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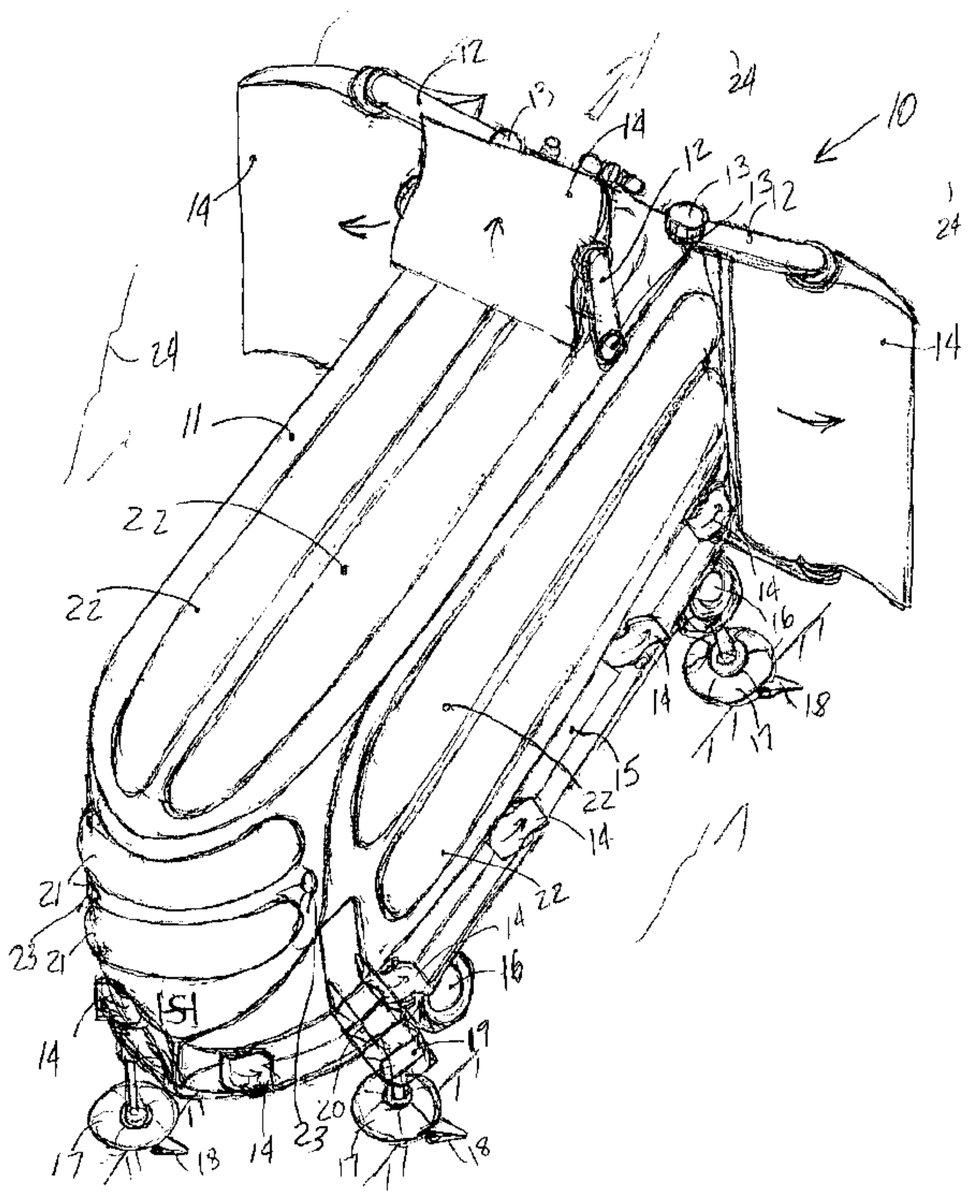
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(54) Titre : NAVETTE AMPHIBIE ROBOTISEE
(54) Title: AMPHIBIOUS SPACE ROBOTIC SHUTTLE



(57) Abrégé/Abstract:
The amphibious space robotic shuttle apparatus includes the seamless interface for abundant perpetual renewable energy conversion according to the subliminal recycling of water powered by the sun's energy globally, day an night. Directly to electricity, pressurized oxygen and hydrogen fuel at once, and redundancy to electricity and propulsion on a demand basis. With seamless energy exchange storage depots inland, rivers, the oceans and atmospheric space, according to GPS mapping data communications. The containment of global warming, with environment friendly energy and transportation powered industrial expansion, for prosperity worldwide. Basically, provides the embodiments for Amphibious Space Exploration with the colonization of submersible-space ocean-space and atmospheric-space, and the expansion of our domain at least tenfold, within the confines of our planet's atmosphere. Potentially, an alternative to the Colonization of Outer Space with improved safety and economic advantages, in the immediate future.

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ABSTRACT OF THE DISCLOSURE

The amphibious space robotic shuttle apparatus includes the seamless interface for abundant perpetual renewable energy conversion according to the subliminal recycling of water powered by the sun's energy globally, day an night. Directly to electricity, pressurized oxygen and hydrogen fuel at once, and redundancy to electricity and propulsion on a demand basis. With seamless energy exchange storage depots inland, rivers, the oceans and atmospheric space, according to GPS mapping data communications. The containment of global warming, with environment friendly energy and transportation powered industrial expansion, for prosperity worldwide. Basically, provides the embodiments for Amphibious Space Exploration with the colonization of submersible-space ocean-space and atmospheric-space, and the expansion of our domain at least tenfold, within the confines of our planet's atmosphere. Potentially, an alternative to the Colonization of Outer Space with improved safety and economic advantages, in the immediate future.

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TITLE: AMPHIBIOUS SPACE ROBOTIC SHUTTLE

FIELD OF THE INVENTION

The present invention is directed to a vehicle capable of seamless interface between inland, ocean space and atmospheric space with environment friendly redundancy of renewable energy interfacing by amphibious robotic shuttle, for inland and offshore interfacing of energy sources and depots, and as inland rapid mass transportation, offshore waterways and atmospheric space, according to socially acceptable mapping of GPS robotic established corridors for a viable Amphibious Space Program potentially exceeding that of Outer Space in safety.

BACKGROUND OF THE INVENTION

Transportation and energy are synonymous with prosperity. However they are also synonymous with environment pollution, global warming and the burying of the landscape at an alarming rate, the destruction of the environment and wildlife globally - with highways, railways high-voltage power lines and lately with the proliferation of solar power stations and windmill farms cluttering the landscape. At first, it seems that we cannot have one without the other. This perception is wrong - As is the scientific pursuit of the colonization of outer space and supremacy by weapons and armies of mass destruction. They are a misguided drain to our financial and human resources and a hindrance to social security, and to prosperity worldwide.

Abundant environment friendly perpetually renewable electricity, oxygen, hydrogen and purified water redundancy according to the subliminal recycling of

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water powered by the sun's energy globally, is the alternative solution to all these problems at once. The conceptual embodiment assemblies for the harnessing of virtual and subliminal energy have the potential to radically improve our way of life, to contain global warming, to provide abundant perpetual inexpensive energy, worldwide. It is urgent that these conclusions be confirmed by consortium of industries with complementary technologies.

The irony with these subliminal complementary technologies and proposals is that from a basic viewpoint, there is hardly anything new about them, as if everyone thought of them before, but chose to do nothing about it. A renewable energy harnessing robotic shuttle with the ability to exchange energy on land and offshore, the recycling of water powered by the sun's energy, a radial energy conversion propeller, the harnessing of wind, waves, rivers and ocean currents, tidal power, thunderstorms, ocean floor volcanoes, single handheld virtual energy battery, hands free subliminal energy as we walk naturally, the conversion of high rise buildings cities to aesthetic wind energy harnessing, elevated vehicle energizer highways interfacing the colonization of submersible-space, ocean-space, and atmospheric-space, to expand our domain tenfold, vehicles adapted for inland highways, rivers lakes and the oceans over and above the water surface, the harnessing of vehicle suspension vibrations to improve their efficiency and comfort, etc. The beauty of this is that these technologies are simple and we can do it.

The potential solution for global warming peace and prosperity worldwide with a new environment friendly industrial expansion is perceived as having its origin in the subliminal perpetual recycling of water powered by the sun's energy. The colonization of ocean space

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provides the option for GPS waterways according to socially accepted accords rules and regulations, much like inland with highways and flying corridors.

The potential for the conversion of virtual subliminal energy was recognized in the Canadian Patent Applications by Florencio N. Palma, MANUALLY WINDED BATTERY CHARGER Attorney File No.JJ 11 025CA December 11, 2000 as SN 2,327,892, VIRTUAL BATTER. JJ 11 502CA January 18, 2002 and FOOT POWERED GENERATOR JJ 11 526CA, and INTEGRAL SERVOMOTOR GENERATOR ELECTROLYZER JJ 11 559CA February 21, 2002 and ELECTROMAGNETIC WHEEL May 8, 2001 JJ-11 220CA, HYDROGEN ROTARY GENERATOR JJ 11 207 CA Apr. 26, 2001. HYDROGEN COMBUSTION ROBOTIC PROPULSION ENGINE File No. JJ 11 322CA Aug, 3, 2001.

SUMMARY OF THE INVENTION

The amphibious robotic shuttle according to the present invention provides an on land or offshore vehicle adaptable to alternative applications with minor modifications to the basic vehicle. Which also functions as vertical takeoff landing aircraft, as a surface and submersible vessel for renewable energy harnessing, and as an interface from inland and offshore energy sources and depots. Is adapted for the redundancy of energy on a demand basis according to a credit accord, provided on a schedule or on a demand basis according to data communications computer control and GPS mapping navigation.

According to one aspect of the inland operations the robotic shuttle has the ability to drive along roads and highways directed to a particular river location for the harnessing of river rapids. The site is ideally adapted for enhanced efficiency and with submersible pressurized oxygen, hydrogen and purified water storage interfacing depot. The shuttle wades in and

anchors itself to the bottom by means of the hydraulic suspension, according to satellite GPS data communications. Then adapts to the renewable energy conversion mode, by deploying the radial energy propeller generator modules, which are coupled to generate electricity into a common large capacity improved electrolyzer. The servomotor generator electrolyzer module compresses the oxygen, hydrogen and purified filtered water into the respective high-pressure tanks. Optionally, the rear robotic nozzle, space shuttle Canada arm look alike, extends and couples into the interfacing energy storage station and continues to operate on a demand basis. Or it may optionally deliver its cargo by hooking up directly to a transforming station interfacing the power grid. Where the hydrogen rotary generator provides redundancy of the pressurized oxygen, hydrogen and water directly to electricity for a credit. Then optionally relocates to exploit high energy density from the same, or some other location.

According to one aspect of the offshore mode of operation the robotic shuttle is directed to a particular ocean current, or the harnessing of tidal power currents both ways, or potentially for the harnessing of submerged wave energy along the shorelines. The robotic shuttle has the ability to function as surface vessel and as a submarine and to travel at high speed under water with the maneuverability of a sea lion. Provided by the combined wheel and propeller servomotor drive according to computer manual and autopilot. Once at the particular harnessing site, the robotic shuttle extends the hydraulic suspension or to deepwater anchor. The water ballast tanks control system automatically provides the appropriate specific gravity for the operation, similarly to that of the river energy harnessing process. However, the energy exchange within rivers and the oceans can also

be of a bilateral nature in which the robotic shuttle provides the energy source, or just an interfacing means and energy redundancy on a demand basis, either as hydrogen fuel or as electricity, with the supply of purified bottling water as an option.

Therefore, the robotic shuttle has the ability to mutate and to adapt to numerous alternative functions provided according to the basic embodiment alternatives and computer programming ability. Potentially, it has the ability to permeate throughout the whole spectrum of renewable energy, including wind, waves, rivers, tidal and ocean currents. And a uniquely adapted means of environment friendly energy interfacing between inland and the eventual colonization of ocean-space.

In yet another aspect of the potential numerous alternative applications of the robotic shuttle basic design, this one is directed to function as energy self-sufficient oxygen, hydrogen, electricity and purified water "tour bus" with the ability for inland, offshore surface and potentially submarine operation. According to satellite data communications and computer assisted GPS, autopilot navigation, provided by adapted contemporary technologies. The radial frame reinforcing panels are replaced with tinted molded plastic windows to provide good scenery vision. A specified amount of stainless steel pipe manifold is replaced with passenger seats, air conditioning, luggage cargo bay and other amenities required for long trips, inland and offshore alternatively, according to a specific schedule.

The great importance of the present invention is in one aspect the subliminal potential amphibious merging of inland highways, offshore surface and submarine water-highways, and airways. With the adaptation of robotic flight control modules of prior art. This embodiment of the invention permits the robotic

vertical takeoff and landing anywhere inland and offshore to suit numerous applications. The servomotor generator propellers in the hydrodynamic energy guide provide a renewable energy conversion means for rivers waves and ocean currents with the potential to make the robotic shuttle energy self sufficient and for added linear flight propulsion.

Still another embodiment of the invention provides the basic robotic shuttle design adapted as a larger scale renewable energy harnessing and exchange embodiment, having a plurality of variable geometry modules along the vertical and horizontal axis interfaced to a robotic deepwater anchor. With the ability for achieving high cruising speed, either as a surface vessel or as a submarine of very large scale. As an interface for shoreline renewable energy depot stations for a credit, or adapted specifically as an energy source and depot between the shoreline and offshore ocean space stations.

A further very important aspect of the invention is the mutation of the basic design into robotic submersible energy exchange depot shuttles, with the ability to relocate in rivers, lakes the shorelines and offshore, in deep water and to take advantage of high surrounding pressure. The hydrogen rotary generators provide the conversion of hydrogen and water directly to electricity on a demand basis to make ideal generation stations to suit the particular applications. Optionally, they can be interfaced to and track the robotic shuttle for added storage capacity, or to shuttle the harnessed energy to alternative depots, according to the seamless interfacing operation plan.

An object of the amphibious robotic shuttle apparatus of the present invention is to provide a renewable energy harnessing vehicle with the ability to

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relocate to alternative sites, to exploit high energy areas including wind rivers waves tides and ocean currents directly to electricity, pressurized oxygen, hydrogen fuel and purified pressurized water at once and for its redundancy to electricity on a demand basis.

Another object is to provide an interface for renewable energy sources and energy depots in land and offshore according to a particular routine on a demand basis.

Another object is to provide a hookup directly to the power grid energy exchange transforming stations for the redundancy of hydrogen to electricity and vice-versa for a credit according to pre-established accords.

Another object is to provide synchronized electric wheel drive in which the inland tire's design, also provide propulsion in water.

Another object is to provide amphibious shuttle in the replica of tour buses for inland and offshore operation with the ability for renewable energy harnessing.

Another object is to provide robotic interface arm for the exchange of electricity oxygen hydrogen and purified water, to and from sources and depot stations.

Another object is to provide hydrodynamic energy guides having a plurality of servomotor generators that alternate for renewable energy harnessing and propulsion.

Another object is to apply pivoted plowshares to the hydraulic suspension pedestals to improve their grip into the floor.

Another object is to provide simplified overall construction by integrating the individual servomotor generator modules into a single large electrolyzer module, rated in excess for the overall operation by eliminating the need or pipe couplings.

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Another object is to provide simplified overall construction by integrating the individual multi gear pump module into a single large servomotor generator module, rated in excess of the overall operation by eliminating the need for pipe couplings.

Another object is to provide a large hydrogen rotary generator module for the redundancy of hydrogen fuel water to electricity on a demand basis, which may optionally provide redundancy of electricity form the power grid to pressurized hydrogen fuel, according to adapted depot transforming energy exchange stations.

Another object is to provide sophisticate computer controlled electrically encoded high-pressure hydraulic system to provide precise individual servo valve control of the variable geometry positioning of the propeller modules according to manual and autopilot control.

Another object is to provide a submersible frame with water ballast control provisions below the outer shell and into the steel pipe manifold according to servo valves that automatically adjusts the water ballast according to computer control as the amount of harnessed renewable energy accumulates, with the potential for deep ocean operations.

Another object is to provide conventional satellite communications for the relaying of GPS location and data according to operations mapping display on computer monitors elsewhere inland and offshore and an array of sophisticate navigation equipment including sonar, high power lighting, video cameras and other equipment to complement the overall operation and provide scientific data communications.

Another object is to provide optional crew living quarters and for their exchange by small amphibious robotic shuttles on a routine or demand basis,

and having the renewable energy anchored as a renewable energy source transforming exchange station.

Another object is to provide sophisticate robotic shuttle, which the hydrodynamic energy guides and the servomotor generator propellers provide the ability for steering and propulsion of the vessel at high speed, with a stable ride by the laterally induced water currents, with the potential for very large scale environment friendly shuttle vessels according to numerous alternative applications including recreation vessels, cruise ships, cargo ships, Ice breakers, aircraft carriers and the like.

Another object is to provide robotic renewable energy harnessing shuttles specifically rated to exploit and to track hurricane storms and the most powerful wave energy areas in the oceans, adapted with very large capacity steel pipe manifolds for the storage of high pressure hydrogen fuel, and the ability for high volume rapid energy exchange, either to hydrogen exchange shuttles or directly to depots offshore or along the shorelines.

Another object is to provide the basic embodiments essential for a seamless interfacing of perpetual renewable energy sources according to the subliminal evaporation and condensation of water powered by the sun's energy, for Amphibious Space Program and the colonization of submersible-space ocean-space and atmospheric-space in the near future, with the containment of global warming enhanced by the application of the new environment friendly technologies energy and transportation expansion - as an alternative choice to the Outer-Space Colonization Programs.

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BRIEF DESCRIPTION OF THE DRAWINGS

For a fuller understanding of the nature the of the objects of the drawings, reference should be made to the following detailed descriptions, taken in connection with the accompanying drawings, in which:

FIG. 1 is a perspective view of the basic amphibious space robotic shuttle apparatus adapted as a seamless interface between inland and offshore renewable energy harnessing sites in rivers waves and ocean currents directly to electricity, pressurized oxygen and hydrogen fuel at once, and redundancy to electricity on a demand basis.

FIG. 2 is a cut view of the main frame adapted for operation a tour bus for inland and offshore operation.

FIG. 3 is a cut view of the main fame adapted with steel pile manifold for the storage of large quantities of oxygen hydrogen and purified water cargo truck, for inland, as a surface vessel and a submarine.

FIG 4 is a radial servomotor generator electrolyzer of prior art adapted as the energy harnessing and exchange interface for energy conversion.

FIG. 5 is a hydrogen rotary generator of prior art to provide renewable energy redundancy from hydrogen, oxygen and purified water to electricity on a demand basis.

FIG. 6 is a servomotor generator electrolyzer module according to prior art common to the embodiment of FIG. 4 to provide energy redundancy and pressurization of oxygen, hydrogen, hydraulic oil and water at once.

FIG. 7 is synchronized drive electromagnetic wheel of prior art adapted to provide inland and offshore propulsion and sideways parking ability

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FIG. 8 is a robotic flight control module according to prior art to provide vertical takeoff landing aircraft robotic shuttle.

FIG. 9 is a large-scale improved electrolyzer of prior art to provide integration of the servomotors generators electricity into oxygen and hydrogen fuel by electrolysis.

FIG. 10 is a rear view of the shuttle apparatus of FIG 1 to show the rear robotic arm with nozzle adapted for electricity oxygen hydrogen and purified water interface optionally at once, for energy exchange redundancy with renewable energy sources and depots inland and offshore.

FIG. 11 is a perspective view of the shuttle of FIG, 1 with the entrance door, the variable geometry frame and the hydraulic suspension in the retracted position and with propulsion provided by the electric wheels and the hydrodynamic servomotor generator propellers.

FIG. 12 is a perspective view of an enlarged version of the basic shuttle adapted for the interfacing of renewable energy along the shoreline or offshore, with the servomotor generator variable geometry in the deployed position for large-scale energy.

FIG. 13 is a the apparatus of FIG 12 with the variable geometry frame in the retracted position, with the hydrodynamic servomotor generator propellers modules providing combined robotic steering propulsion for relocation to alternative sites or for the exchange and redundancy of energy with adapted depots.

FIG. 14 is a perspective view of the basic shuttle frame of FIG. 1 adapted with robotic vertical takeoff landing modules, as a renewable energy powered aircraft, with the hydrodynamic energy guide servomotor generators for river waves and ocean currents harnessing

options for energy self-sufficiency and energy surplus interfacing.

FIG. 15 is a high-pressure hydrogen fuel submersible robotic shuttle adapted as a renewable energy exchange depot of the type applicable to rivers and along the shorelines as electric power generating stations, with the ability to relocate to alternative sites, according to GPS mapping data communications having coupling ports for interfacing.

FIG. 16 is a deepwater high-pressure hydrogen fuel submersible robotic shuttle having integral steel pipe manifold reinforced concrete of circular elliptical shape with a polished stainless steel molding frame, hydraulic suspension and floating interface coupling with energy exchange ports and the ability to relocate, or as a tracking depot station to interface with energy harnessing shuttles and others along the shore line.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

The amphibious space robotic shuttle apparatus according to the present invention provides the embodiments for seamless interface for abundant perpetual renewable energy by the subliminal recycling of water powered by the sun globally, directly to electricity and hydrogen fuel and redundancy on a demand basis, according to computer control, and the various embodiments according to seamless roadways inland & offshore.

Referring now to FIG.1 it will there be seen that illustrative amphibious space robotic shuttle basic embodiment of the invention, is denoted by reference numeral 10 and that in all figures the same reference numerals designate corresponding components. Mainframe optionally fabricated from polished stainless steel, forms aerodynamic shaped vehicle 11 having variable

geometry frames 12 electrically encoded and powered by rotary hydraulic motors 13 to control the position of servomotor generator propellers 14 according to conventional computer controlled hydraulic servo system not shown. Hydrodynamic energy guides 15 on both sides having smaller size servomotor generator propellers 14 for radial harnessing of energy and for propulsion according to program. Electromagnetic wheels 16 to provide inland propulsion synchronized driving and sideways parking ability. Hydraulic telescopic cylinder suspension with stands 17 and pivoted plowshares 18 automatically grip into the floor by the pushing force, and automatically adjust to provide leveling. Combined door and stairway 19 with side railings 20 forms a watertight assembly when closed. Colored Plexiglas windows 21 and optionally Plexiglas or polished stainless steel frames 22 depending on application and headlights 23 to provide lighting. The apparatus 10 is shown submerged in the water 24 with the geometric frame 12 in the fully deployed position and the hydraulic suspension 17 in extended mode for the harnessing of the water current energy directly to electricity.

FIG. 2 is a cut view of the apparatus in FIG. 1 adapted as a tour bus having a plurality of seats 25, luggage compartments 26 and high-pressure stainless steel pipe manifold for oxygen hydrogen and purified water according to computer control.

FIG. 3 is a cut view of the apparatus in FIG. 1 adapted as renewable energy harnessing and or depot energy exchange robotic shuttle, in which the elliptic configuration of surfaces 22 provide resistance to water pressure and the spaces between it and the stainless steel pipe manifold pipes form a water ballast cavity for the submersible operation according to computer control.

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FIG. 4 is the radial servomotor generator electrolyzer 14 according to prior art, which provides the conversion of radial energy directly to electricity and is optionally adapted with electrolyzer hydrogen combustion engine and multi gear pump modules integrally, internally and provides propulsion in the servomotor operation mode.

FIG. 5 is a hydrogen rotary generator 28 according to prior art, which provides redundancy of hydrogen fuel and water directly to electricity on a demand basis, potentially to very large power ratings, likely installed at the front or rear of the vehicle.

FIG. 6 is the inner module servomotor generator electrolyzer 29 of the radial propeller 14 of prior art, which optionally provides high-pressure gear pumping elements for oxygen hydrogen hydraulic oil and water at once according to computer control system, redundancy of hydrogen to electricity and electricity to oxygen hydrogen fuel electrolysis.

FIG. 7 is the electromagnetic wheel 16 of prior at, which provides computer controlled synchronized driving propulsion, hydro pneumatic suspension and sideways parking ability.

FIG. 8 is the electrically powered vertical takeoff landing flight control module 30 of prior art, better seen in FIG. 14, which provides computer controlled robotic flight capabilities to the shuttle powered by the hydrogen rotary generators 28 or 29.

FIG. 9 is a large-scale improved electrolyzer 31 of prior art, which is ideally installed at the rear in close proximity to the hydrogen rotary generators 28 and 29 to optionally provide the integration of the electrical energy from all the propeller generator modules 14 directly to oxygen and hydrogen according to the conventional electrolysis process, for compression by

the gear pumps in module 29 and stored into the respective pipe manifolds 27.

FIG. 10 is a rear view of the apparatus of FIG. 1 to show the robotic arm 32 with interfacing nozzle 33 to provide an interface for the exchange of electricity oxygen hydrogen and purified water according to servo control valves module 34. A female coupling equivalent, 35 provide the ability for coupling to robotic arms for energy exchange with other shuttles having a similar robotic arm, and to function as energy exchange depot and as harnessing shuttle. Encoded servomotors 36 provide aiming of the robotic arm into the coupling port to nozzle 33 according to computer control and visual assistance by a video camera 37. Rear entrance doors 19 provide access to the powerhouse at the rear containing modules 28, 29, 31 to provide for basic energy redundancy and exchange process. Arrows 38, show the induced water currents by the hydrodynamic energy guide 15 also induced by propellers 14 when operated in the servomotor mode to provide vessel steering propulsion and stabilization.

FIG. 11 is the apparatus of FIG. 1 with the variable geometry frame in the retracted position for travel either along roads highways in the water surface or as a submarine seamlessly, with the electric wheels 16 and the hydrodynamic energy guides 14 provide steering and propulsion for rapid travel along the inland and offshore water highways, Either below or above the surface, with the horizontal axis propeller 14 shown in FIG. 10 at the rear, providing Y axis steering and propulsion to complement robotic navigation maneuvering ability for submersible operations. In one subliminal aspect of renewable energy harnessing, the amphibious space robotic shuttles replicate a "renewable energy black holes" since they absorb momentum from the water currents and waves energy draining energy the energy

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fields nearby radially. Essentially, they provide a means to readily exploit the highest energy areas in rivers wave and the oceans, and to commercialize renewable energy seamlessly throughout the world with minimal disruption to the environment, including wind energy.

FIG. 12 is an enlarged scale version of the apparatus of FIG. 1 adapted for the exploitation of high-energy areas to illustrate the potential of the basic invention for renewable energy subliminal seamless interface of perpetual renewable energy provided by the sun globally, day and night, in the redundant forms of electricity and hydrogen on a demand basis. The immensity of scales that can be achieved, are limited only by the imagination in their application, materials and economics. Form this view point, ocean space can be conquered, tamed colonized, and exploited by countering its fury with creative designs according to the robotic shuttle and circular elliptical configuration shown in FIG. 16 in more detail in the disclosure of the servomotor generator 14 of prior art. The vertical and horizontal propeller modules 14 and their variable geometry frames are shown in operation. Propeller modules 14 have clutch brakes, electric angular encoder and servomotor generator, that permit to operate them precisely according to computer control and at speeds independently of water current speeds, provided by variable magnetic amplifier and electrolyzer loading and to stop them at any particular angular position. The seamless interface of renewable energy can be achieved in alternative ways. The shuttle may feel up with pressurized hydrogen fuel then deliver it to an allocated depots, or it may couple directly to a fuel transporting shuttle on a routine basis to unload its cargo at depots as illustrated by FIGS. 15 and 16.

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FIG. 13 is the shuttle of FIG. 12 with the variable geometry frame in the retracted position for the vehicle to travel as surface vessel or as a submarine according to computer manual and autopilot as sophisticate amphibious space robotic shuttle with the ability for seamless interface of the subliminal abundant perpetual sun's energy anywhere inland and offshore or atmospheric space on a condensed environment friendly form, on a demand basis, according to GPS data communications socially accepted mapping accord.

FIG. 14 is the basic embodiment of FIG. 1 adapted with vertical takeoff landing robotic flight control modules 30 to optionally provide a renewable energy self-sufficient aircraft with the ability for inland roadways airways water surface and submersible navigation high speed, Potentially adapted for numerous applications including rescue missions anywhere, firefighting of forest fires and residential, passenger and cargo transportation, as renewable energy and purified water shuttle anywhere inland and offshore. It has hydraulic suspension for the ability to submerge and to anchor in rivers waves and ocean currents, potentially become renewable energy surplus by itself.

FIG. 15 is the basic robotic shuttle adapted as renewable energy depot 39 transforming station with high-pressure stainless steel manifold for the storage of hydrogen fuel and the redundancy to electricity option interfaces 35 as convenient environment friendly energy interfacing facility. The variable geometry 12, motor generator propellers 14 provide a means for robotic submersible navigation and the submersible anchoring according to the hydraulic suspension 17 and wheels 16 for inland transportation. Potentially as an electrical power generating station with the ability to interface

directly with power grid transforming stations for a credit according pre-agreed schedule.

FIG. 16 is immense scale deepwater robotic submersible circular elliptical steel pipe manifold reinforced concrete molded by polished stainless steel frame for high-pressure hydrogen storage depot 40 having a flexible interface 41 to a circular elliptical float 42 having a beacon light 43 and a plurality of coupling ports 35 for interfacing with the robotic shuttle's robotic arms for energy exchange of pressurized hydrogen fuel. The immense hydrogen storage capacity submersible shuttle is optionally anchored along the shorelines for easy access to hydrogen fuel robotic shuttles, safely and out of site to save land space (symbolically, a powerful renewable hydrogen fuel storage black hole).

In accordance with the provisions of the patent statutes, the principles and mode of operation of the invention have been explained and illustrated in its preferred embodiments. However, it must be understood that the invention may be practiced otherwise than specifically illustrated and described without departing from its spirit or scope.

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THE EMBODIMENTS OF THE INVENTION IN WHICH AN EXCLUSIVE PROPERTY OR PRIVILEGE IS CLAIMED ARE DEFINED AS FOLLOWS:

1. The amphibious space robotic shuttle apparatus includes: the basic embodiments for seamless interfacing of abundant perpetual renewable energy conversion provided by the subliminal recycling of water powered by the sun's energy globally, day and night worldwide; directly to electricity pressurized oxygen and hydrogen fuel, at once; the seamless interfacing between inland roads, with rivers lakes ocean surface and submarine water ways according to GPS mapping data communications social accords, as a means to divert traffic of cargo and passenger mass transportation, and with atmospheric space; the seamless interfacing for renewable energy redundancy for abundant environment friendly electricity, oxygen, hydrogen and purified water at once; the containment of global warming with by the enhancement of industrial energy environment friendly transportation; the expansion of our domain at least tenfold, within the confines of our planet's atmosphere, according to the basic apparatus generally shown as (10); robotic interface arm (32) for hookup to power grid transformer stations and the interfacing to renewable energy harnessing and depot stations (39) and (40) for energy exchange and redundancy of electricity, oxygen, hydrogen and purified water at once; passenger tour buses and cargo trucks vehicles for inland highways and offshore waterways (in FIGS. 2 and 3) either as surface or submersible vessels; polished stainless steel outer frame (11) of aerodynamic shape adapted with water ballasts (22); stainless steel manifold pipes (27) for the storage of high-pressure oxygen, hydrogen and purified water allocated compartments; hydrodynamic energy guides (15) adapted with servomotor generator electrolyzer propellers

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(14); synchronized wheel drive chassis having hydro pneumatic suspension electromagnetic wheels (16); with tires adapted to provide robotic propulsion inland and offshore for sideways parking ability; telescopic hydraulic cylinder anchoring suspension (17); encoded servomotors (13) operated variable geometry frames (12) for the positioning of the renewable energy conversion servomotor generator propeller modules (14) according to the desired mode of operation; robotic rotary generator (28) and improved electrolyzer modules (31) of prior art for large scale energy redundancy; servomotor generator electrolyzer modules (29) to provide for redundancy of oxygen, hydrogen and water to electricity and propulsion on a demand basis; vertical takeoff landing modules (30) of prior art for aircraft operation as robotic flying shuttle for numerous applications; pivoted plowshare anchors (18) with the ability to automatically grip into the floor for anchoring firmly in position and automatic leveling hydraulic suspension.

2. The apparatus according to claim 1 wherein river currents energy is converted directly to electricity, pressurized oxygen and hydrogen fuel at once by submersible vessel anchored to the floor.

3. The apparatus according to claim 1 wherein waves energy is converted directly to electricity, pressurized oxygen and hydrogen fuel at once by submersible vessel anchored to the floor along the oceans shorelines.

4. The apparatus according to claim 1 wherein tides and other induced ocean currents energy is converted directly to electricity, pressurized oxygen and

hydrogen fuel at once by submersible vessel anchored to floor.

5. The apparatus according to claim 1 wherein the basic frame is adapted with steel pipe manifolds for oxygen hydrogen fuel and purified water storage, as submersible depot with the ability to relocate to alternative sites.

6. The apparatus according to claim 1 wherein the basic embodiment is adapted as inland hydrogen fuel and water redundant energy conversion to electricity.

7. The apparatus according to claim 6 wherein said redundant energy embodiment is provided with the ability to hook directly into adapted transforming stations to the power grid for energy exchange credit.

8. The apparatus according to claim 4 wherein the hydraulic suspension stands are adapted with hinged plowshares that automatically attach themselves into the floor by the current pushing force.

9. The apparatus according to claim 1 wherein the encoded servomotor robotic harm positions according to computer control for the interfacing with energy depots for the exchange of electricity, oxygen, hydrogen fuel and purified water at once, according to servo controls by means of the adapted nozzle.

10. The apparatus according to claim 1 wherein said embodiment is adapted to function as renewable energy self-sufficient tour bus seamlessly between inland roads and offshore surface and potentially adapted for

submersible waterways according to GPS data communications mapping.

11. The apparatus according to claim 10 wherein the embodiment is adapted with robotic flight controls to function as a vertical takeoff landing aircraft for seamless interface inland offshore and atmospheric space, potentially energy self sufficient and adapted for numerous applications.

12. The apparatus according to claim 11 wherein the embodiment is adapted for rescue operations, the fighting of forest fires, for cargo, passenger transportation and the like.

13. The apparatus according to claim 12 wherein said embodiment is adapted for submersible operations capable of high cruising speeds and maneuverability.

14. The apparatus according to claim 10 wherein said embodiment has synchronized drive electric wheels with the ability to provide sideways parking, and tires designed to also provide propulsion in waterways.

15. The apparatus according to claim 1 wherein the amphibious space robotic shuttle basic design can be adapted to provide seamless complementary embodiments and operations for environment friendly energy exchange and redundancy between the energy forms on a demand basis.

16. The apparatus according to claim 1 wherein said hydrodynamic energy guides and servomotor propeller modules combine to provide stability, steering and propulsion, potentially capable of high speeds for

vessels ranging in scale from small to immense scales cargo vessels cruising ships, aircraft carriers, submarines and ice breakers, in which the blades are adapted to provide ice milling cutters for improved operations and speed.

17. The apparatus according to claim 1 wherein the outer frame and space between the pipe manifold are adapted to provide water ballast cavities for submersible control according to computer controlled servo pumps.

18. The apparatus according to claim 1 wherein the basic frame is adapted for the exploration of mineral resources inland and offshore submersible applications.

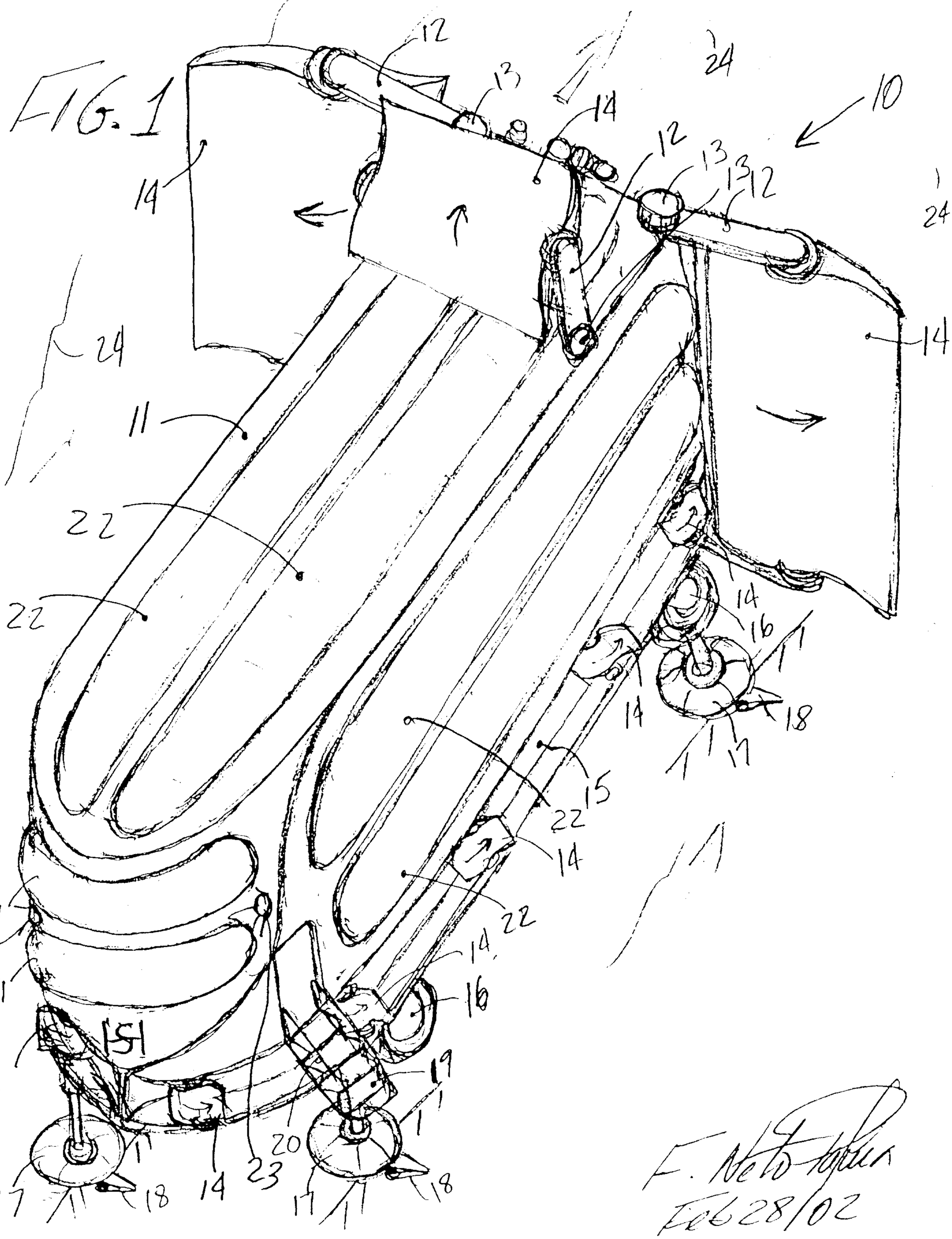
19. The apparatus according to claim 1 wherein the variable geometry multi propeller frames may be built to very large scales and rated according to computer control simulations to exploit the most powerful wave storms and to operate at a speed of choice according to automatic computer control.

20. The apparatus according to claim 19 wherein large scale submersible depot energy exchange robotic shuttles interface with the renewable energy harnessing shuttle's robotic arms for rapid exchange of large quantities of high pressure hydrogen fuel for delivery elsewhere according to GPS data communications.

21. The apparatus according to claim 20 wherein said shuttle interfaces with deepwater robotic depot's floating exchange port for high-pressure hydrogen fuel exchange to immense scales circular elliptical reinforced concrete shuttle, in the replica of e renewable energy black hole - robotic storage system.

AMPHIBIOUS SPACE ROBOTIC SHUTTLE

FIG. 1



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FIG. 2

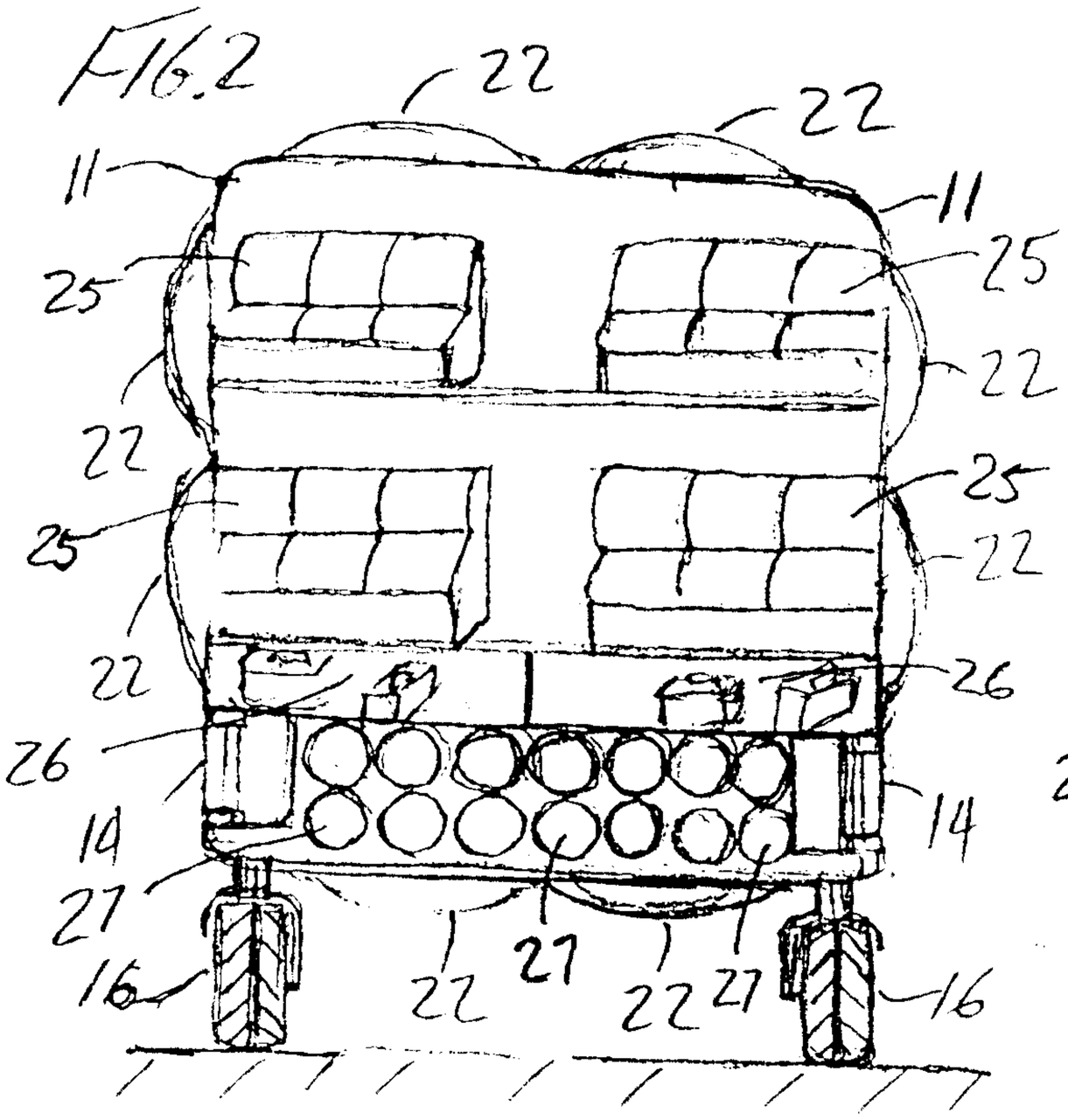


FIG. 3

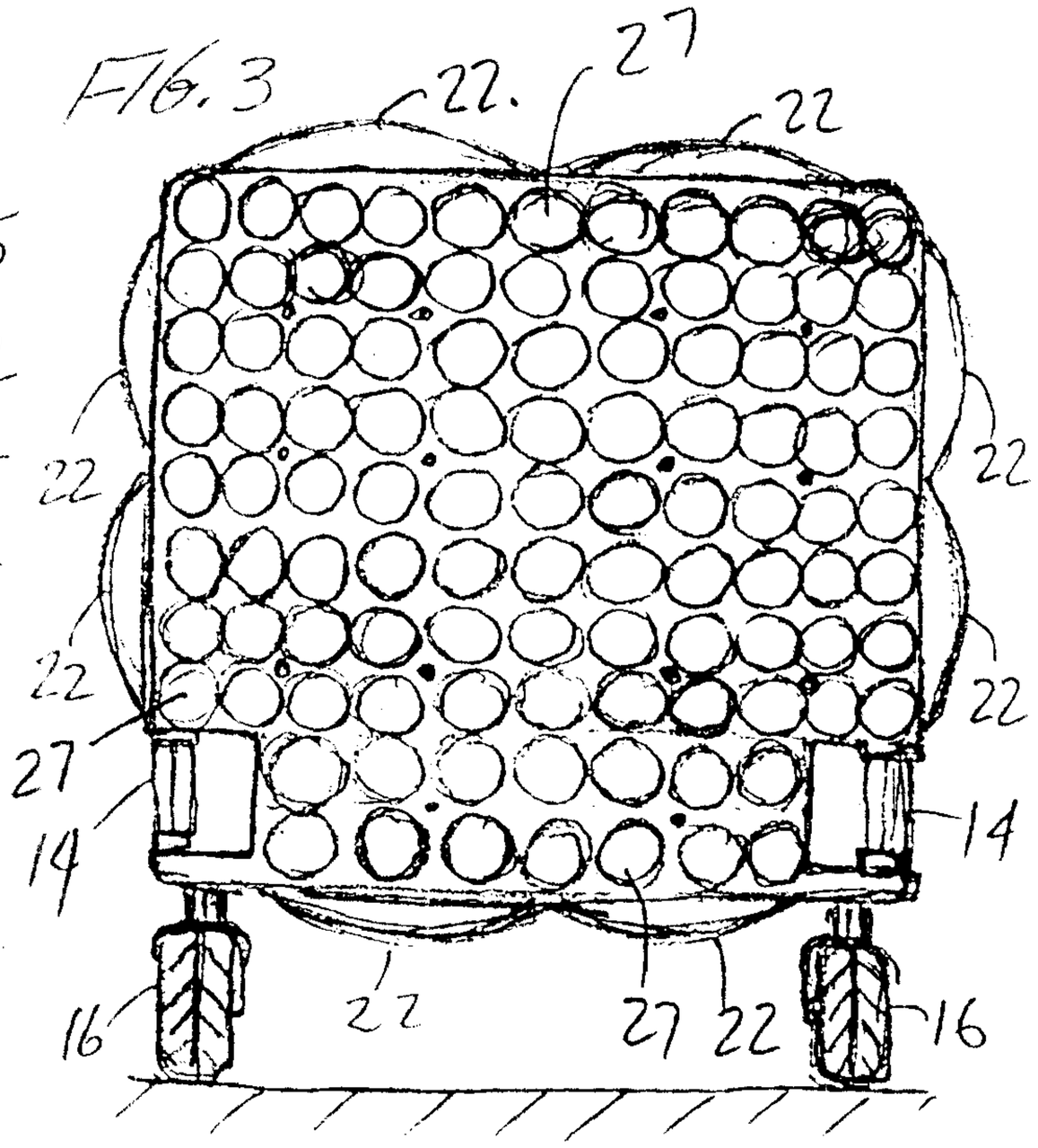


FIG. 4

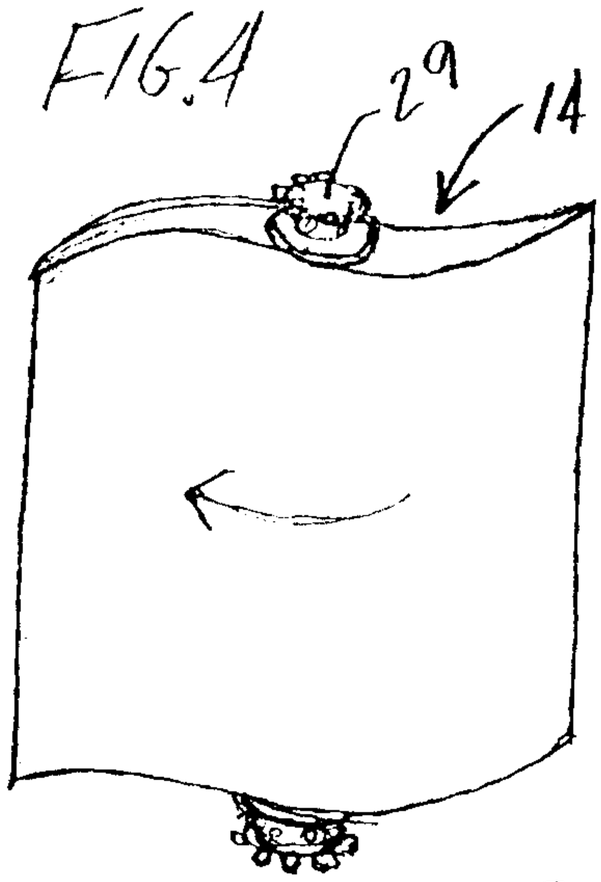


FIG. 5

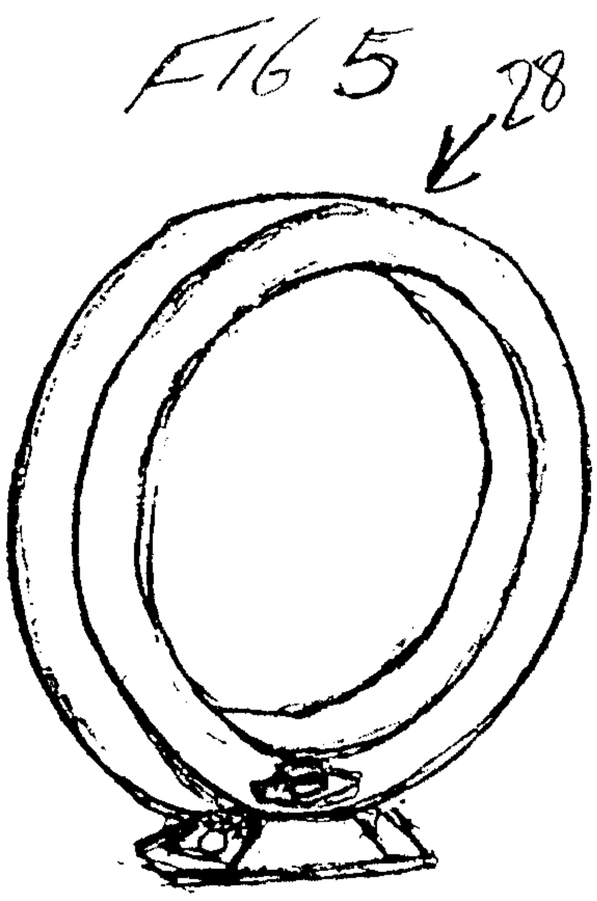


FIG. 6

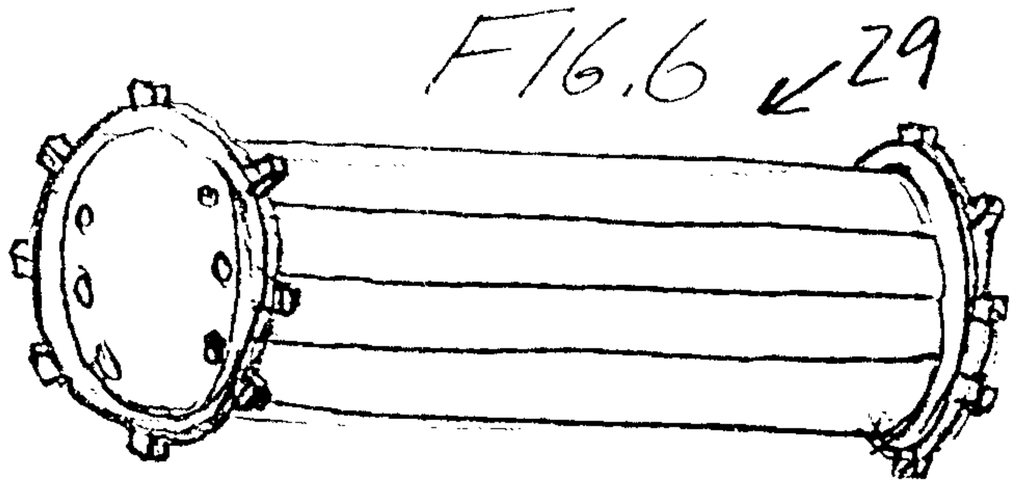


FIG. 7

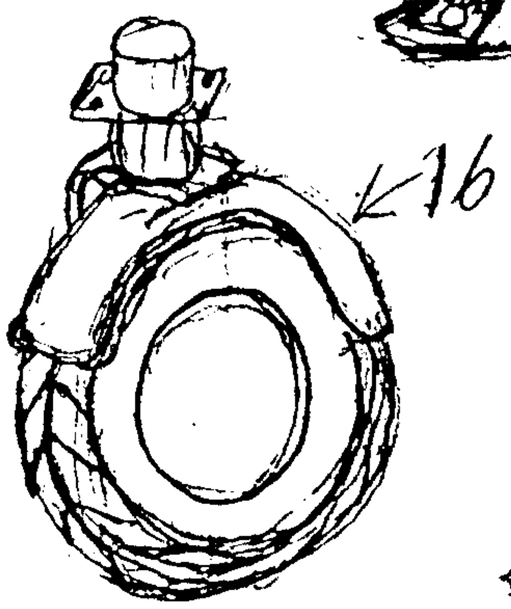
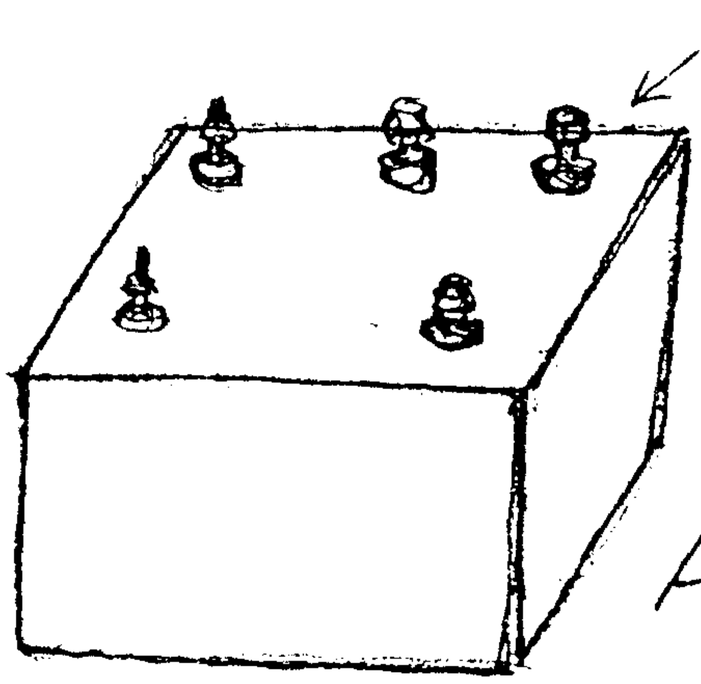


FIG. 8



FIG. 9



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AMPHIBIOUS SPACE ROBOTIC SHUTTLE

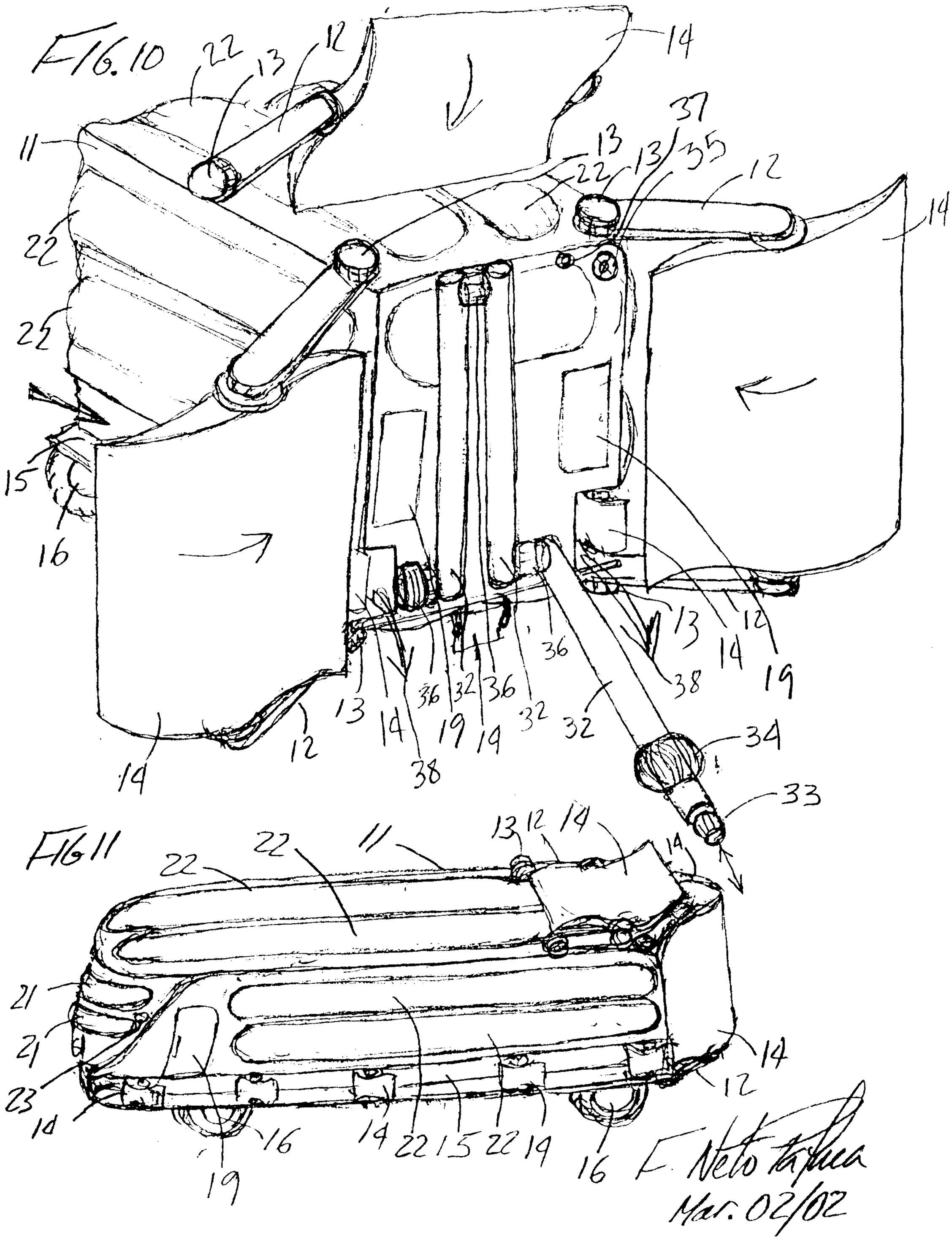


FIG 10

FIG 11

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AMPHIBIOUS SPACE ROBOTIC SHUTTLE

CURRENT ENERGY BLAC HOLE

FIG. 12

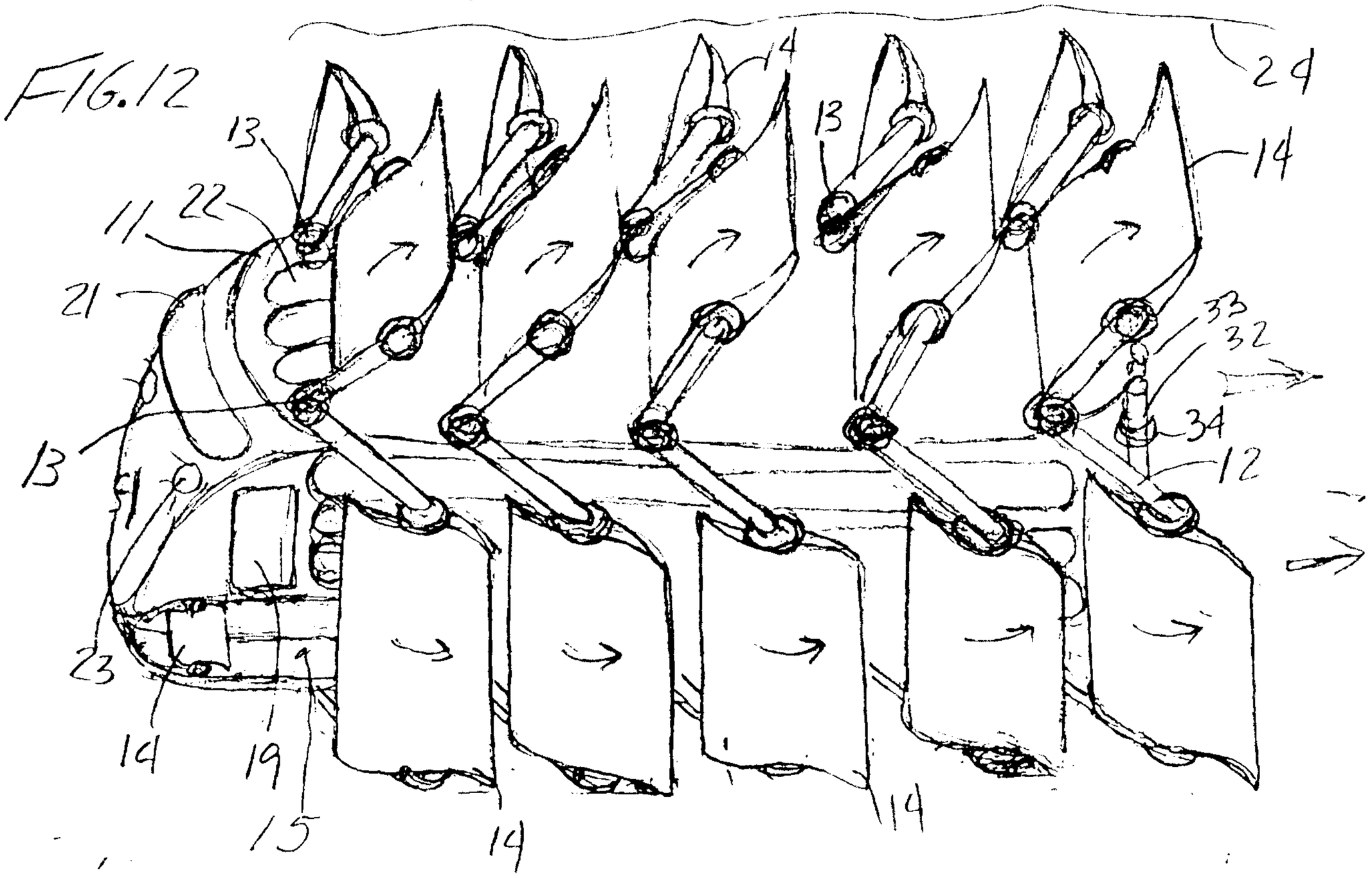
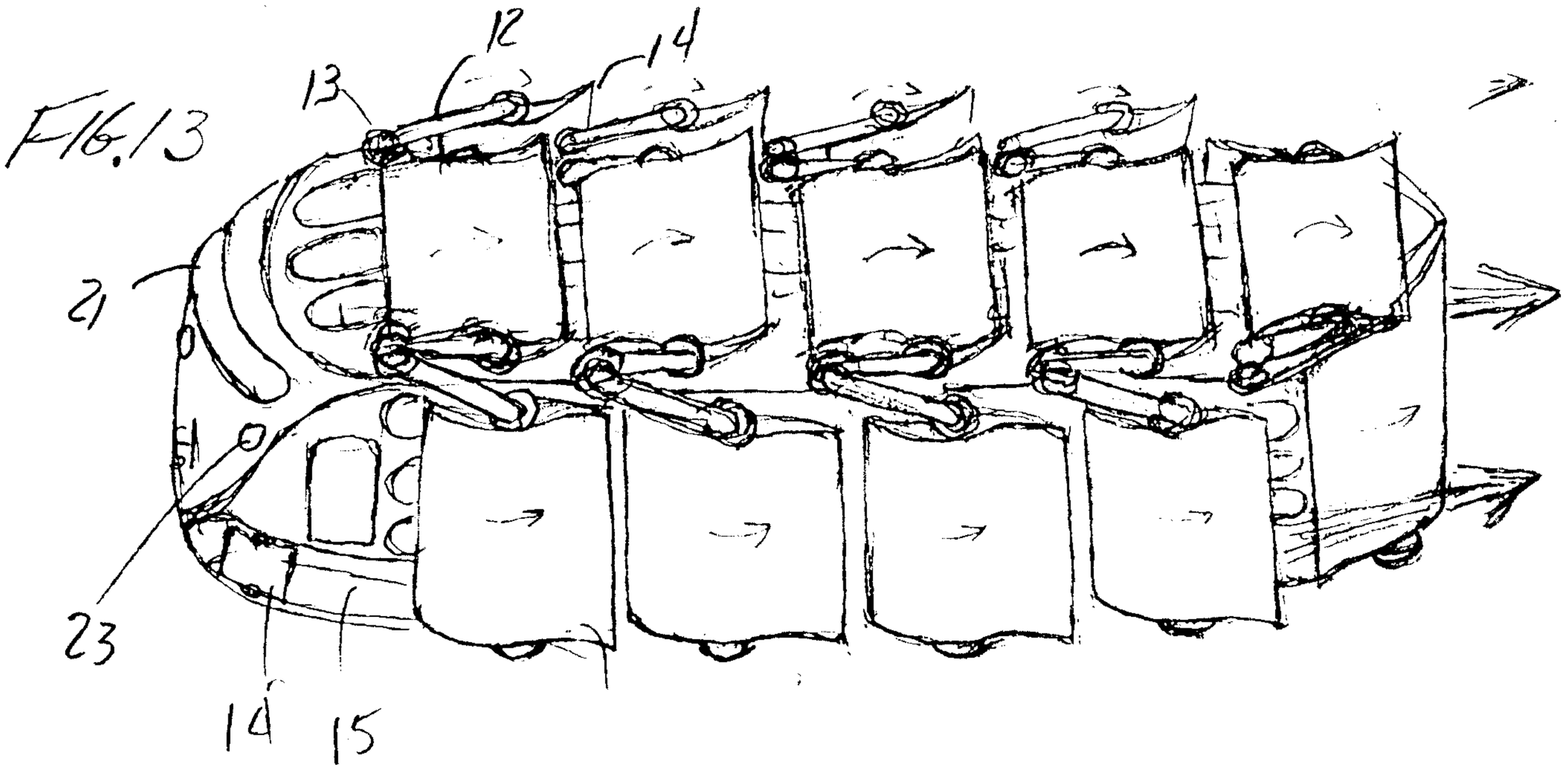


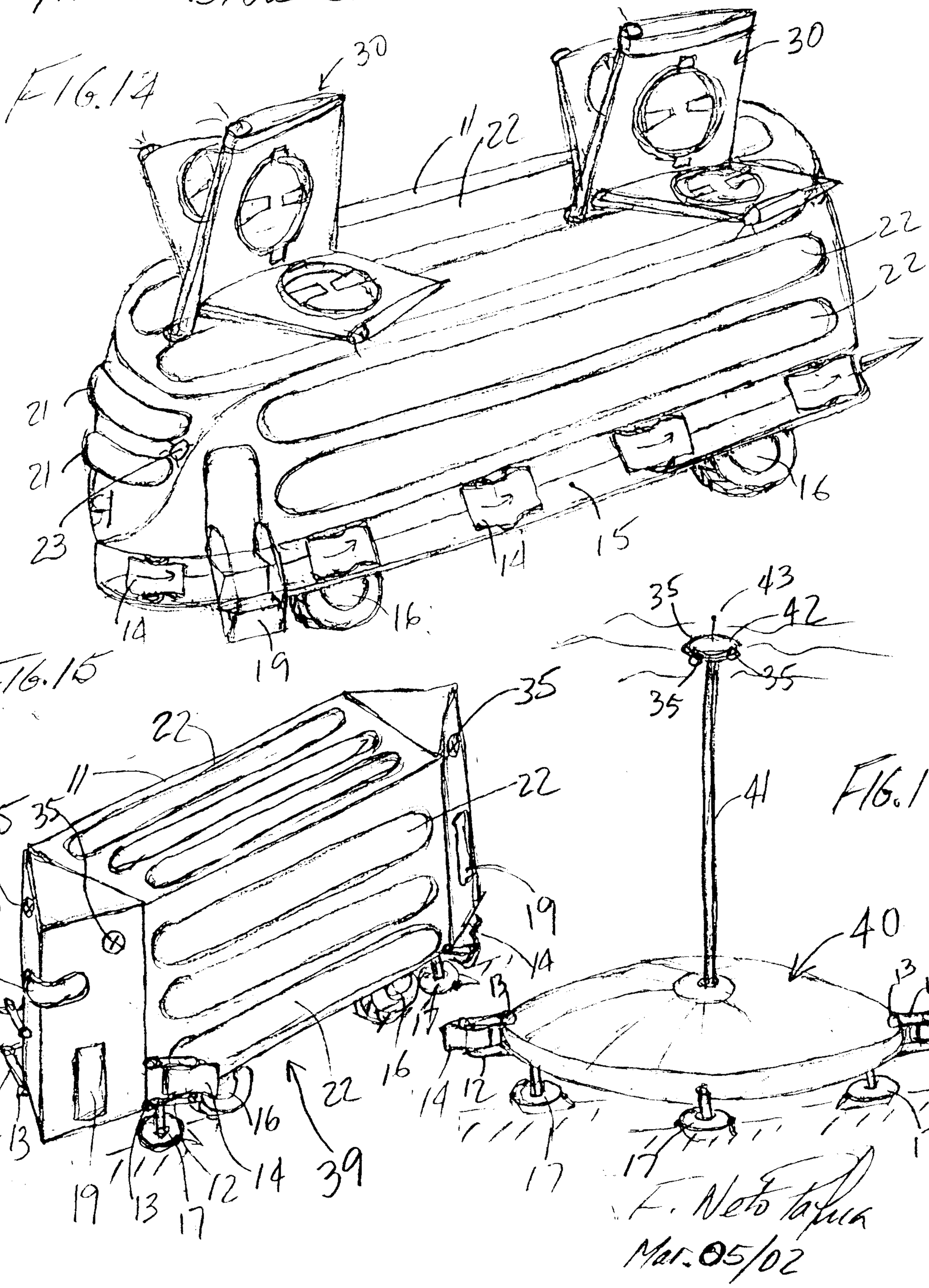
FIG. 13



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AMPHIBIOUS SPACE ROBOTIC SHUTTE

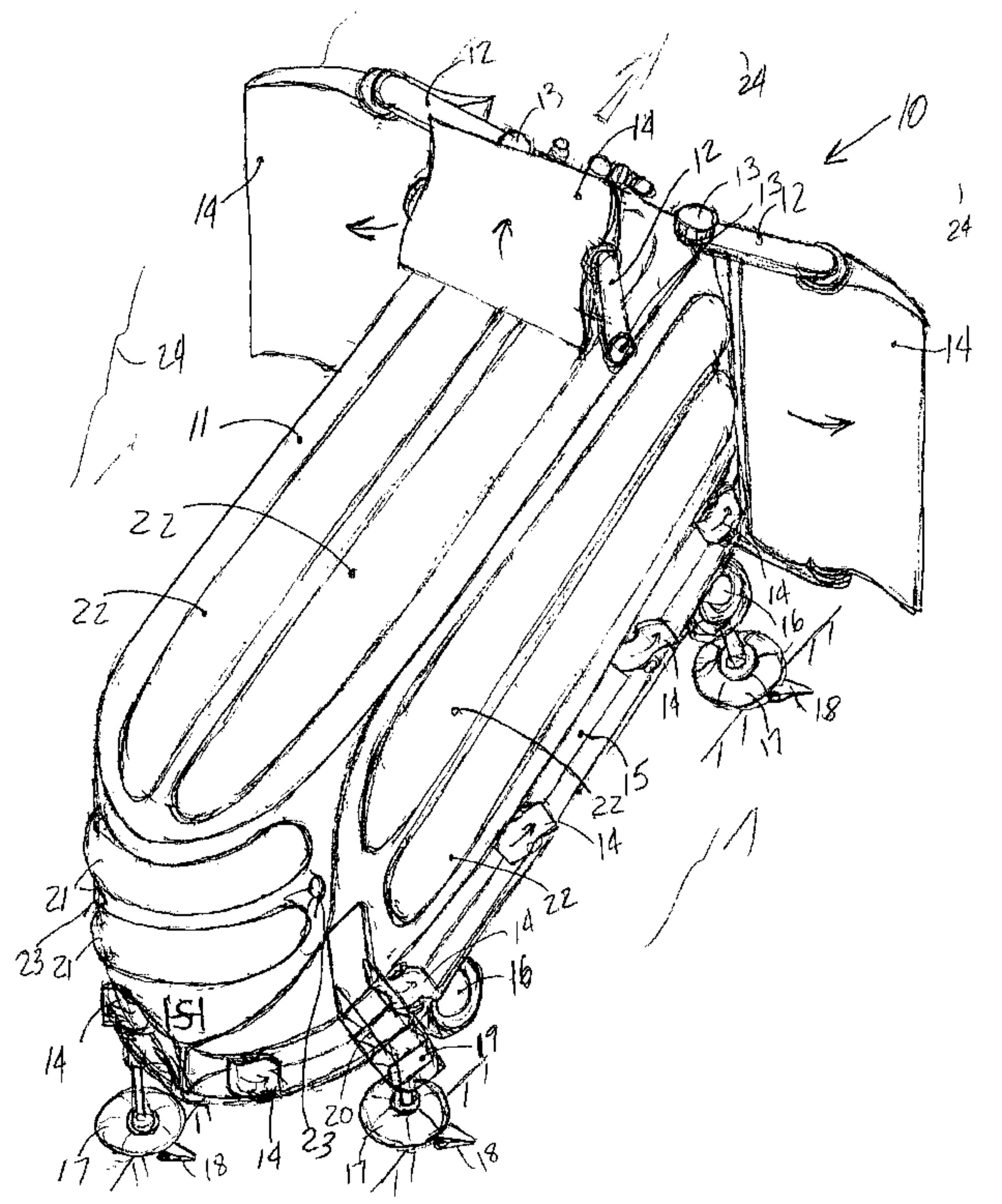


F16.14

F16.15

F16.16

F. Neto Tapia
Mar. 05/02


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