

US00D390184S

## United States Patent [19]

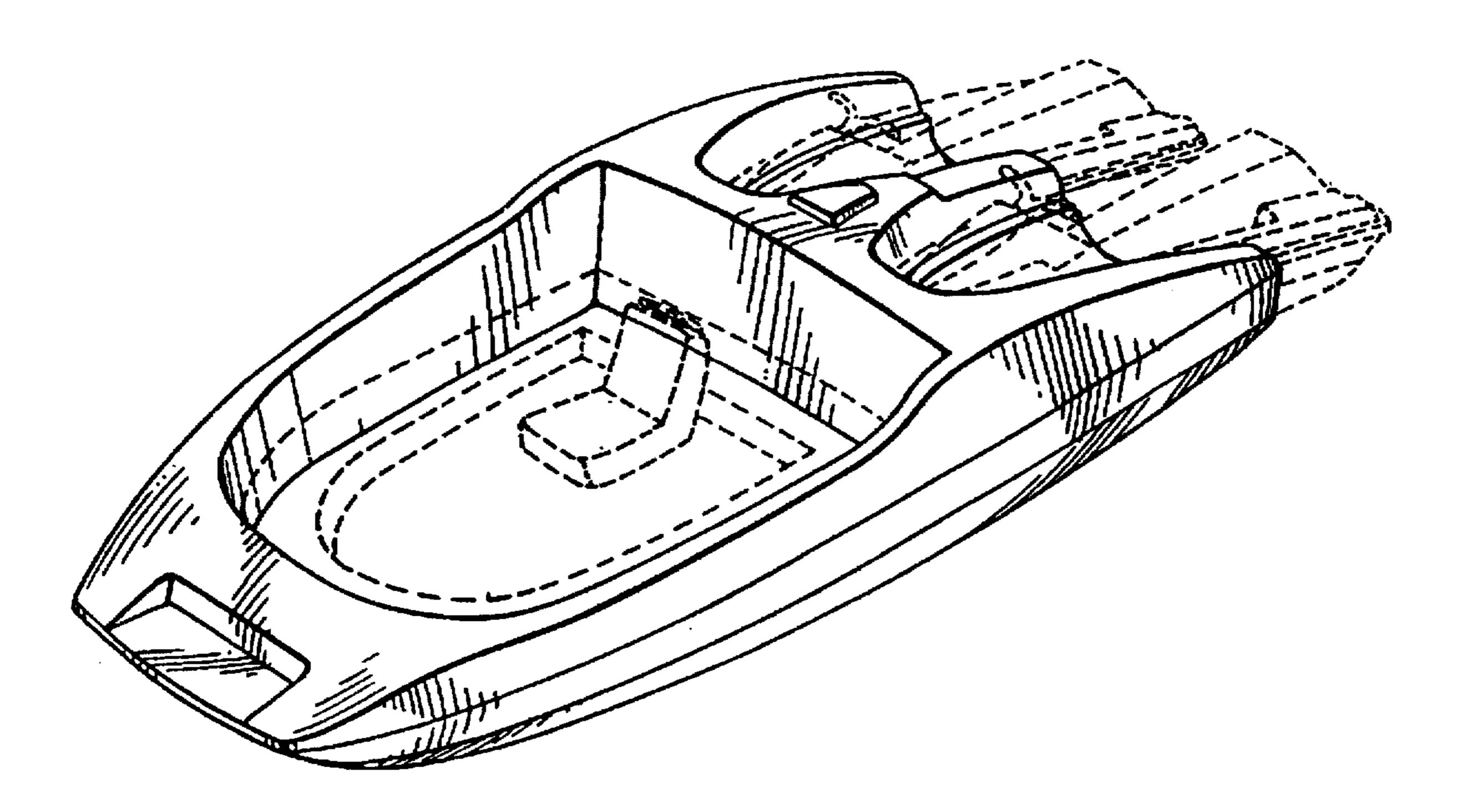
5,255,625 10/1993 Hattori ...... 114/248

## Van Skyhawk et al.

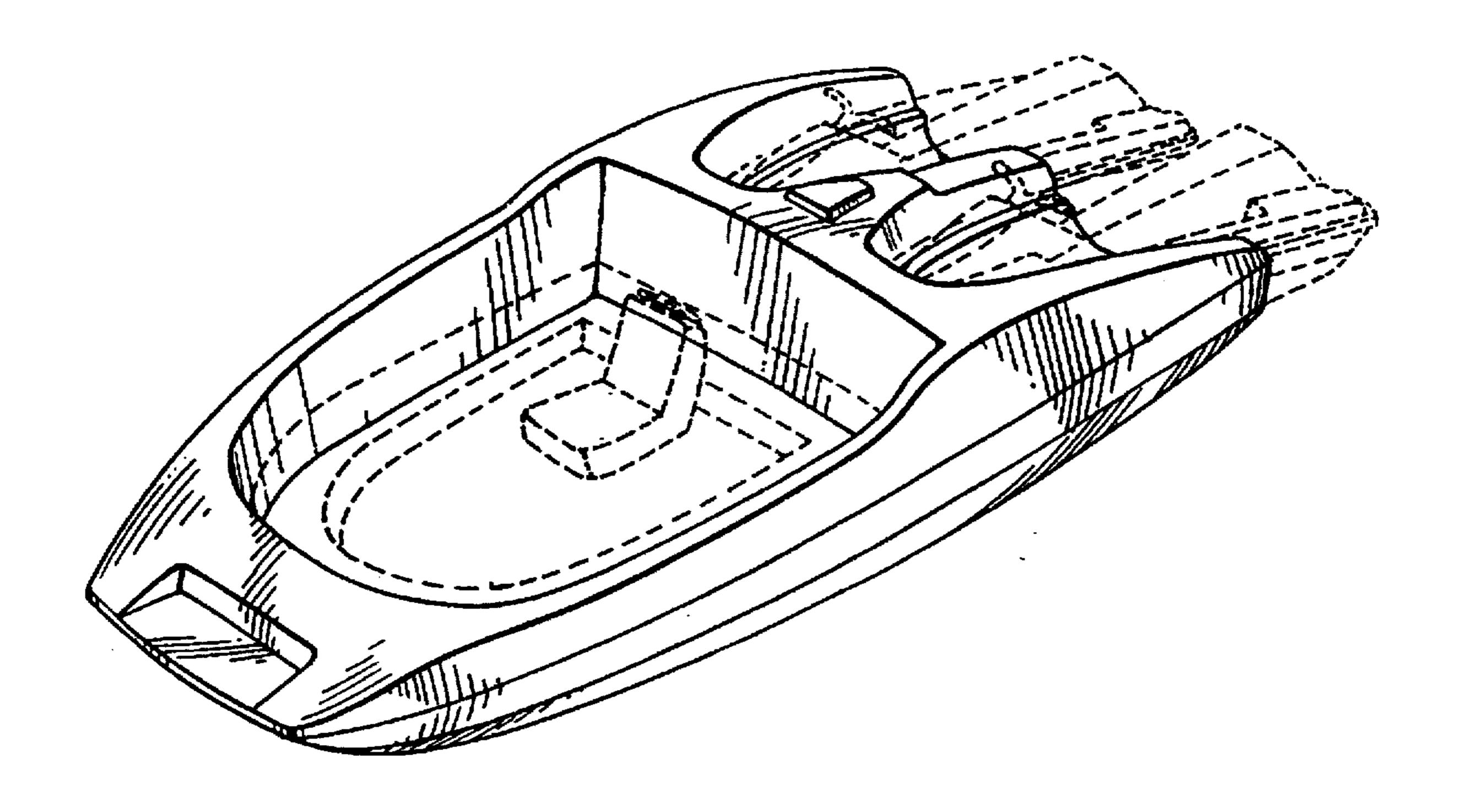
[11] Patent Number: Des. 390,184 [45] Date of Patent: \*\*Feb. 3, 1998

[54]	54] DUAL BAY MULTI-USE WATERCRAFT		, ,	10/1994 Talbot 114/248
L- 1			, r	12/1994 Hattori
[75]	Inventors:	Norman J. Van Skyhawk, Sandy;	, ,	2/1995 Kobayashi
		Dennis W. Talbot, Salt Lake City, both	5,476,060	12/1995 Kobayashi 114/248
		of Utah		
				iner—Kay H. Chin
[73]	Assignee:	Windjet Manufacturing L.L.C., Salt Lake City, Utah	Attorney, Agen	t, or Firm—Workman, Nydegger & Seeley
rww7	TT	1 4 \$700 mg	[57]	CLAIM
[**]	Term:	14 Years	The supersonts	al design for a dual bay multi-use watercraft.
		/A 000	as shown and	
[21]	Appl. No.	69,928	as shown and	ucsci ivcu.
[22]	Filed:	Apr. 29, 1997		DESCRIPTION
	Rel	ated U.S. Application Data	FIG. 1 is a to	
5403			FIG. 1 is a to watercraft, the	p perspective view of a dual bay multi-use broken lines are for illustrative purposes only
[60]	Division of	f Ser. No. 50,071, Feb. 8, 1996, which is a	watercraft, the	p perspective view of a dual bay multi-use
[60]	Division of	f Ser. No. 50,071, Feb. 8, 1996, which is a n-in-part of Ser. No. 321,539, Oct. 11, 1994, Pat.	watercraft, the and form no p	p perspective view of a dual bay multi-use broken lines are for illustrative purposes only art of the claimed design;
[60]	Division of continuation No. 5,605,1	f Ser. No. 50,071, Feb. 8, 1996, which is a	watercraft, the and form no p FIG. 2 is a sid	p perspective view of a dual bay multi-use broken lines are for illustrative purposes only art of the claimed design; le elevational view thereof, the opposite side
	Division of continuation No. 5,605,197,080, Jul.	f Ser. No. 50,071, Feb. 8, 1996, which is a n-in-part of Ser. No. 321,539, Oct. 11, 1994, Pat. 10, which is a continuation-in-part of Ser. No. 22, 1993, Pat. No. 5,353,730.	watercraft, the and form no part FIG. 2 is a side view being a record of the second se	p perspective view of a dual bay multi-use broken lines are for illustrative purposes only art of the claimed design; le elevational view thereof, the opposite side mirror image of that shown;
[51]	Division of continuation No. 5,605,1 97,080, Jul.	f Ser. No. 50,071, Feb. 8, 1996, which is a n-in-part of Ser. No. 321,539, Oct. 11, 1994, Pat. 10, which is a continuation-in-part of Ser. No. 22, 1993, Pat. No. 5,353,730.	watercraft, the and form no part of FIG. 2 is a side view being a result. FIG. 3 is a top	p perspective view of a dual bay multi-use broken lines are for illustrative purposes only art of the claimed design; le elevational view thereof, the opposite side mirror image of that shown; plan view thereof;
[51] [52]	Division of continuation No. 5,605,1 97,080, Jul. LOC (6) U.S. Cl	f Ser. No. 50,071, Feb. 8, 1996, which is a n-in-part of Ser. No. 321,539, Oct. 11, 1994, Pat. 110, which is a continuation-in-part of Ser. No. 22, 1993, Pat. No. 5,353,730.  Cl. 12-06  D12/300; D12/307; D12/310	watercraft, the and form no part of FIG. 2 is a side view being a result. FIG. 3 is a top	p perspective view of a dual bay multi-use broken lines are for illustrative purposes only art of the claimed design; le elevational view thereof, the opposite side mirror image of that shown;
[51]	Division of continuation No. 5,605,1 97,080, Jul. LOC (6) U.S. Cl	f Ser. No. 50,071, Feb. 8, 1996, which is a n-in-part of Ser. No. 321,539, Oct. 11, 1994, Pat. 10, which is a continuation-in-part of Ser. No. 22, 1993, Pat. No. 5,353,730.	watercraft, the and form no part of FIG. 2 is a side view being a result. FIG. 3 is a top FIG. 4 is a both	p perspective view of a dual bay multi-use broken lines are for illustrative purposes only art of the claimed design; le elevational view thereof, the opposite side mirror image of that shown; plan view thereof;
[51] [52]	Division of continuation No. 5,605,1 97,080, Jul. LOC (6) U.S. Cl	f Ser. No. 50,071, Feb. 8, 1996, which is a n-in-part of Ser. No. 321,539, Oct. 11, 1994, Pat. 110, which is a continuation-in-part of Ser. No. 22, 1993, Pat. No. 5,353,730.  Cl. 12-06  D12/300; D12/307; D12/310  Search D12/300-318; 114/248, 39.1	watercraft, the and form no p FIG. 2 is a sid view being a r FIG. 3 is a top FIG. 4 is a bot FIG. 5 is a from	p perspective view of a dual bay multi-use broken lines are for illustrative purposes only art of the claimed design; le elevational view thereof, the opposite side mirror image of that shown; plan view thereof; ttom plan view thereof; ont elevational view thereof; and,
[51] [52]	Division of continuation No. 5,605,1 97,080, Jul. LOC (6) U.S. Cl	f Ser. No. 50,071, Feb. 8, 1996, which is a n-in-part of Ser. No. 321,539, Oct. 11, 1994, Pat. 10, which is a continuation-in-part of Ser. No. 22, 1993, Pat. No. 5,353,730.  Cl. 12-06  D12/300; D12/307; D12/310  Search	watercraft, the and form no p FIG. 2 is a sid view being a r FIG. 3 is a top FIG. 4 is a bot FIG. 5 is a from	p perspective view of a dual bay multi-use broken lines are for illustrative purposes only art of the claimed design; le elevational view thereof, the opposite side mirror image of that shown; plan view thereof; ttom plan view thereof;
[51] [52] [58]	Division of continuation No. 5,605,197,080, Jul. LOC (6) U.S. Cl Field of S	f Ser. No. 50,071, Feb. 8, 1996, which is a n-in-part of Ser. No. 321,539, Oct. 11, 1994, Pat. 110, which is a continuation-in-part of Ser. No. 22, 1993, Pat. No. 5,353,730.  Cl. 12-06  D12/300; D12/307; D12/310  Search D12/300-318; 114/248, 39.1	watercraft, the and form no p FIG. 2 is a sid view being a r FIG. 3 is a top FIG. 4 is a bot FIG. 5 is a from	p perspective view of a dual bay multi-use broken lines are for illustrative purposes only art of the claimed design; le elevational view thereof, the opposite side mirror image of that shown; plan view thereof; ttom plan view thereof; ont elevational view thereof; and,

1 Claim, 3 Drawing Sheets



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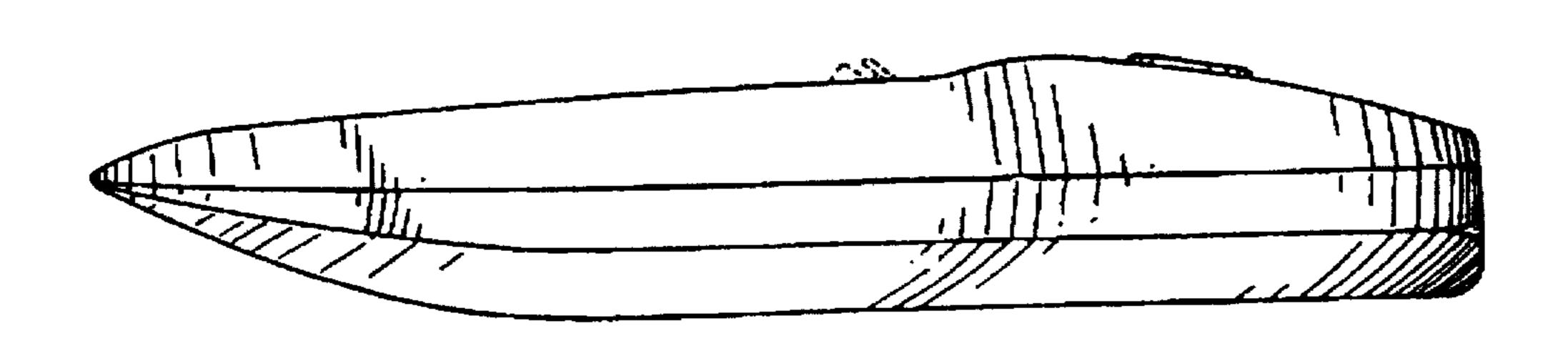


FIG. 2

Des. 390,184

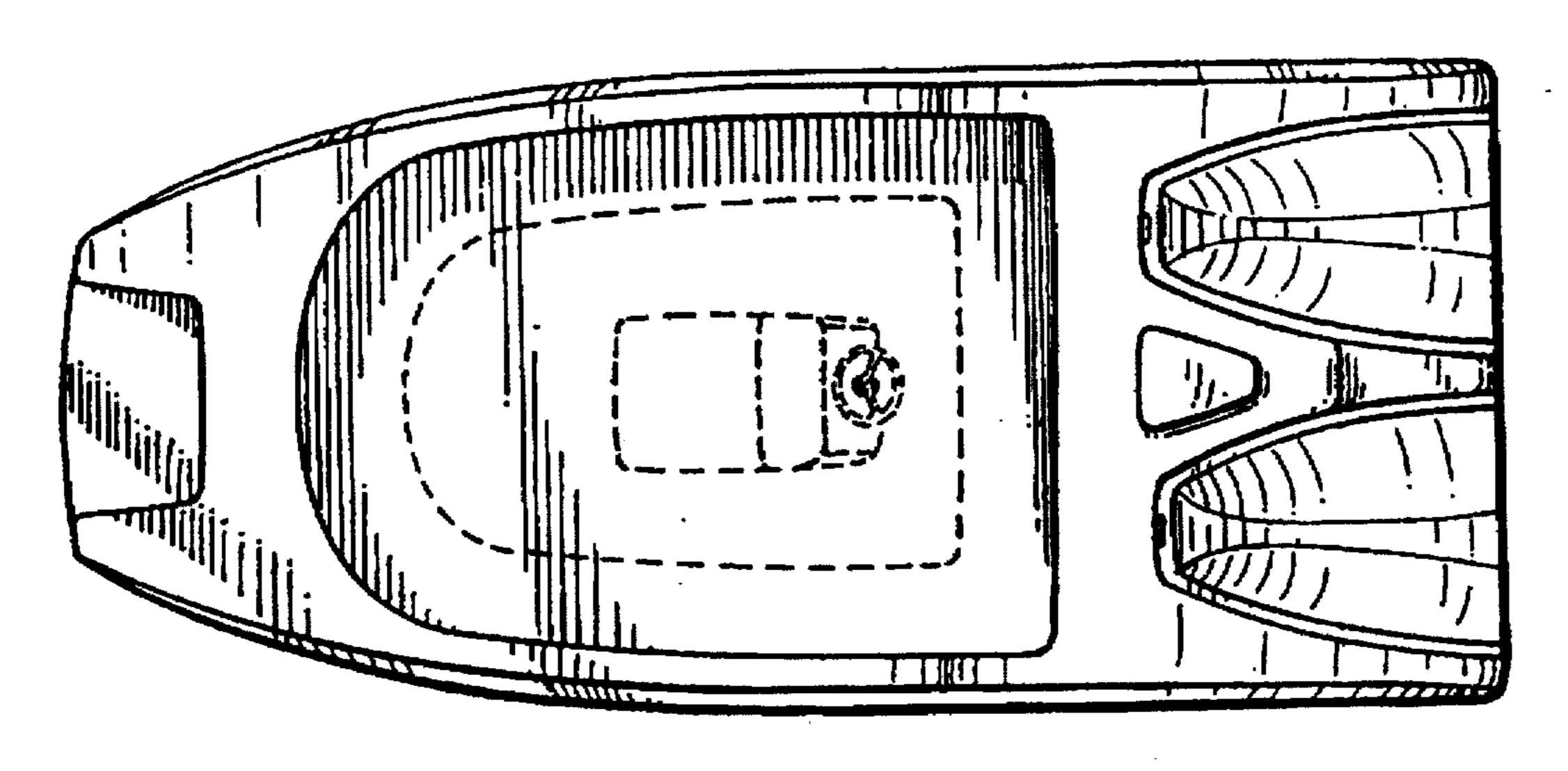


FIG. 3

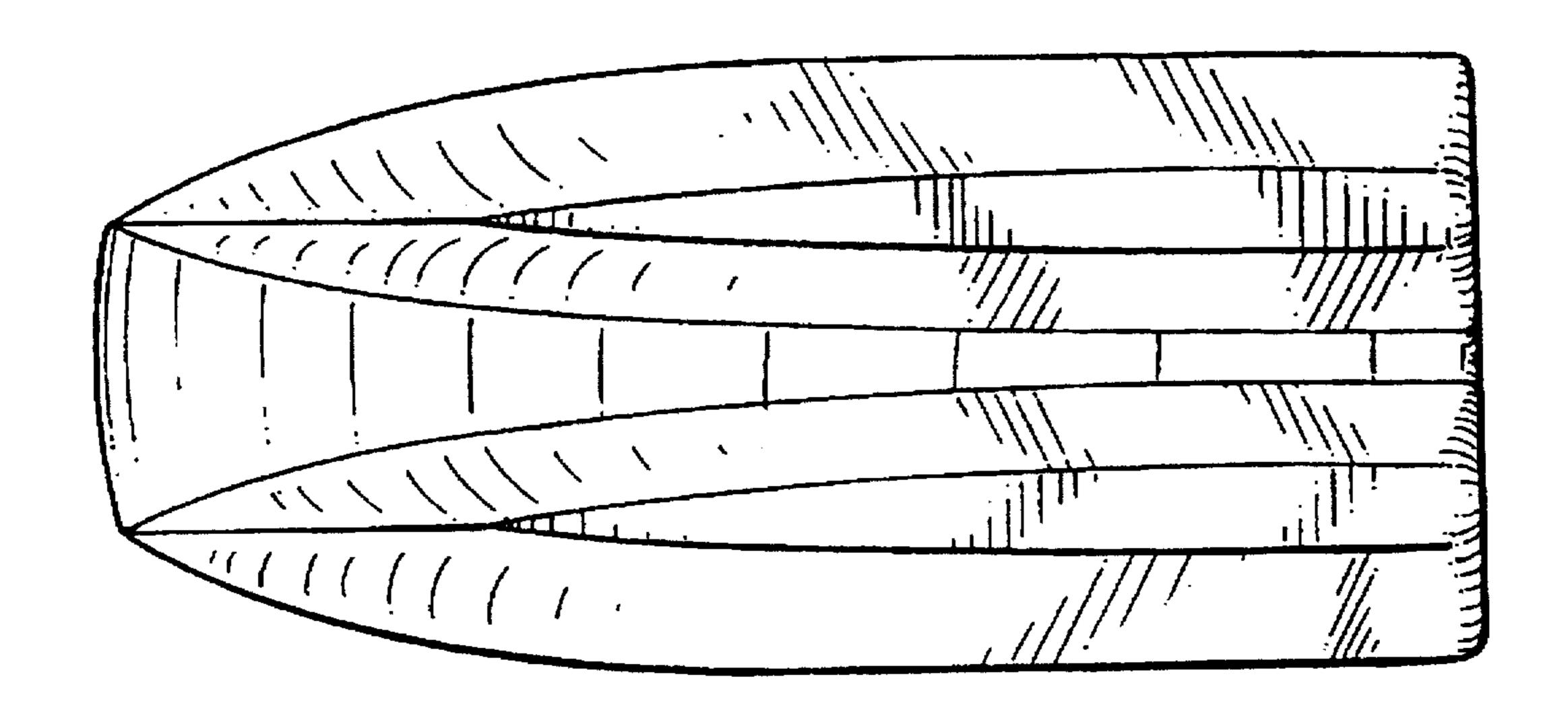


FIG. 4

U.S. Patent

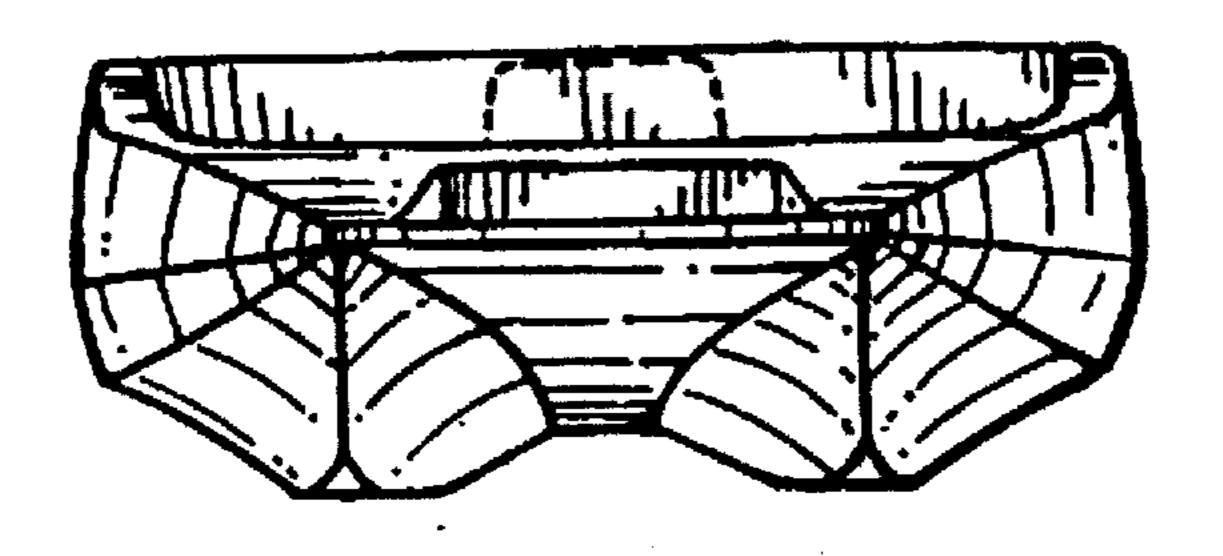
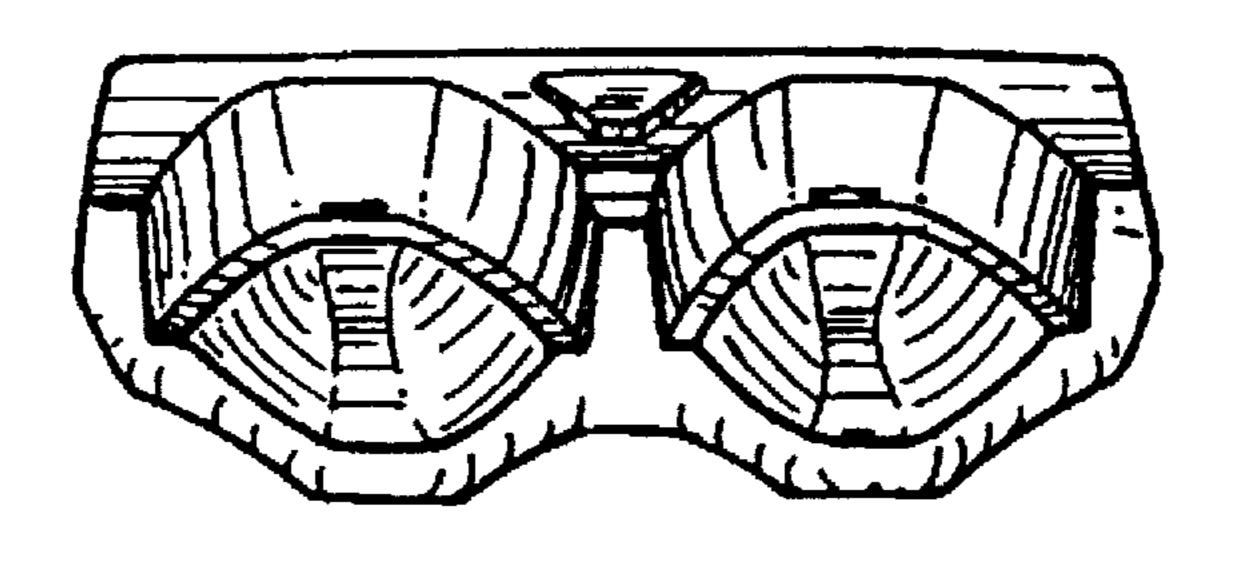


FIG. 5



## UNITED STATES PATENT AND TRADEMARK OFFICE CERTIFICATE OF CORRECTION

PATENT NO. :

Des. 390,184

DATED

February 3, 1998

INVENTOR(S):

Norman J. Van Skyhawk; Dennis W. Talbot

It is certified that error appears in the above-identified patent and that said Letters Patent is hereby corrected as shown below:

Cover Page, please delete "Norman J. Van Skyhawk" as an inventor.

Signed and Sealed this Ninth Day of June, 1998

Attest:

BRUCE LEHMAN

Attesting Officer

Commissioner of Patents and Trademarks