

[54] **BOAT**

[76] **Inventors:** **Albert K. Lindstrom**, P.O. Box 408, Gardiner, Wash. 98334; **David R. Strader**, 3100 W. Commodore Way #402, Seattle, Wash. 98199; **George S. Henley**, 40516 S. Silver Lake Rd. E., Eatonville, Wash. 98328

[**] **Term:** **14 Years**

[21] **Appl. No.:** **33,504**

[22] **Filed:** **Apr. 2, 1987**

Related U.S. Application Data

[63] Continuation-in-part of Ser. No. 947,706, Dec. 30, 1986.

[52] **U.S. Cl.** **D12/315; D12/318**

[58] **Field of Search** **D12/300, 315, 317, 318, D12/313, 314; 114/77 R, 343, 352, 56, 271; 248/641**

[56] **References Cited**

U.S. PATENT DOCUMENTS

D. 190,400	5/1961	Tritt	D12/314
D. 191,807	11/1961	Canazzi	D12/314
D. 193,041	6/1962	Leger	D12/314
D. 196,211	9/1963	Rowland	D12/314
D. 205,604	8/1966	Stamas	D12/314
D. 214,765	7/1969	Dougherty	D12/314
D. 221,808	9/1971	Simpkins	D12/314
D. 227,708	7/1973	Baker	D12/314
D. 235,530	6/1975	Livingston	D12/314
D. 236,333	8/1975	Livingston	D12/314
D. 242,848	12/1976	Morrison et al.	D12/318
D. 244,769	7/1977	Nescher	D12/314
D. 296,206	6/1988	Arima	D12/314
2,044,771	6/1936	Carr	114/66.5
2,764,119	9/1956	Sigler	115/17

2,842,086	7/1958	Yost	241/641
3,091,206	5/1963	Cale	114/66.5
3,117,544	1/1964	Schoell	114/56
3,303,809	2/1967	Ross	114/56
3,568,617	3/1971	Yost	114/66.5
3,709,179	1/1973	Payne	114/66.5 P
3,937,164	2/1976	Austin	114/66.5
4,128,072	12/1978	Wood, Jr.	114/291
4,192,248	3/1980	Moyer	114/56
4,193,370	3/1980	Schoell	114/291
4,233,920	11/1980	Wood et al.	114/56
4,306,703	12/1981	Finze	248/642
4,398,483	8/1983	Wood et al.	114/56
4,448,387	5/1984	Gilbreath	248/642
4,453,489	6/1984	Charlins	114/288
4,528,931	7/1985	Lantz	114/288
4,584,959	4/1986	Allison	114/288

OTHER PUBLICATIONS

"Glas-Ply 1875" brochure, printed in 1/21/83.
 "Glasply-Scimitar 1801 RNBT I/O" brochure (Jan. 1985).

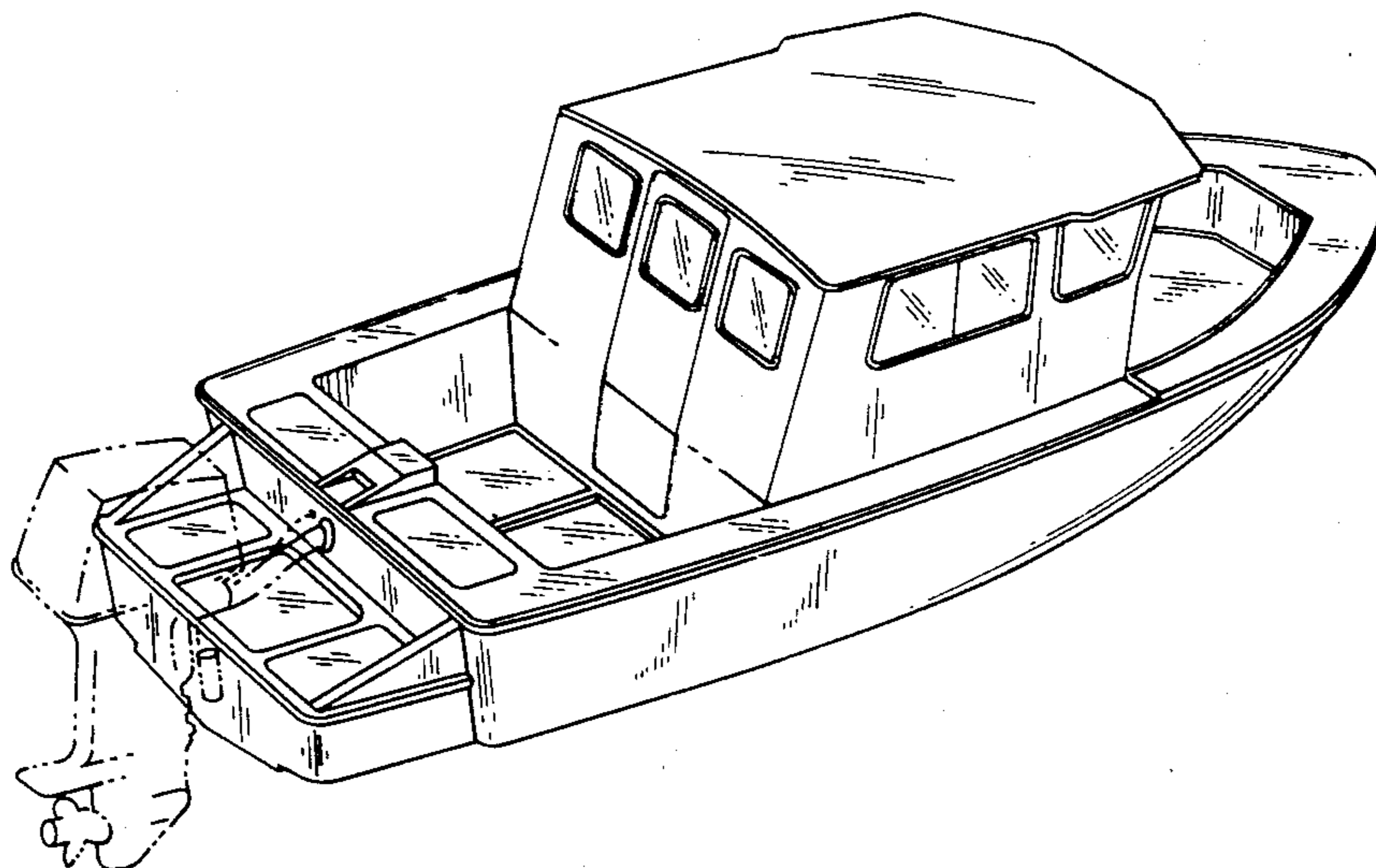
Primary Examiner—Wallace R. Burke
Assistant Examiner—Kay H. Chin
Attorney, Agent, or Firm—Garrison & Stratton

[57] **CLAIM**

The ornamental design for a boat, as shown and described.

DESCRIPTION

FIG. 1 is a top perspective view of a boat showing our new design, the broken lines are for illustrative purposes only;
 FIG. 2 is a top plan view thereof;
 FIG. 3 is a side elevational view thereof, the opposite side elevational view being a mirror image of that shown;
 FIG. 4 is a bottom plan view thereof; and
 FIG. 5 is a rear elevational view thereof.



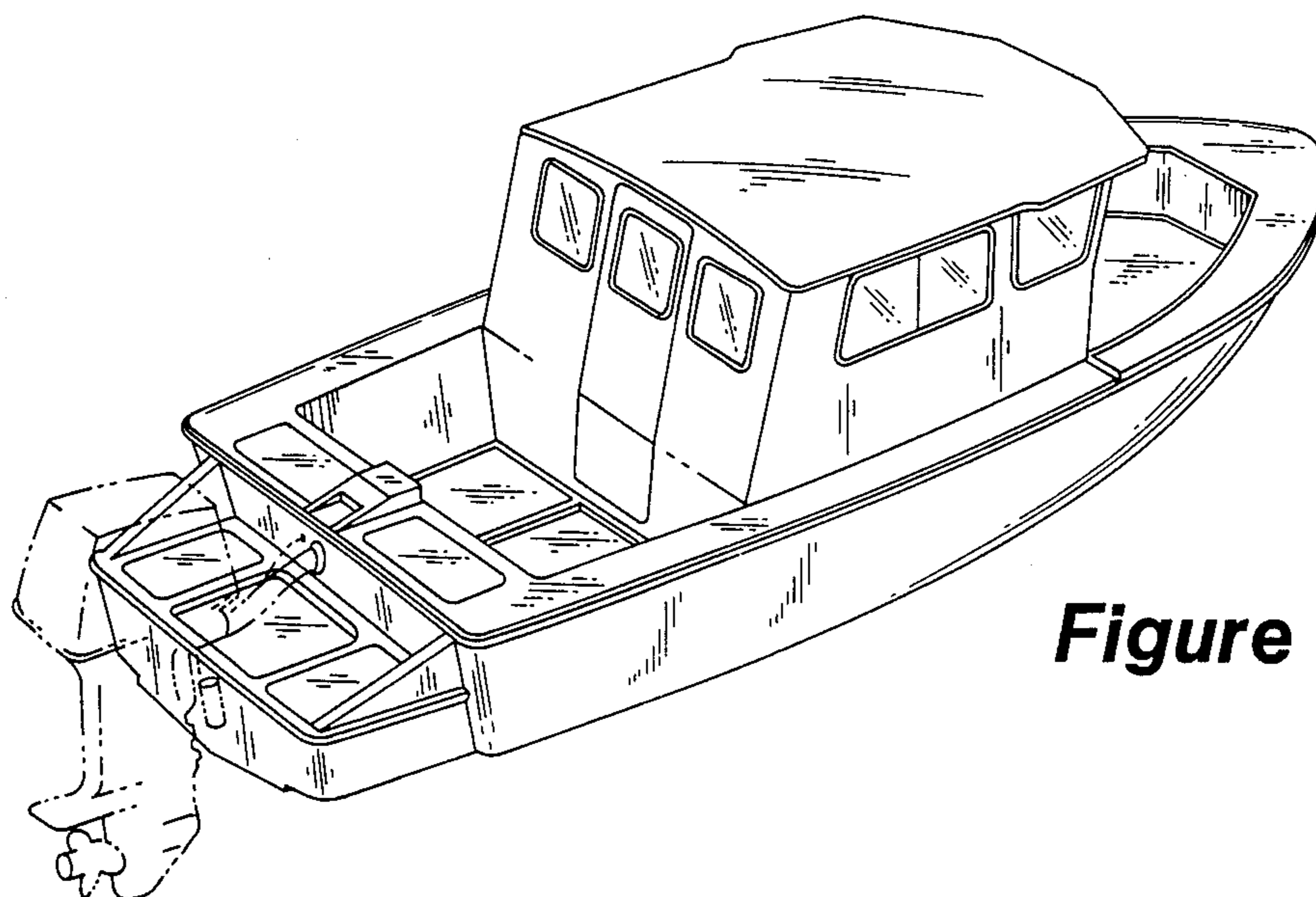


Figure 1

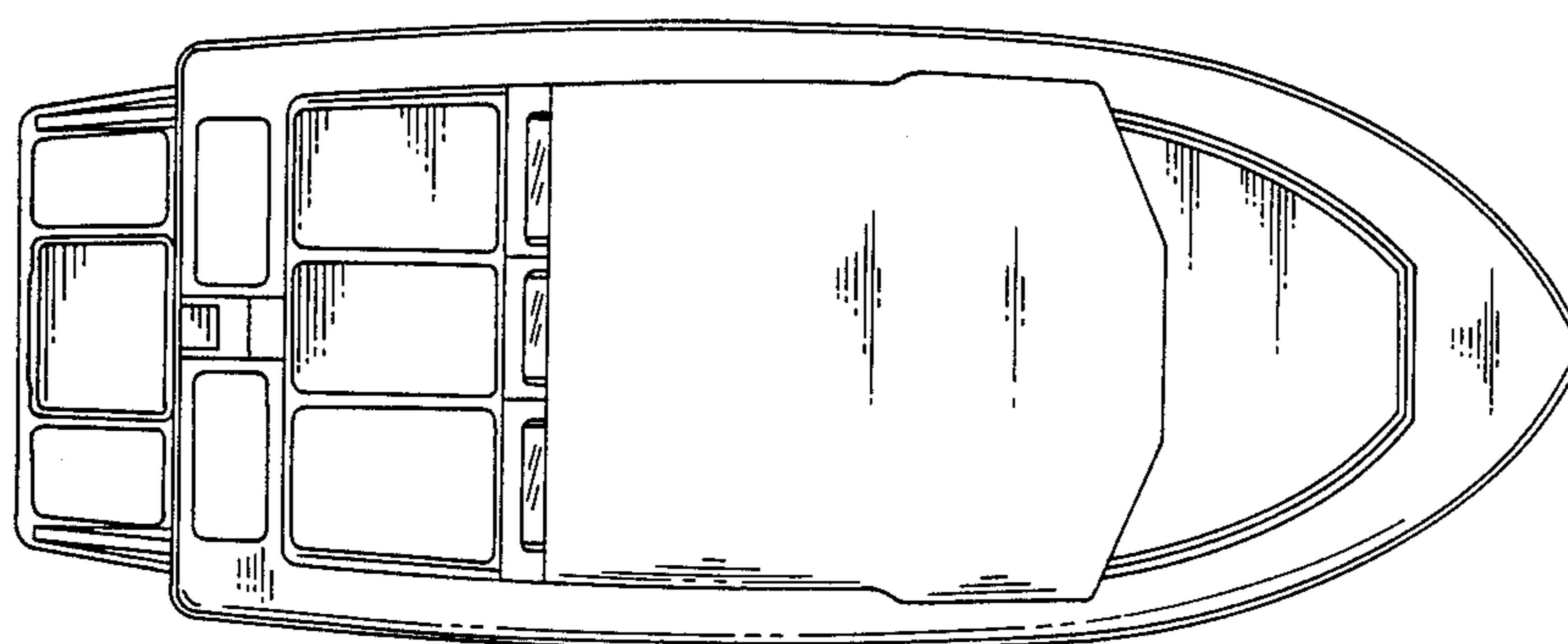


Figure 2

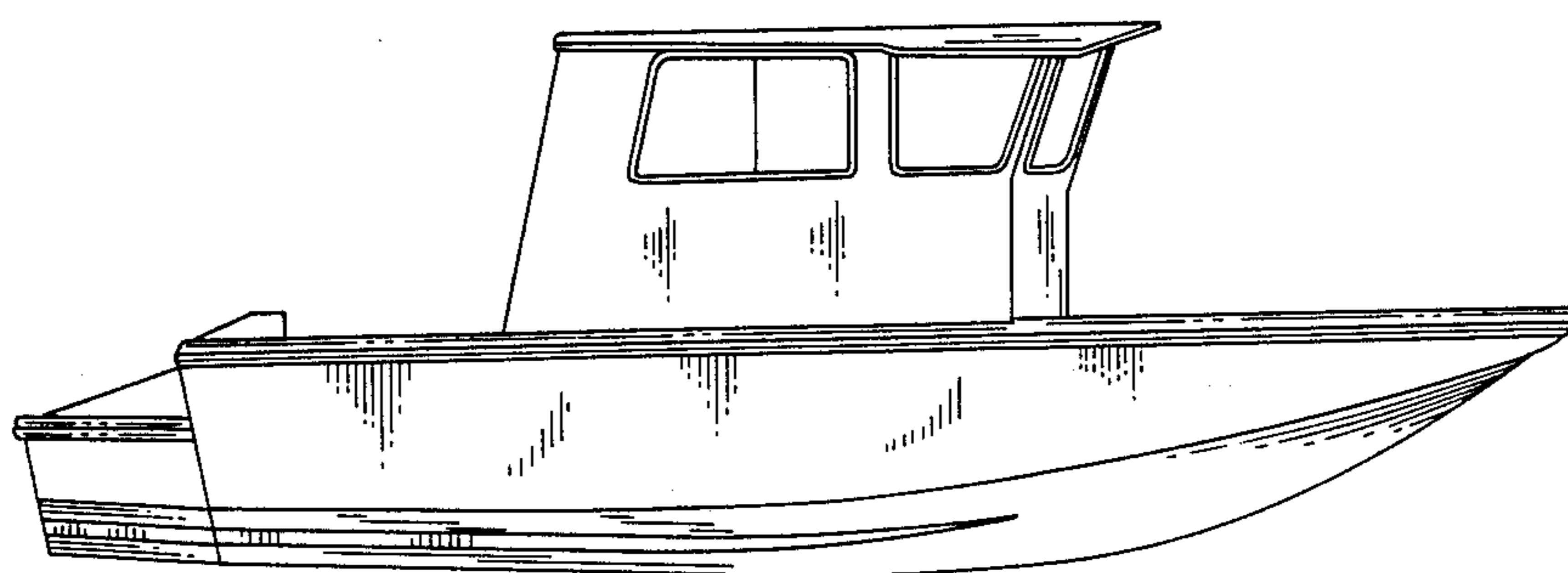


Figure 3

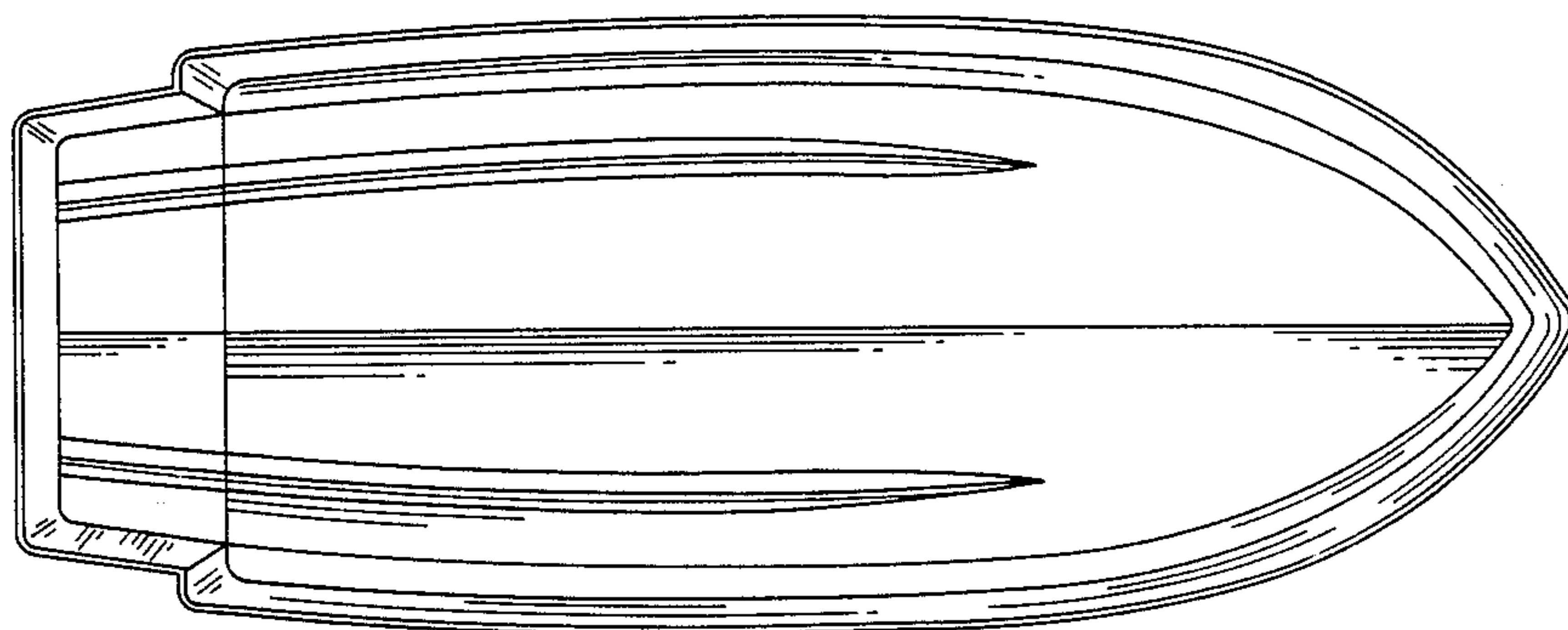


Figure 4

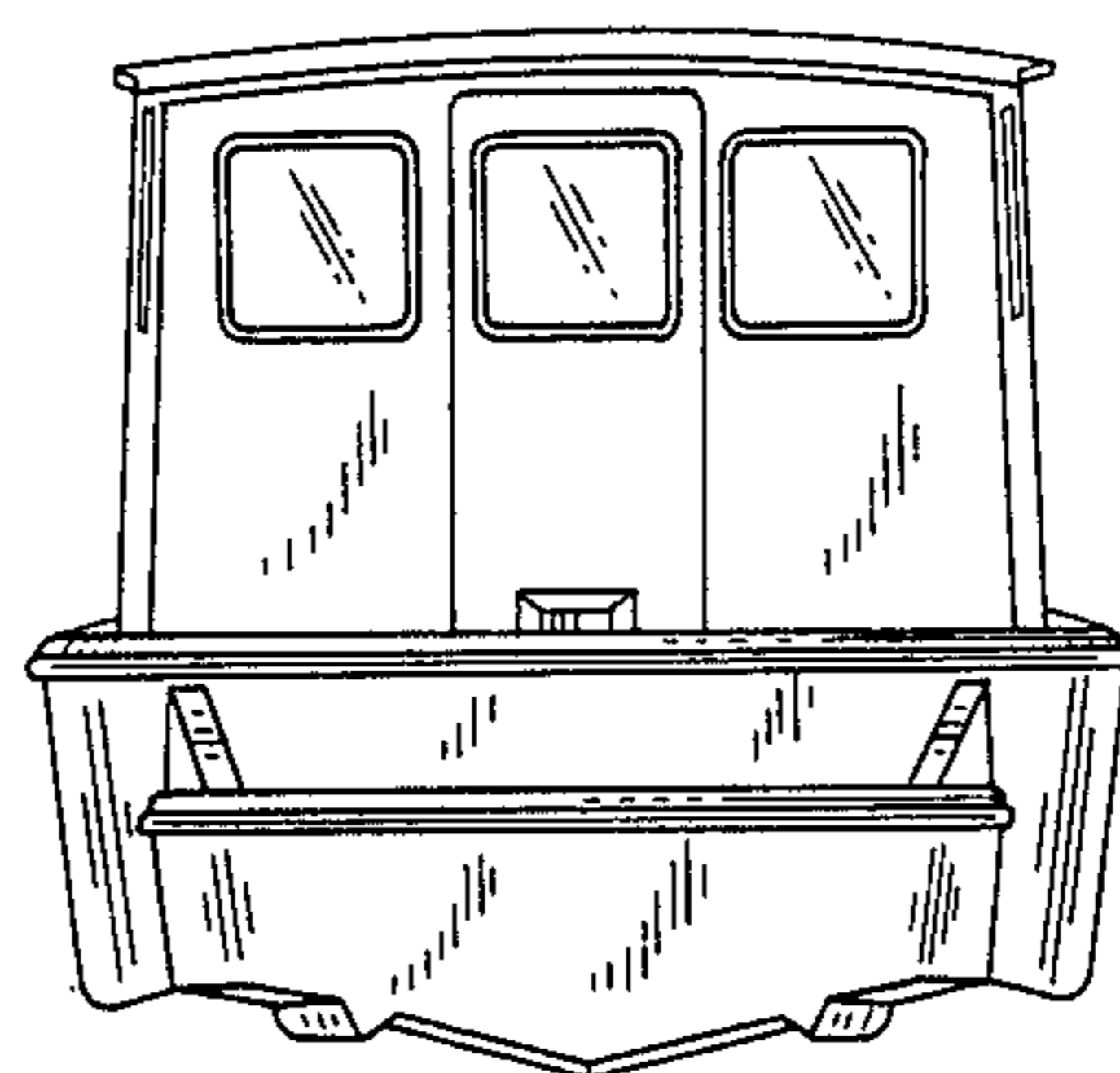


Figure 5