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ELECTRIC-POWERED BOAT OR MARINE VESSEL

Abstract

A marine vessel includes a hull assembly, and the hull assembly includes a deck assembly, a first battery assembly, a second battery assembly and an electric motor assembly. The deck assembly is contained within the hull assembly. The first battery assembly is located completely under the deck assembly. The second battery assembly is located completely under the deck assembly and is physically separate from the first battery assembly. The electric motor assembly receives electric power from the first battery assembly and the second battery assembly to propel the hull assembly through water during operation.

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Background/Summary

CROSS REFERENCE TO RELATED APPLICATIONS [0001] This application is a continuation of U.S. patent application Ser. No. 17/576,013, filed Jan. 14, 2022, titled “Electric-Powered Boat or Marine Vessel,” the contents of which are incorporated herein in its entirety.

BACKGROUND
1. Field
[0002] The present disclosure relates generally to boat or marine vessels and, more particularly, an electric-powered boat or marine vessel hull, which includes an improved battery and battery module design.
2. Information
[0003] Electric-powered recreational boats or marine vessels currently have limited ability to provide the necessary power for wake boarding and/or wake surfing if the recreational boats or marine vessels are less than 27 feet long. These electric-powered recreational boats or marine vessels also lack user space on the deck, as well as storage space below the deck. Accordingly, a need exists for an electric-powered recreational boat or marine vessel less than 27 feet in length that is able to provide power capable of supporting wake boarding and/or wake surfing.
[0004] In the following detailed description, numerous specific details are set forth to provide a thorough understanding of claimed subject matter. However, it will be understood by those skilled in the art that claimed subject matter may be practiced without these specific details. In other instances, methods, assemblies, and/or components thereof that would be known by one of ordinary skill have not been described in detail so as not to obscure claimed subject matter.

Description

BRIEF DESCRIPTION OF THE DRAWINGS
[0005] Non-limiting and non-exhaustive aspects are described with reference to the following figures, wherein like reference numerals refer to like parts throughout the various figures unless otherwise specified.
[0006] FIG. **1** illustrates a side perspective view of an enhanced electric-powered marine vessel according to some implementations;
[0007] FIG. **2** illustrates a top view of the hull assembly of a marine vessel according to some implementations;
[0008] FIG. **3** illustrates a side view of a marine vessel according to some implementations;
[0009] FIGS. **4**A and **4**B are schematic block diagram of electrical components in an electric-powered boat or marine vessel according to some embodiments;
[0010] FIG. **5** illustrates a first battery assembly and a second battery assembly for a marine vessel according to some implementations;
[0011] FIG. **6** illustrates a block diagram schematic of a water cooling system according to some implementations.
DETAILED DESCRIPTION
[0012] Some example implementations relating to an improved or enhanced boat or marine vessel are described herein. In this context, the terms “marine vessel,” or “boat” may be used interchangeably. The terms “battery assembly” or “battery pack” may also be utilized interchangeably.
[0013] Referring now to FIGS. **1** and **2**, which are illustrations of an implementation of an electric-powered recreational boat or marine vessel **100**. It should be noted that like numerals may designate like parts throughout to indicate corresponding and/or analogous components. It will also

be appreciated that components illustrated have not necessarily been drawn to scale, such as for simplicity and/or clarity of illustration. For example, dimensions of some components may be exaggerated relative to other components. Further, it is to be understood that other embodiments implementations may be utilized. Furthermore, structural and/or other changes may be made without departing from the scope and spirit of claimed subject matter. It should also be noted that directions and/or references, such as, for example, up, down, top, bottom, and so on, if applicable or appropriate, may be used to facilitate or support discussion and are not intended to restrict application of claimed subject matter. Therefore, the following detailed description is not to be taken to limit claimed subject matter and/or equivalents.

[0014] FIG. **1** illustrates a side perspective view of an enhanced electric-powered recreational vehicle according to some implementations. As illustrated in FIG. **1**, according to an implementation, electric-powered recreational boat or marine vessel **100** may include a hull assembly **115**, a rudder **140** and a windshield **120**. In an implementation, for example, hull assembly **115** may include one or more ballast assemblies **135**, a bilge area **130**, a deck surface **150**, an electric-powered motor assembly (not shown), a gear box (not shown), a propellor assembly, a first battery pack or assembly **105**, and/or a second battery pack or assembly **110**. In an implementation, for example, the first battery pack or assembly **105** and/or the second battery pack or assembly **110** may provide electric power to an-electric-powered motor assembly. In an implementation, for example, the electric-powered motor assembly may apply a torque to a gear box to a shaft to rotate a propellor assembly which propels hull assembly **115** (and thus electric-powered boat or marine vessel **100**) through water (e.g., a lake, an ocean and/or a river). In an implementation, for example, rudder **140** and/or a steering wheel or steering assembly (not shown) may be utilized in steering electric-powered boat or marine vessel **100** in specific directions. In an implementation, a throttle assembly (not shown) may control a speed at which electric-powered boat or marine vessel **100** is to move. In an implementation, windshield **120** may protect a boat or marine vessel driver and/or other passengers from water spray or air flow while electric-powered boat or marine vessel **100** is moving. In an implementation, for example, bilge area **130** of hull assembly **115** may comprise a bottom portion of an inside of hull assembly **115**, which may collect water that has entered the marine vessel **100**. In some embodiments, electric-powered boat or marine vessel **100** may comprise one or more ballast assemblies **135**. For example, one or more ballast assemblies **135** may provide ballast or weight to hull assembly **115**. One or more ballast assemblies **135** may be located underneath deck surface **150** of hull assembly **115**. In an implementation, for example, electric-powered boar or marine vessel **100** may include hull assembly **115**, first battery pack or assembly **105**, second battery pack or assembly **110** and an electric-powered motor assembly (not shown).

[0015] In an implementation, first battery pack or assembly **105** and second battery pack or assembly **110** may be coupled and/or connected to the electric motor assembly in order to provide power to electric motor assembly. In an implementation, first battery pack or assembly **105** may be disposed below a deck surface or deck assembly **150** and not occupy any deck surface space. In an implementation, second battery pack or assembly **110** may also be disposed below deck surface or deck assembly **150** and also not occupy any deck space. In an implementation, for example, first battery pack or assembly **105** and second battery pack or assembly **110** may be physically separated and located in different areas of hull assembly **115**, as illustrated in FIG. **1**. Having first battery pack or assembly **105** and second battery pack or assembly **110** disposed below deck surface or desk assembly **150** may advantageously allow more space for boat users to utilize the electric-powered boat or marine vessel **100**. In a particular implementation in which a gasoline-powered motor assembly of an existing boat or marine vessel design is replaced with an electric-powered motor assembly, an associated battery pack or assembly may be disposed in locations previously designated for gasoline tanks or internal combustion engines. As such, such an associated battery pack or assembly incorporated in such a design may be disposed above deck and/or in storage area

since there is limited space available for battery packs below deck.
[0016] FIG. **2** illustrates a top view of a hull assembly of an electric-powered boat or marine vessel according to some implementations. In an implementation, hull assembly **115** may include a first battery pack or assembly **225**, a second battery pack or assembly **220**, a starboard side **230** and a port side **235**. In an implementation, for example, hull assembly **115** may include a hull bow **210**, a hull midship **215** and/or a hull stern **205**. In an implementation, for example, as illustrated in FIG. **2**, first battery pack or assembly **225** may be located in hull stern **205** of the hull assembly **115**. In this implementation, for example, first battery pack or assembly **225** may be disposed and/or positioned equidistant from starboard side **230** and port side **235** in hull stern **205** of hull assembly **115**. In some implementations, first battery pack or assembly **225** may be disposed in hull stern **205** and may distribute weight in hull stern **205** of the electric-powered boat or marine vessel between port side **235** and starboard side **230**. In some implementations, a location and weight distribution of first battery pack or assembly **225** may increase boat or marine vessel stability at a variety of different speeds.
[0017] In particular implementations, positioning of first battery pack or assembly **225** in a hull stern **205** equidistant from starboard side**230** and port side **235** (or in a middle) provides stability to an electric-powered boat or marine vessel during low-speed operations. In some implementations, low speed operations occur at speeds 0 to 15 knots. In some implementations, a location and weight distribution of first battery assembly **225** in hull stern **205** may increase an electric-powered boat or marine vessel's ability to create and/or shape wakes for recreational sports. In some implementations, first battery assembly **225** may be positioned and/or disposed in hull stern **205**. As illustrated in FIG. **2**, hull stern **205** may be located behind passenger seating in hull midship **215** and/or behind passenger seating in hull bow **210**. In some implementations, first battery pack or assembly **225** may be disposed below a sun deck level (which may be a deck surface in hull stern **205** of the boat or marine vessel). In some implementations, first battery pack or assembly **225** may be disposed under the sun deck surface and under a storage compartment (not shown), where such storage compartment may be disposed within the hull stern **205** of the electrically-powered boat or marine vessel. In other words, such a storage compartment may be located between a sun deck assembly and first battery pack or assembly **225**.
[0018] In some implementations, second battery pack or assembly **220** may be disposed mid-hull **215** and/or may extend underneath a middle walkway in electric-powered boat or marine vessel **200**. In some implementations, for example, second battery pack or assembly **220** may be located equidistant between hull bow **210** and hull stern **205** of electric-powered boat or marine vessel **200**. In some implementations, second battery pack or assembly **220** may be disposed equidistant between starboard side **230** and port side **235** of electric-powered boat or marine vessel **200**. Positioning and/or location of second battery pack or assembly **220** may enable balance and/or stability for electric-powered boat or marine vessel **200**. In addition, positioning and/or location of second battery pack or assembly **220** may provide balance and/or stability for electric-powered boat or marine vessel during high-speed operations (e.g., 10 knots or more). In some implementations, second battery assembly **220** may be positioned or disposed in a space in the hull midship **215** that is in a middle of passenger seating and/or also below a deck level or deck surface. In some implementations, positioning and location of second battery pack or assembly **220** may distribute weight from a midship area **215** to hull bow **210** and a hull stern **205**. In some implementations, positioning and/or location of second battery pack or assembly **220** may add to marine vessel stability from hull bow **210** to hull stern **205**. In some implementations, positioning and/or location of second battery pack or assembly **220** may also add to electric-powered boat or marine vessel's ability to shape wakes for recreation sports, for example.
[0019] In the particular implementation of FIG. **2**, hull assembly has no permanent structural parts or portions located above either first battery pack or assembly **225** and/or second battery pack or assembly **220**. In other words, in some implementations, there may not be any immovable

obstructions and/or major structural elements between deck surface and first battery pack or assembly **225** and/or second battery pack or assembly **220**. This design allows first battery pack or assembly **225** and second battery pack or assembly **220** to be easily removed by removing deck surface and/or deck assembly **150**. In existing boats or marine vessels, in order to replace battery assemblies or packs, a boat repair professional may have to cut or disassemble a hull assembly in order to access and/or remove such battery assemblies or packs. This is because battery assemblies or packs and/or electric motors may not be originally designed into a structure of an existing hull assembly (because the prior boats were gasoline-powered boats). Other implementations may place packs above deck or in place of gasoline engines and/or gasoline tanks so that they can be removed, reducing user space equating to lost storage area, user space and/or size of packs resulting is smaller packs and/or less battery energy capacity. Accordingly, location and/or accessibility of first battery pack or assembly **105** and second battery pack or assembly **110** is a significant advantage over existing boats or marine vessels.

[0020] In some implementations, first battery pack or assembly **105** may have a longer dimension extending from port side **235** to starboard side **230** than a dimension extending from hull stern **205** to hull bow **210**. In some implementations, first battery pack or assembly **105** may have a dimension extending from port side **235** to starboard side **230** of approximately 1650 millimeters, a dimension extending from hull stern **205** to hull bow **210** of approximately 1072 millimeters, and/or a depth of approximately 270 millimeters. In some implementations, first battery pack or assembly **105** may have a dimension extending from port side **235** to starboard side **230** ranging from 1400 to 1800 millimeters, a dimension extending from hull stern **205** to hull bow ranging from 800 to 1200 millimeters and/or a depth ranging from 200 to 300 millimeters. Alternatively, in some implementations, first battery pack or assembly **105** may have a dimension extending from port side **235** to starboard side **230** ranging from 550 to 1800 millimeters, a dimension extending from hull stern **205** to hull bow ranging from 350 to 1200 millimeters and/or a depth ranging from 90 to 300 millimeters. In some implementations, first battery pack or assembly **105** may have a weight of 1950 pounds (lbs.). In some implementations, first battery pack assembly **105** may have a weight ranging from 1700 lbs. to 2100 pounds. Alternatively, in some implementations, first battery pack assembly **105** may have a weight ranging from 650 lbs. to 2100 pounds.

[0021] In some implementations, second battery pack or assembly **110** may have a dimension extending from hull stern **205** to hull bow **210** of approximately 2532 millimeters, a dimension extending from port side **235** to starboard side **230** of approximately 555 millimeters and a depth of approximately 160 millimeters. In some implementations, second battery pack or assembly **110** may have a dimension extending from hull stern **205** to hull bow **210** ranging from 2200 millimeters to 2800 millimeters, a dimension extending from port side **235** to starboard side **230** ranging from 400 millimeters to 750 millimeters and a depth of ranging from 140 to 180 millimeters. Alternatively, in some implementations, second battery pack or assembly **110** may have a dimension extending from hull stern **205** to hull bow **210** ranging from 844 millimeters to 2800 millimeters, a dimension extending from port side **235** to starboard side **230** ranging from 185 millimeters to 750 millimeters and a depth of ranging from 50 to 180 millimeters. In some implementations, second battery pack or assembly **110** may weigh approximately 650 pounds. In some implementations, second battery pack or assembly **110** may weigh between 500 pounds to 750 pounds. Alternatively, in some implementations, second battery pack or assembly **110** may weigh between 215 pounds to 750 pounds. In some implementations, first battery pack or assembly **105** and second battery pack or assembly **110** may be smaller in size and footprint as compared to previous battery assemblies.

[0022] In some implementations, first battery pack or assembly **105** and second battery pack or assembly **110** may provide a higher energy density than other implementations of battery assemblies for electrically-powered boats or marine vessels. Such increased energy density may allow first battery pack or assembly **105** and second battery pack or assembly **110** to provide power

for recreational boat activities such as wake sports including wake boarding or wake surfing, for example. Such increased energy density may allow electric-power boats or marine vessels in some implementations to outperform prior boats or marine vessels in range traveled and/or run time (which may be referred to as duty cycle). In some implementations, an electric-powered boat or marine vessel may be less than 27 feet in length, although smaller length boats or marine vessels may also be created.

[0023] In some implementations, first battery pack or assembly **105** may generate a power output of approximately 150 kilowatt-hour. In some implementations, first battery pack assembly **105** may generate a power output ranging from 140 kilowatt-hour to 180 kilowatt-hour. Alternatively, in some implementations, first battery pack assembly **105** may generate a power output ranging from 140 kilowatt hour to 450 kilowatt hour. In some implementations, second battery pack or assembly **110** may generate a power output of approximately 50 kilowatt hour. In some implementations, second battery pack or assembly **110** may have a power output ranging from 40 to 80 kilowatt-hour. Alternatively, on some implementations, second battery pack or assembly **110** may have a power output ranging from 40 to 150 kilowatt-hour.

[0024] In some implementations, electric-powered boat or marine vessel run time goals for present are provided below for certain configurations, however the table described below should not be limiting in any way.

Marine Vessel Run Time Goals

TABLE-US-00001 Marine Vessel Run Time Goals Boat Speed Power Time [Knots] [Kilowatts] [Hours] 6 7.6 0.75 11 38.6 2 25 133 0.5

[0025] In order to achieve the identified run time goals, an electric-powered boat or marine vessel may consume approximately 200 kilowatt-hour of battery capacity or power. In these implementations, first battery pack or assembly **105** and second battery pack or assembly **110** may be designed to meet these energy or power goals and also to able to adhere to or meet space or physical objectives of the hull design. In some implementations run time goals may improve by a factor of 3 compared to previous run time goals.

[0026] In some implementations, an electric-powered boat or marine vessel may attempt to meet the above-identified power goals and adhere to space or physical objectives by combining a hull design, a battery pack or module design and/or a high voltage system (which includes an electric-powered motor assembly). In some implementations, an electric-powered boat or marine vessel may consume a defined kilowatt of continuous power. In some implementations, an electric-powered boat or marine vessel may achieve a defined kilowatt peak power for a defined amount of time. In some implementations, an electric-powered boat or marine vessel may achieve a peak capacity of 200 kilowatt hours or more.

[0027] In some implementations, first battery pack or assembly **105** and/or second battery pack or assembly **110** may generate power that is approximately 7.5 kilowatt hour per foot of hull and/or marine vessel length. In some implementations, first battery pack or assembly **105** and/or second battery pack or assembly **110** may generate power ranging from approximately 7 kilowatt hour to 22.5 kilowatt hour per foot of a hull or marine vessel length. In some implementations, an electric-powered boat or marine vessel may significantly increase energy density. This may allow smaller electric-powered boats or marine vessels to be utilized in recreational sports.

[0028] Due to the high-power output of first battery pack or assembly **105** and/or second battery pack or assembly **110**, an electric-powered boat or marine vessel may have an available power density of approximately 165 Watt hour per kilogram. In some implementations, an electric-powered boat or marine vessel incorporating first battery pack or assembly **105** and/or second battery pack or assembly **110** may have an available power density ranging from 155 Watt hours per kilogram to 185 Watt hours per kilogram. Alternatively, in some implementations, an electric-powered boat or marine vessel incorporating first battery pack or assembly **105** and/or second battery pack or assembly **110** may have an available power density ranging from 155 Watt hours

per kilogram to 495 Watt hours per kilogram. This may also allow smaller electric-powered boats or marine vessels to be utilized in recreational sports.

[0029] In some implementations, first battery pack or assembly **105** and/or second battery pack or assembly **110** may be disposed above one or more ballast areas **135** in hull assembly **115**. In some implementations, first battery pack or assembly **105** and/or second battery pack or assembly **110** may be disposed above a majority of ballast areas or assemblies **135**, which allows for maximum battery and ballast capacity of such an implementation of an electric boat. In some implementations, first battery pack or assembly and/or second battery pack or assembly may be located in bilge area **130**.

[0030] FIG. **3** illustrates a side view of an electric-powered boat or marine vessel according to some implementations and comprises a hull bow or front area **335** (or bow portion assembly), a middle section **330** (or mid hull or midship), and a hull stern or back area **325** (stern portion assembly). In some implementations, hull bow or front area **335** has an open bow area **350** and wrap around seating **305**. In some implementations, an open bow area **350** and/or open wrap around seating **305** are features that consumers desire in recreational boats or marine vessels. Space savings from disposing first battery pack or assembly **105** in hull stern area **325** and second battery pack or assembly **110** in mid-hull assembly **330** may permit inclusion of open bow area **350** and/or wrap around seating **305**. In some implementations, hull stern or back area **325** may include a sun deck area **315**. Space savings from disposing first battery pack or assembly **105** under and/or below sun deck area **325**, may enable a larger amount of space for sun deck area **325**, which is a feature consumers desire. In some implementations, hull stern or back area **325** may have a dimension of 6 feet measuring from a back of the hull stern to the hull bow. In some implementations, hull stern or back area **325** may have a dimension ranging from 5 feet to 7 feet measuring from a back of hull stern **325** to hull bow **335**. In some implementations, the mid-hull, midship or middle section **330** may have a dimension of 13 feet measuring from a hull stern **325** to a hull bow **335**. Alternatively, mid-hull, mid-hip or middle section **330** may have a dimension ranging from 11 feet to 15 feet measuring from hull stern to hull bow **335**. In some implementations, hull bow or front area **335** may have a dimension of 6 feet measuring from a front of hull bow **335** towards hull stern **325**. In some implementations, hull bow or front area **335** may have a dimension ranging from 5 feet to 7 feet measuring from a front of hull bow **335** to hull stern **325**.

[0031] FIGS. **4**A and **4**B are schematic block diagram of electrical components in an electric-powered boat or marine vessel according to some embodiments. In some implementations, external alternating current (AC) power may be provided to an AC input port **455** of the electric-powered boat or marine vessel. In some implementations, the AC input power may be provided to the AC power charger **460**. In some implementations, the AC power charger **460** may covert the AC power to high voltage power. In some implementations, the high voltage power may be provided to the battery system **405**. In some implementations, electric-powered boat or marine vessel **400** may include a battery system **405**, an electric motor assembly **410**, a battery management system **415**, one or more memory devices **420**, battery management software **425**, and/or one of more processors **430**. In some implementations, battery system **405** may include a first battery pack or assembly **406** and/or a second battery pack or assembly **407**. In some implementations, battery system **405** may provide power to electric motor assembly **410**, battery management system **415**, one or more memory devices **420**, one or more processors **430**, and vehicle control system or other electrical assemblies **435**. In some implementations, the power converter assembly **465** may convert high voltage DC power to high voltage AC power to be supplied to the electric motor assembly **410**. In some implementations, vehicle control system **435** may control operation of an electric-powered boat or marine vessel. In some implementations, the power converter assembly **465** may supply power and/or control signals to the vehicle control system and/or electrical assemblies **435**. In some implementations, the power converter assembly **465** may convert the high voltage DC power to low voltage DC power and supply the low voltage DC power to the low

power battery **420**. In some implementations, the low power battery **420** may supply the low voltage DC power to the low power components **475** in the electric-powered marine vessel or boat. In some implementations, battery management software **425** may be stored in the one or more memory devices **420**, may be accessed or loaded from one or more memory devices **420**, and may be executed by one or more processors **420** to control and/or assist in controlling battery management system **415**. In some implementations, battery management software **425** may monitor status and operational characteristics of the battery system **405**. In some implementations, the battery management software **425** may receive battery measurements from one or more battery capacity sensors for first battery pack or assembly **406** and/or second battery pack or assembly **407**. In some implementations, battery management software **425** may receive battery maintenance measurements or parameters from battery operation or maintenance sensors which identify whether there are any faults or maintenance issues for first battery pack or assembly **406** and/or second battery pack or assembly **407**. In some implementations, battery management software **425** may receive heat measurements from heat sensors coupled to first battery pack or assembly **406** and/or second battery pack or assembly **407** in order to monitor heat within the battery system **405**. In some implementations, battery management system **415** may include one or more supervisory printed circuit boards or supervisory chipsets and/or one or more slave printed circuit boards or slave chipsets. In some implementations, battery management system **415** and/or battery management software **425** may interface with vehicle control system or other electrical assemblies **435** to provide safe operation of the marine vessel by providing safe operational power to components of the marine vessel.

[0032] FIG. **5** illustrates a first battery pack or assembly and a second battery pack or assembly for an electric-powered boat or marine vessel according to some implementations. In some implementations, first battery pack or assembly **505** and second battery pack or assembly **510** form or comprise a battery system. In some implementations, the first battery pack or assembly **505** and the second battery pack or assembly **510** may be combined to achieve a higher power output and a marine vessel kilowatt per hour capacity. In some implementations, first battery pack or assembly **505** may comprise one or more modules and/or second battery pack or assembly **510** may comprise one or more battery modules. In some implementations, one or more battery modules of first battery assembly **505** and second battery assembly **510** may comprise a number of battery cells. In some implementations, a power output (e.g., kilowatt per hour capacity) of first battery pack or assembly **505** and/or second battery pack or assembly **510** may be increased by adding additional modules. In some implementations, a power output (e.g., kilowatt per hour capacity) of first battery pack or assembly **505** and/or second battery pack or assembly **510** may be increased by adding additional cells to modules. As an example, if electric-powered recreational boat or marine vessel has a 200 kilowatt per hour capacity, first battery assembly or pack **505** may have 24 battery modules and second battery assembly or pack **510** may have 8 battery modules. In order to increase kilowatt per hour capacity, battery modules may be added to first battery assembly or pack **505** and/or second battery assembly or pack **510**. In some implementations, in order to decrease kilowatt per hour capacity, battery modules may be removed from the above-identified first battery assembly or pack **505** and/or second battery assembly or pack **510**. In some implementations, an ability to increase or decrease memory modules and/or memory cells enables a boat manufacturer to consider factors such as weight, cost, displacement and/or available deck space available in determining an optimal design for an electric-powered boat or marine vessel. This provides electric-powered boats or marine vessel designers and/or manufacturers with flexibility in creating designs to meet consumers' needs.

[0033] In some implementations, first battery pack or assembly **505** may include packing features In some implementations, first battery pack or assembly **505** and/or second battery pack or assembly **510** may include interconnection features. In some implementations, first battery pack or assembly **505** and/or second battery pack or assembly **510** may include battery cell electrical

isolation features. In some implementations, first battery pack or assembly **505** and/or second battery pack or assembly **510** may include mechanical robustness and/or ruggedness features. In some implementations, first battery pack or assembly **505** and/or second battery pack or assembly **510** may include thermal control features. In some implementations, first battery pack or assembly **505** and/or second battery pack or assembly **510** may include thermal runway anti-cascading features.

[0034] In some implementations, first battery pack or assembly **505** and second battery pack or assembly **510** may be mounted to a hull assembly via a shock absorbing assembly to dampen movement of first battery pack or assembly **505** and/or second battery pack or assembly **510** along a x dimension, a y dimension, and/or a z dimension.

[0035] In some implementations, first battery pack assembly **505** and/or second battery pack or assembly **510** may be built and/or manufactured separately from the boat or marine vessel (and thus the hull assembly). In some implementations, first battery pack or assembly **505** and/or second battery pack or assembly **510** may thus be sold to different potential manufacturers of electric-powered boats or marine vessels. In some implementations, during final assembly of an electric-powered boat or marine vessel, first battery pack or assembly **505** and/or second battery pack or assembly **510** may be inserted into an electric-powered boat or marine vessel before a deck assembly or surface is placed into the marine vessel. In some implementations, first battery pack or assembly **505** and/or second battery pack or assembly **510** may be removed from the electric-powered boat or marine vessel (and thus the hull assembly) for maintenance, repair and/or replacement, without cutting a hull assembly. In some implementations, first battery pack or assembly **505** and/or second battery pack or assembly **510** may (along with an electric-powered motor assembly) be assembled or inserted into a hull assembly of an existing boat or marine vessel to create an electric-powered marine vessel (after a gasoline-powered motor system has been removed). In some implementations, first battery pack or assembly **505** and/or second battery pack or assembly **510** along with an electric-powered motor system may be connected to an existing propulsion system to propel marine vessel in the water.

[0036] FIG. **6** illustrates a block diagram schematic of a water cooling system according to some implementations. In some implementations, an external water source **605** may supply water to the electric-powered marine vessel or boat. In some implementations, the external water source **605** may be a lake, a pond, and/or an ocean. In some implementations, water provided by the external water source **605** may be filtered by a water filter assembly **610**. In some implementations, a cooling pump assembly **615** may cool the filtered water and may provide the cooled water to the water exchanger assembly **620**. In some implementations, the cooled water or coolant may be provided to a cooling pump assembly **625** in order to be supplied to cool other components in the electric-powered marine vessel or boat. In some implementations, one or more sensor assemblies **630** may monitor a flow, a temperature and/or a pressure of the cooled water or coolant. In some implementations, the cooled water or coolant from the cooling pump assembly **625** may dissipate heat generated by the power and/or electrical components **635** and/or motors and/or other assemblies **640**. In some implementations, the coolant or cooled water may then be supplied to a water tank or reservoir assembly **645** for later use. In some implementations, the water tank assembly **645** may supply coolant or cooled water to the cooling pump assembly **625**.

[0037] In some implementations, an electric-powered boat or marine vessel may be assembled without cutting into and/or damaging the hull assembly. In some implementations, a company may construct a hull assembly of an electric-powered boat or marine vessel. In some implementations, an electric-powered motor assembly may be inserted into hull assembly. In some implementations, one or more ballast assemblies may be inserted into hull assembly. In some implementations, a first battery pack or assembly may be inserted into a hull stern. In some implementations, a second battery pack or assembly may be inserted a hull midship. In some implementations, a desk assembly may be placed onto hull assembly. In some implementations, electric-powered motor

assembly, one or more ballast assemblies, first battery pack or assembly and second battery pack or assembly may be disposed under the deck assembly. In some implementations, deck assembly may be removed in order to perform maintenance on first battery pack or assembly or second battery pack or assembly without cutting hull assembly. In some implementations, deck assembly may be removed in order to remove first battery pack or assembly or second battery pack or assembly without cutting hull assembly.

[0038] References throughout this specification to one implementation, an implementation, one embodiment, an embodiment and/or the like means that a particular feature, structure, and/or characteristic described in connection with a particular implementation and/or embodiment is included in at least one implementation and/or embodiment of claimed subject matter. Thus, appearances of such phrases, for example, in various places throughout this specification are not necessarily intended to refer to the same implementation or to any one particular implementation described. Furthermore, it is to be understood that particular features, structures, and/or aspects described are capable of being combined in various ways in one or more implementations and, therefore, are within intended claim scope, for example. In general, of course, these and other issues vary with context. Therefore, particular context of description and/or usage provides helpful guidance regarding inferences to be drawn.

[0039] In the drawings and/or description, as was indicated, like parts and/or features are typically marked throughout the specification and/or drawings with the same reference numerals, respectively, if applicable. Again, the drawing figures are not necessarily to scale. Certain features of the invention may be shown exaggerated in scale or in somewhat schematic form and some details of conventional elements may not be shown in the interest of clarity and conciseness. Specific embodiments are described in detail and are shown in the drawings, with the understanding that the present disclosure is to be considered an exemplification of the principles of the invention, and is not intended to limit the invention to that illustrated and described herein. It is to be fully recognized that the different teachings of the embodiments discussed herein may be employed separately or in any suitable combination to produce desired results.

[0040] While there has been illustrated and described what are presently considered to be example features and/or aspects, it will be understood by those skilled in the art that various other modifications may be made, and equivalents may be substituted, without departing from claimed subject matter. Additionally, many modifications may be made to adapt a particular situation to the teachings of claimed subject matter without departing from the central concept described herein. Therefore, it is intended that claimed subject matter not be limited to the particular examples disclosed, but that such claimed subject matter may also include all aspects falling within the scope of the appended claims, and equivalents thereof.

[0041] The terms, “and”, “or”, “and/or” and/or similar terms, as used herein, include a variety of meanings that also are expected to depend at least in part upon the particular context in which such terms are used. Typically, “or” if used to associate a list, such as A, B or C, is intended to mean A, B, and C, here used in the inclusive sense, as well as A, B or C, here used in the exclusive sense. In addition, the term “one or more” and/or similar terms is used to describe any feature, structure, and/or characteristic in the singular and/or is also used to describe a plurality and/or some other combination of features, structures and/or characteristics. Likewise, the term “based on” and/or similar terms are understood as not necessarily intending to convey an exclusive set of factors, but to allow for existence of additional factors not necessarily expressly described. Of course, for all of the foregoing, particular context of description and/or usage provides helpful guidance regarding inferences to be drawn. It should be noted that the following description merely provides one or more illustrative examples and claimed subject matter is not limited to these one or more examples; however, again, particular context of description and/or usage provides helpful guidance regarding inferences to be drawn.

Claims

1-23. (canceled)

24. A marine vessel, comprising: a hull; a deck disposed in the hull such that an inner volume is defined between the deck and the hull; a first power source and a second power source disposed in the inner volume, the first power source disposed in a stern region of the hull equidistant from a starboard side and a port side of the hull, and the second power source disposed in a midship region of the hull and axially extending at least partially between the stern region and a bow region of the hull to increase stability and facilitate wake generation; and an electric motor configured to receive electric power from at least one of the first power source or the second power source to propel the hull through water during operation.

25. The marine vessel of claim 24, wherein the second power source is positioned equidistant from the starboard side and the port side of the hull.

26. The marine vessel of claim 24, wherein the deck is removable such that at least one of the first power source or the second power source is removable without disassembling the hull.

27. The marine vessel of claim 24, wherein the hull has a first dimension extending in an axial direction, and a second dimension extending in a lateral direction, the first dimension greater than the second dimension.

28. The marine vessel of claim 27, wherein the first power source has a first dimension extending in the axial direction, and a second dimension extending in the lateral direction, the second dimension greater than the first dimension.

29. The marine vessel of claim 28, wherein the first dimension of the first power source is at least about 350 mm, and the second dimension of the first power source is at least about 550 mm.

30. The marine vessel of claim 27, wherein the second power source has a first dimension extending in the axial direction, and a second dimension extending in the lateral direction, the first dimension greater than the second dimension.

31. The marine vessel of claim 30, wherein the first dimension of the second power source is at least about 850 mm, and the second dimension of the second battery is at least about 185 mm.

32. The marine vessel of claim 24, wherein at least one of the first power source or the second power source is configured to generate a power output at least about 40 kilowatt-hours.

33. The marine vessel of claim 24, further comprising: a ballast assembly disposed in the inner volume, the ballast assembly configured to modify a weight of the hull and increase stability of the marine vessel.

34. The marine vessel of claim 24, further comprising: a propellor electrically or mechanically coupled to the electric motor, the propellor configured to propel the hull through water during operation.

35. The marine vessel of claim 24, wherein the first power source and the second power source increase a weight of the hull in predetermined locations so as to increase stability and facilitate wake generation.

36. A marine vessel, comprising: a hull including a stern, a bow opposite the stern, a midship between the bow and the stern, a starboard side, and a port side opposite the starboard side; a deck disposed in the hull to define an inner volume between a surface of the deck and a surface of the hull; a first battery pack and a second battery pack disposed in the inner volume, the first battery pack located in a first region proximate the stern and a longitudinal axis defined centrally between the starboard side and the port side of the hull, the second battery pack located in a second region in the midship, the second battery extending at least partially between the stern and the bow, the location of at least one of the first battery pack or the second battery pack configured to increase stability and facilitate wake generation; and an electric motor coupled with at least one of the first battery pack or the second battery pack.

37. The marine vessel of claim 36, wherein at least one of the first battery pack or the second battery pack is located beneath the deck, each of the first battery pack and the second battery pack including a plurality of battery modules, at least one of the first battery pack or the second battery pack configured to generate a power of at least about 40 kilowatt hours.

38. The marine vessel of claim 36, further comprising: a propellor assembly electrically or mechanically coupled to the electric motor, the electric motor configured to transfer electric power to the propellor assembly, the propeller assembly configured to receive the electric power and rotate to propel the hull through the water during operation.

39. The marine vessel of claim 36, further comprising: a battery management system electrically coupled to at least one of the first battery pack or the second battery pack, the battery management system configured to modify at least one of a power output, charge state, or temperature of the at least one of the first battery pack or the second battery pack.

40. The marine vessel of claim 36, further comprising: a liquid cooling system disposed in the hull, the liquid cooling system including liquid and configured to receive or exchange heat to cool the liquid, and circulate the cooled liquid to dissipate heat from at least one of the first battery pack or the second battery pack.

41. A method, comprising: disposing an electric motor in a hull of a marine vessel; disposing a first battery in a stern region of the hull equidistant from a starboard side and a port side of the hull to increase stability and facilitate wake generation; disposing a second battery in a midship region of the hull, the second battery being elongated and extending at least partially between the stern region and a bow region of the hull to increase stability and facilitate wake generation; and disposing a deck on the hull such that the electric motor such that at least one of the first battery or the second battery are disposed under the deck.

42. The method of claim 41, further comprising: disposing one or more ballast assemblies in the hull, the one or more ballast assemblies configured to increase stability and facilitate wake generation.

43. The method of claim 41, wherein the deck is removable such that at least one of the first battery or the second battery can be removed from the hull without cutting the hull.