WHAT IS CLAIMED IS:

1. A boat comprising:

a collapsible hull having a first end and a second end, the hull comprising a plurality of panels extending between the first end and the second end, each of the panels being connected with at least one other of the panels, each of the panels having a rear margin disposed to the second end of the boat, the panels including side panels that include a port side panel and a starboard side panel, the hull configurable between a collapsed configuration and an expanded configuration, the hull further comprising a flexible diaphragm connected with the rear margins of the panels, the flexible diaphragm configured to have a substantially compact configuration when the hull is in the collapsed configuration, and the flexible diaphragm providing a water-tight barrier when the hull is in the expanded configuration;

a folding rigid transom, separate from the flexible diaphragm, to constrain at least two rear margins of the panels when the hull is in the expanded configuration, the folding rigid transom remaining attached to at least one of the port side panel or the starboard side panel ~~the hull~~ when the hull is in the collapsed configuration.

2. The boat of claim 1, wherein the folding rigid transom has a first end and a second end, wherein the first end remains attached to the hull when the hull is in the collapsed configuration and the second end is attachable to the hull to secure the folding rigid transom while the folding rigid transom constrains the at least two rear margins of the panels.

3. The boat of claim 1, wherein the folding rigid transom includes separate first and second sections, each of the first and second portions remaining attached to the hull when the hull is in the collapsed configuration, the first section being attachable to the second section to secure the folding rigid transom while the folding rigid transom constrains the at least two rear margins of the panels.

4. The boat of claim 1, wherein the folding rigid transom comprises a port side surface and a starboard side surface, the port and starboard side surfaces configured to interface with the port and starboard side panels of the panels, respectively, when the hull is in the expanded configuration.

5. The boat of claim 4, further comprising one or more hinges having a common hinge line, the common hinge line being disposed forward of at least one of the port and starboard side surfaces when the hull is in the expanded configuration, the one or more hinges remaining coupled with the folding rigid transom and the hull when the hull is in the collapsed configuration.

6. The boat of claim 1, further comprising one or more hinges having a common hinge line, the one or more hinges remaining coupled with the folding rigid transom and the hull when the hull is in the collapsed configuration.

7. The boat of claim 6, wherein the folding rigid transom can be translated along the common hinge line relative to the hull by a predetermined amount to facilitate configuring the folding rigid transom to constrain the at least two rear margins of the panels.

8. The boat of claim 7, wherein the one or more hinges comprise:

a first hinge including a first member and a second member; and

a second hinge including a third member and a fourth member, the second and fourth members being attached to one of the hull or the folding rigid transom, the second and fourth members being disposed between the first and third members, and the second and fourth members being offset from the first and third members so as to provide the predetermined amount of translation of the folding rigid transom along the common hinge line relative to the hull.

9. The boat of any of the preceding claims ~~1~~, further comprising a releasable connector operable to prevent folding of the folding rigid transom when the folding rigid transom is constraining the at least two rear margins of the panels.

10. The boat of claim 9, wherein the releasable connector comprises one or more vertically oriented retaining pins.

11. The boat of claim 9, wherein the releasable connector comprises one or more reconfigurable latch members.

12. The boat of claim 11, wherein the folding rigid transom comprises one or more slots configured to receive the one or more reconfigurable latch members extending there through, the one or more reconfigurable latch members being coupled with the hull and configurable to engage the folding rigid transom adjacent to the one or more slots to prevent folding of the folding rigid transom when the folding rigid transom is constraining the at least two rear margins of the panels.

13. The boat of any of the preceding claims ~~1~~, wherein~~:~~

~~each panel has a rear margin disposed to the second end of the boat; and~~

~~the collapsible hull further comprises a flexible diaphragm connected with the rear margins of the panels, the flexible diaphragm configured to have a substantially compact configuration when the hull is in the collapsed configuration, and the flexible diaphragm providing a water-tight barrier when the hull is in the expanded configuration.~~

the folding rigid transom is disposed interior of the flexible diaphragm and aligned against an interior of the flexible diaphragm to constrain said at least two rear margins of the panels when the hull is in the expanded configuration.

14. The boat of any of the preceding claims ~~13~~, further comprising a motor mount configured to provide a support interface for an outboard motor, the motor mount being configurable into a deployed configuration in which the motor mount is coupled with the folding rigid transom and a portion of the flexible diaphragm is disposed between the motor mount and the folding rigid transom.

15. The boat of claim 14, wherein the motor mount is rotationally coupled with the folding rigid transom.

16. The boat of claim 15, wherein the motor mount member is removably coupled with the folding rigid transom.

17. The boat of claim 14, wherein the motor mount member is removably coupled with the folding rigid transom.

18. The boat of any of the preceding claims ~~1~~, further comprising at least one interior member inflatable to constrain the hull when the hull is in the expanded configuration.

19 The boat of claim 18, further comprising an inflatable exterior member connected with the hull such that the exterior member, when inflated, extends around at least a portion of a perimeter of the hull when the hull is in the expanded configuration.

20. The boat of any of the preceding claims ~~1~~, wherein the panels comprise:

~~a~~ the port side panel;

a port bottom panel connected with the port side panel;

a starboard bottom panel connected with the port bottom panel; and

~~a~~ the starboard side panel connected with the starboard bottom panel,

the at least one inflatable interior member comprising a plurality of transverse members, each transverse member connecting the port side panel with the starboard side panel to constrain the side panels when the hull is in the expanded configuration when the transverse members are inflated.

21. The boat of claim 20, wherein at least one of the transverse members comprises a seating surface.

22. The boat of claim 20 or 21, wherein the at least one inflatable interior member comprises a longitudinal member, the longitudinal member being oriented transverse to the transverse members and disposed between a plurality of the transverse members and

the hull, the longitudinal member being inflatable to constrain at least one of the panels when the hull is in the expanded configuration.

23. A method for expanding a collapsible boat hull, the method comprising:

reconfiguring the collapsible boat hull from a collapsed configuration to an expanded configuration;

with the hull in the expanded configuration, rotating a rigid transom relative to a side panel of the hull into a deployed configuration in which the rigid transom constrains rear margins of the hull, the rigid transom remaining attached to the hull when the hull is in the collapsed configuration; and

securing the rigid transom in the deployed configuration.