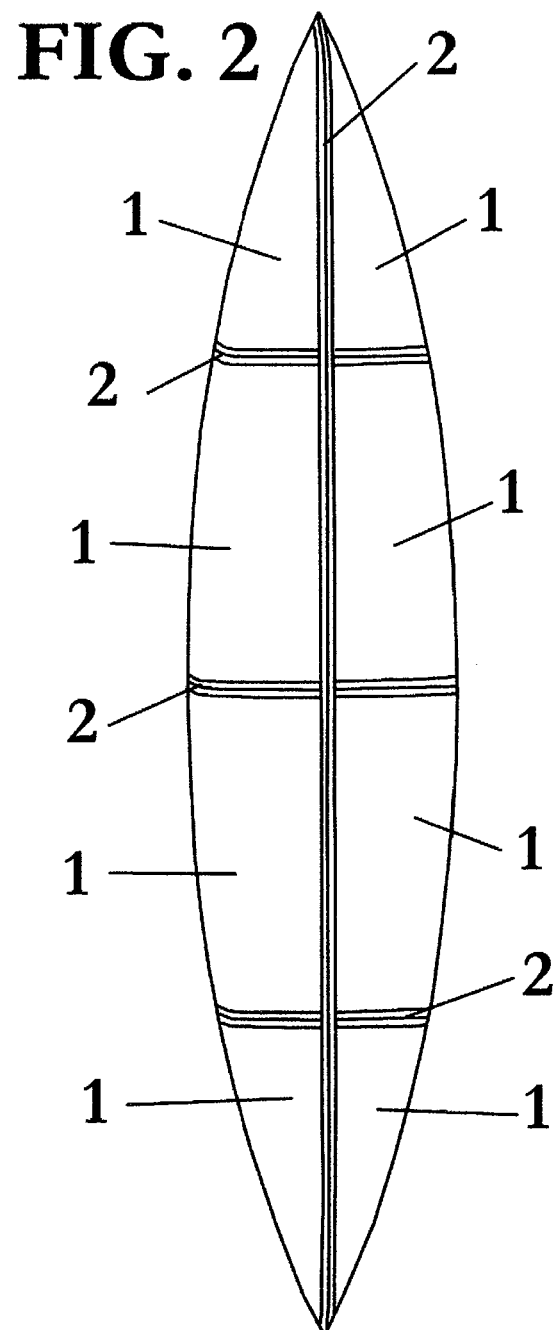


FIG. 3

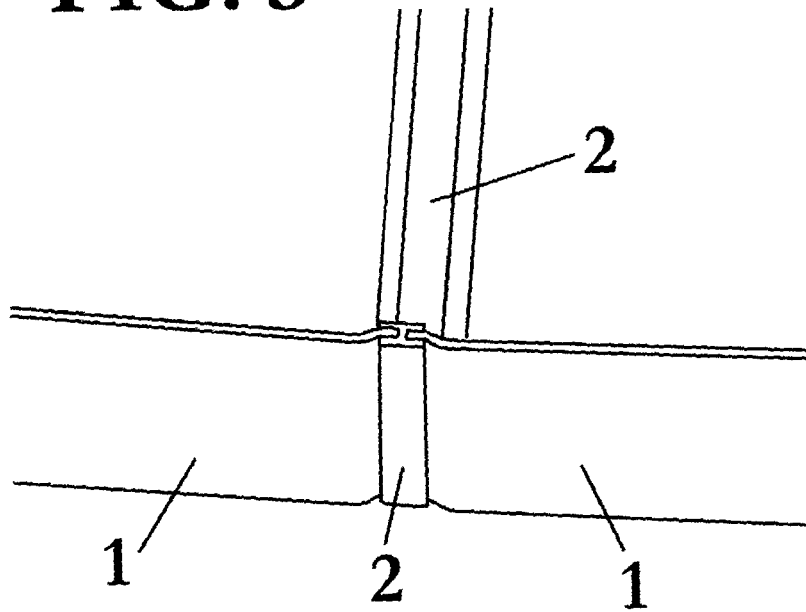


FIG. 4

