

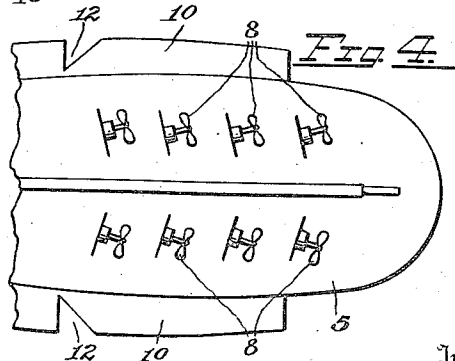
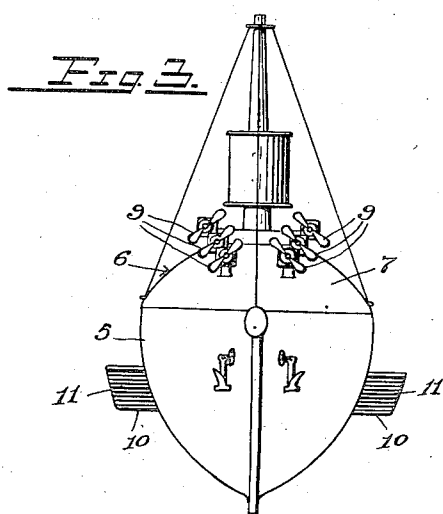
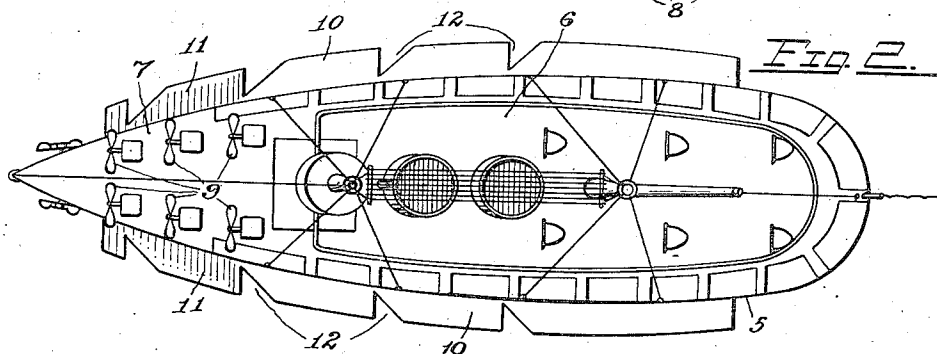
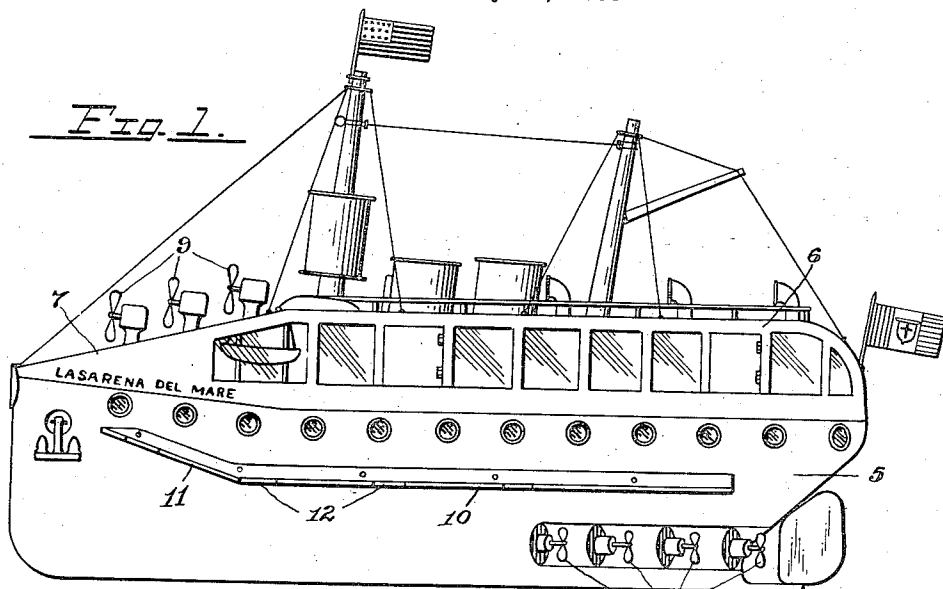
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2,040,984

SPEED WAVE SHIP

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SPEED WAVE SHIP

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1 Claim. (Cl. 115—38)

Our invention relates to speed-wave ships, and certain objects of the invention are to provide a ship having a multiplicity of ship propellers located at its stern portion and a multiplicity of airplane propellers mounted upon its bow portion, and to provide a rounded, closed-in, superstructure with a downwardly slanting or convergent bow portion thus giving the ship an air-flow effect whereby it is capable of attaining great speed that is unresisted by air or wind pressure. Further objects are to provide wide water vanes for the sides of the ship having their forward end portions deflected upwardly, and to slant the airplane propellers upwardly, whereby a lifting effect is exerted upon the ship thus decreasing the water resistance.

With the above and other objects in view which will appear as the description proceeds, the invention consists of the novel construction, arrangement and combination of parts hereinafter described and claimed. These objects are accomplished by devices illustrated in the accompanying drawing; wherein:

Figure 1 is a view in side elevation of the ship; Fig. 2 is a top plan view of the same; Fig. 3 is a view in front elevation; and Fig. 4 is a bottom plan view of a rear portion of the ship.

Referring to the drawing throughout which like reference numerals indicate like parts, the numeral 5 designates the main body or hull portion of the ship which is completely closed in and covered over with a superstructure or housing 6. The forward or bow portion of this housing converges or slants downwardly to the stem, as at 7, and the complete housing or covering is rounded to give a stream-line or air-flow effect similar to that of modern automobiles and other vehicles. This feature is one of the important points of our invention, as will appear later, for the reason that it eliminates much of both wind and water resistance thus enabling the ship to travel at a greater speed.

The ship is propelled by eight ship propellers which are disposed on each side of the body or hull portion near the stern and keel, as shown at 8. These propellers are slanted outwardly and away from the stern of the ship so that each is in a different vertical plane and may rotate in water that is not agitated by the others, and they will therefore have a greater propelling force as will be understood.

The ship is also tractioned by six airplane propellers, as shown at 9, three each of which are stationed on each side of the downward slanting forward bow portion 7 of the housing 6. Each of said propellers is in a different vertical plane and they are all slanted upwardly so as to have a lifting effect as well as a tractive effect. In describing both the airplane and the ship propellers, the

word multiplicity will be used to denote a number of propellers that is greater than a plurality.

Another important feature of our invention resides in the two relatively wide water vanes 10, each of which is fixed to the opposite sides of the body or hull portion of the ship. The forward end portions of said vanes are deflected and slanted upwardly, as at 11. At spaced apart intervals portions of these vanes are cut away to provide spaces 12 for reasons presently set forth.

In the operation of the ship, the multiplicity of ship propellers 8, each rotating in undisturbed water, give the ship great forward impetus. In addition to this, the multiplicity of airplane propellers 9, each rotating in substantially undisturbed air, causes the ship to travel at a great rate of speed. The rounded housing 6 together with the downwardly slanting forward portion 7 thereof give the ship a modern air-flow effect so that its speed is practically unretarded by air or wind resistance.

The wide water vanes 10 help to stabilize the ship and prevent its rolling from side to side, and the spaces 12 therein allow the water to escape upwardly when heavy waves, known as beam seas, strike the sides of the ship. In its forward motion, the upwardly deflected forward portions 11 of said vanes tend to raise the forward or bow portion of the ship thus decreasing the water resistance. And the upwardly slanting airplane propellers 9, in cooperation with the upwardly deflected vane portions, have a lifting effect on the ship which makes it substantially unsinkable.

It will now be apparent that we have provided a ship that is capable of attaining great speed and which is comparatively stable and steady in all kinds of weather. Having thus described our invention, what we claim and desire to secure by Letters Patent of the United States is:—

In a speed wave ship, the combination of a body hull, a rounded housing covering the hull and converging downwardly to its forward bow portion, a multiplicity of ship propellers connected to the rear and lower end portion of the hull, each of said propellers slanting outwardly from the hull and disposed in a different vertical plane, a multiplicity of airplane propellers mounted upon the converging bow portion of the housing, each of said airplane propellers slanting upwardly and disposed in a different vertical and horizontal plane, a wide water vane fixed to each side of the hull and extending to its bow portion, the forward bow portion of the vanes deflected upwardly whereby the downward moments of force caused by the airplane propellers and tending to force the bow of the ship down into the water are counteracted, and a plurality of spaced apart openings in said vanes.

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