

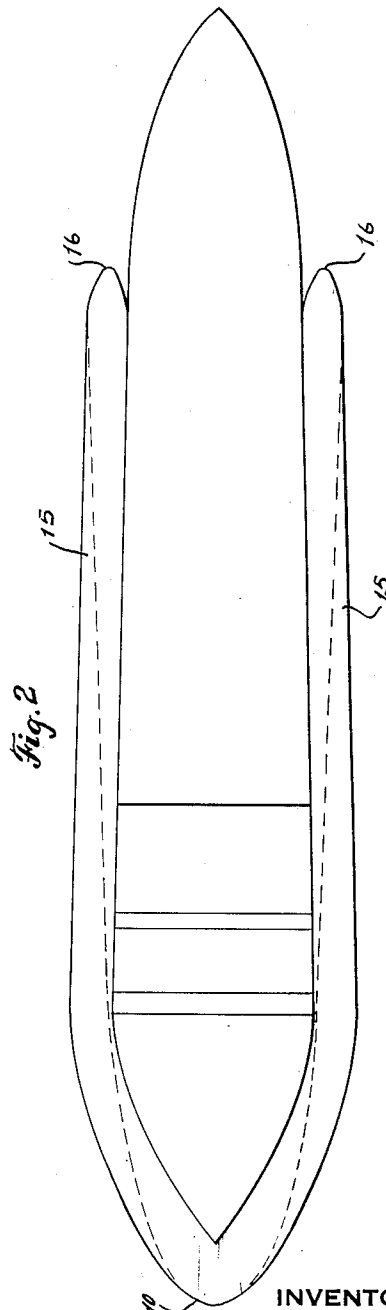
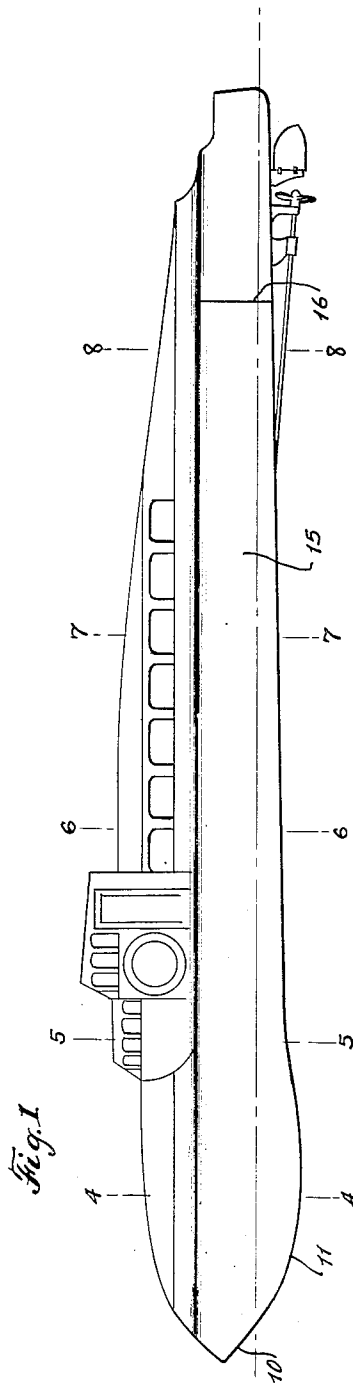
Nov. 8, 1932.

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R. M. ZU LYNAR PASSY-DE CHIMANG

MARINE VESSEL
Filed Jan. 20, 1932

2 Sheets-Sheet 1



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Nov. 8, 1932.

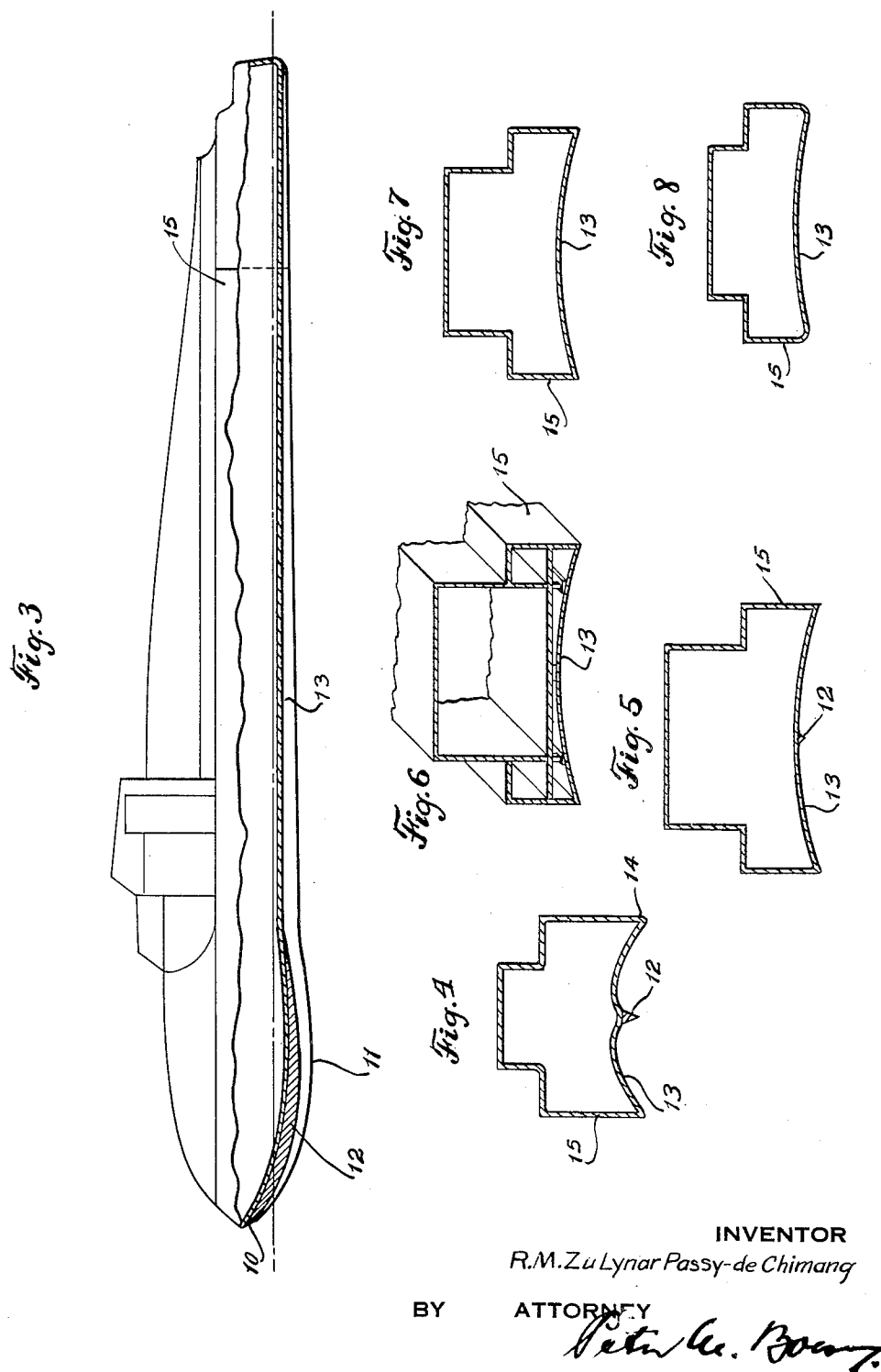
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UNITED STATES PATENT OFFICE

ROCHUS MAX ZU LYNAR PASSY-DE CHIMANG, OF BROOKLYN, NEW YORK

MARINE VESSEL

Application filed January 20, 1932. Serial No. 587,657.

This invention relates to new and useful improvements in the construction of ships, and has especially for its object to provide a hull of such a shape and characteristic features that the speed of a ship thus constructed will, when the mechanical propelling means are equal, be many times in excess of what is now commonly known.

This result is mainly accomplished by constructing the hull with a somewhat lifted bow or nose, the said hull expanding to provide the greatest width or beam in the forebody of the vessel, a comparatively short distance from the said bow, while the rear part of the hull converges along gentle stream lines toward the stern.

The said hull is further constructed with a comparatively broad somewhat flattened, although concave bottom surface with the bow, as formerly stated, rising distinctly out of the water, while the keel, arranged substantially in the longitudinal center-line is very low and narrow, terminating in a somewhat tunnel-shaped concave form of the bottom, the said tunnel being tapered rearwardly toward the end of the hull, as will be hereinafter more fully described.

A ship thus constructed will naturally have a very shallow draught with a consequently diminished resistance, features of the greatest importance as a factor in gaining speed.

Another essential feature, relative to this device, resides in the fact that the hull proper may be surrounded by pontoons made to fit closely to the said hull and actually forming an integral unit with the latter. The said pontoons, which are hollow, will naturally increase the buoyancy of the vessel and contribute largely to its seaworthiness; at the same time they will offer excellent accommodations for storage and similar purposes, while, when this construction is applied to a battle ship, the said pontoons will prove of the greatest importance as a means of steadying the ship during the discharge of large cannons.

The said pontoons may also be constructed with a smooth top surface in such a manner

as to form an excellent and attractive promenade-deck.

A still further advantage relative to the construction of the said pontoons resides in the fact, that suitable propelling means may be arranged upon the latter.

As the construction herein disclosed is comparatively simple, the cost of production should be proportionately low.

With the above and other objects in view, this invention consists of the novel features of construction, combination and arrangement of parts, hereinafter fully described, claimed and illustrated in the accompanying drawings forming part of this specification, and in which similar characters of reference indicate corresponding parts in all views, and in which:

Figure 1 is a side elevational view of a vessel constructed according to my invention.

Figure 2 is a top plan view of same.

Figure 3 is a view similar to Figure 1, but with a portion broken away in order to show the center-part of the bottom construction; while

Figures 4, 5, 6, 7 and 8 are detail views, showing sections taken on Figures 1 and 3, each section being taken on a line thereof, which is indicated by numerals of reference corresponding to the numeral of its respective figure.

Referring more particularly to the drawings, 10 indicates the bow-portion of a ship, which rises clear out of the water, while at the same time the vessel has its deepest draught, as indicated by 11, in close proximity to the said bow, an arrangement that has proved especially desirable as a means of giving impetus to the craft and obtaining relatively high speed in view of the construction of the rearward body of the hull. It will be noted, that from the said deepest part of the hull the bottom is sloping gently upwardly in a rearward direction. The said bottom part is formed with a concave bottom portion or tunnel 13; the said concave portion tapering slightly and gradually rearwardly, as may be clearly and best seen from the respective views illustrated by the Figures 4, 5, 6, 7 and

8, representing different transverse sections of the said hull.

Below the said bow-portion is mounted a low, narrow and comparatively short keel 12, the latter having a curved shape tapering slightly forwardly and rearwardly and terminating yet at the forebody of the hull, where the bottom curve, or tunnel of the hull is assuming a less curved shape, as shown in the cross-figure 5.

As a further important feature in this construction it may be noted, that, while the hull converges along gentle stream lines toward the stern, as shown in Figure 2, the concave bottom part or tunnel, is formed in a rearwardly flaring manner, as also shown, by dotted lines, in Figure 2. Thus it will be distinctly noted, especially from the transverse view in Figure 4, that only at the heavy cutting forebody, relatively near the bow, has the bottom part been formed by sharp cleaving side edges 14; the latter becoming less evident proceeding in a rearward direction until they entirely disappear, as will be seen from the transverse section, in Figure 8.

Pontoons 15, serving a purpose as formerly described, are forming an integral part of the hull structure. The said pontoons may entirely surround the hull, and, when only partly surrounding the latter, are made with somewhat tapered end-portions; one of the reasons therefor being to create an advantageous position for the placement of additional, especially air, propellers, if such course should be decided upon.

The said pontoons are preferably formed with an upper flat surface serving as a promenade deck.

It will be noted, especially from Figure 2, that the tunnel-formed bottom surface takes in part of the pontoons in its rearwardly flaring shape.

It is obvious that changes may be made in the form, construction and arrangement of the several parts, as shown, within the scope of the appended claims, without departing from the spirit of the invention, and I do not therefore limit myself to the construction and arrangement shown and described herein.

What I claim as new, and desire to secure by Letters Patent of the United States, is:

1. In a marine vessel of the class described, a hull deepest at its front, and having its greatest width of beam in close proximity thereto, an upwardly turned bow-portion, a concave bottom forming cleaver edges laterally at the forebody, and a tunnel, receding in depth but extending in width rearwardly, a short keel centrally arranged therein, and pontoons forming an integral unit with the hull, the said pontoons being of less length than the hull proper, terminating in pointed end-portions.

2. In a marine vessel of the class described, a hull formed with a concave bottom

surface, the bottom of the said hull having at its front a somewhat enlarged downwardly extending curved shape, the remaining bottom surface ascending therefrom in a rearward direction, the said concave bottom surface terminating transversely in lateral cleaving edges, the said edges protruding sharply on the said downwardly extending curved bottom portion at the front of the hull, sloping slightly upwardly in a rearward direction and terminating in substantially rounded edge-corners, a short, low and narrow keel centrally arranged at the front of the said concave bottom surface, and pontoons forming an integral unit with the hull, the said pontoons being of less length than the hull proper, terminating in pointed end-portions, substantially as and for the purpose set forth.

3. In a marine vessel of the class described, a hull formed with a concave bottom surface, the bottom of the said hull having at its front a somewhat enlarged downwardly extending curved shape, the remaining bottom surface ascending therefrom in a rearward direction, the said concave bottom surface terminating transversely in lateral cleaving edges, the said edges protruding sharply on the said downwardly extending curved bottom portion at the front of the hull, sloping slightly upwardly in a rearward direction and terminating in substantially rounded edge-corners, a short, low and narrow keel centrally arranged at the front of the said concave bottom surface, and pontoons forming an integral unit with the hull, the sides of the said hull converging in a rearward direction with the concave tunnel-shaped bottom portion converging in an opposite direction.

Signed at New York city, in the county of New York, and State of New York, this 16th day of January, A. D. 1932.

ROCHUS MAX ~~as~~ LYNNAR PASSY-de CHIMANG.