May 6, 1930. H. C. DOUGLAS 1,757,174

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Filed March 15, 1929 4 Sheets-Sheet 1

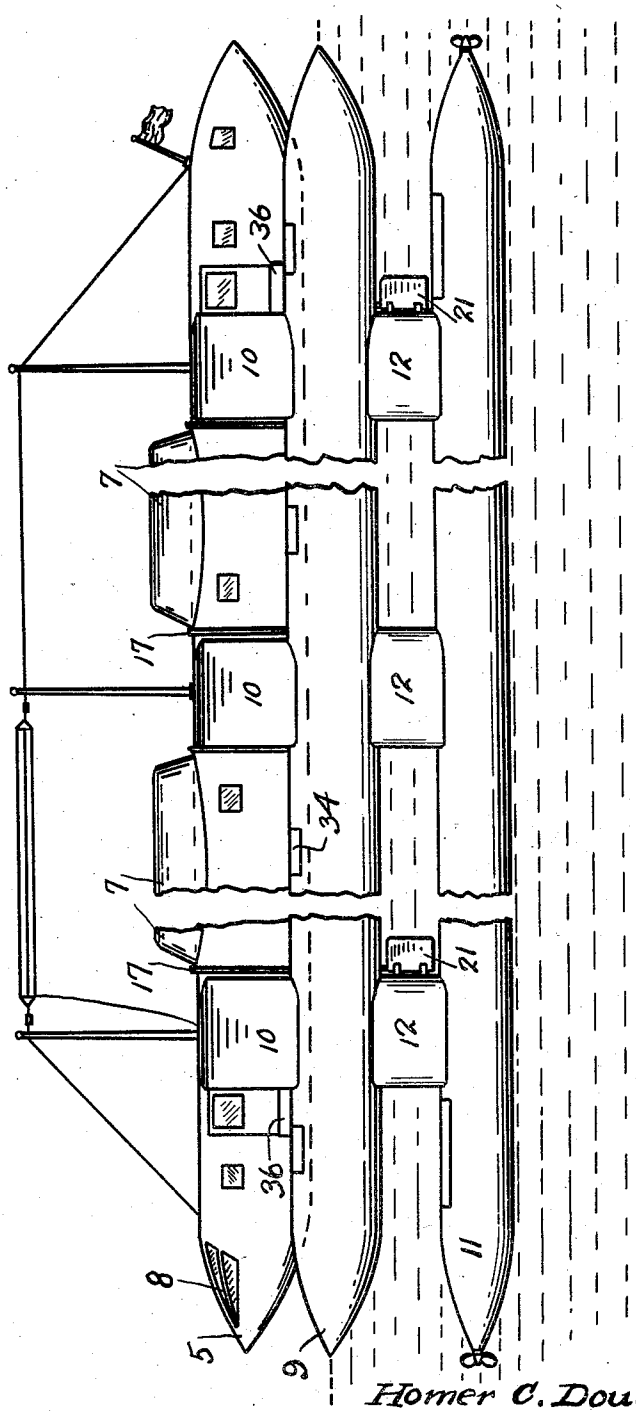


Fig. 1.

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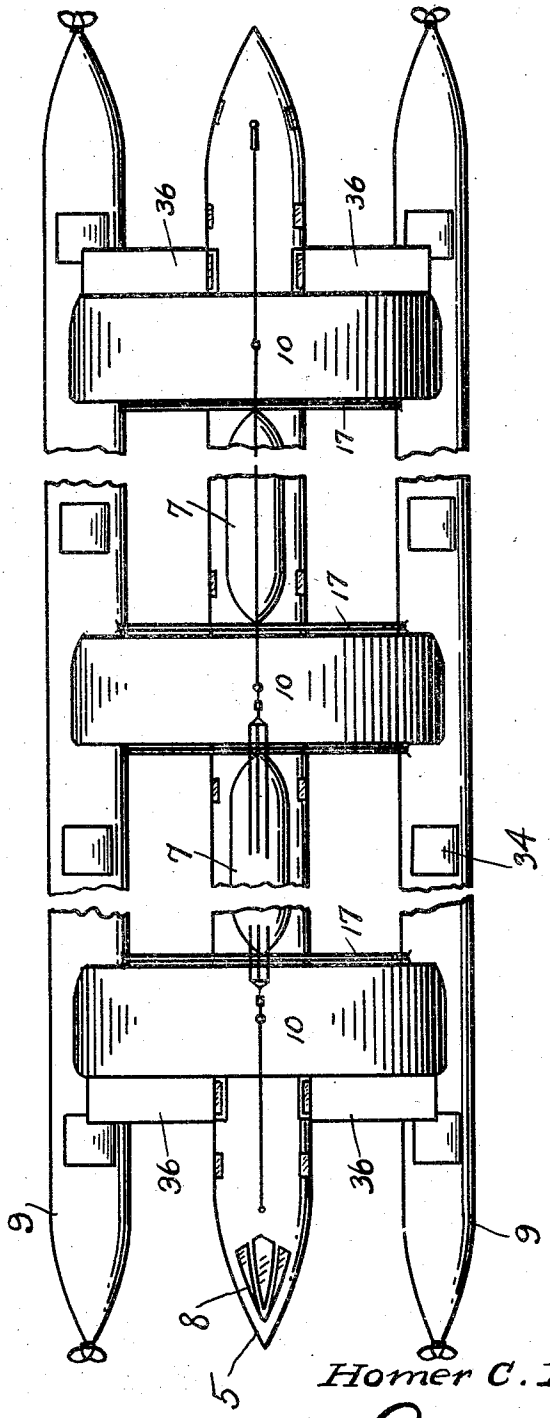


Fig. 2.

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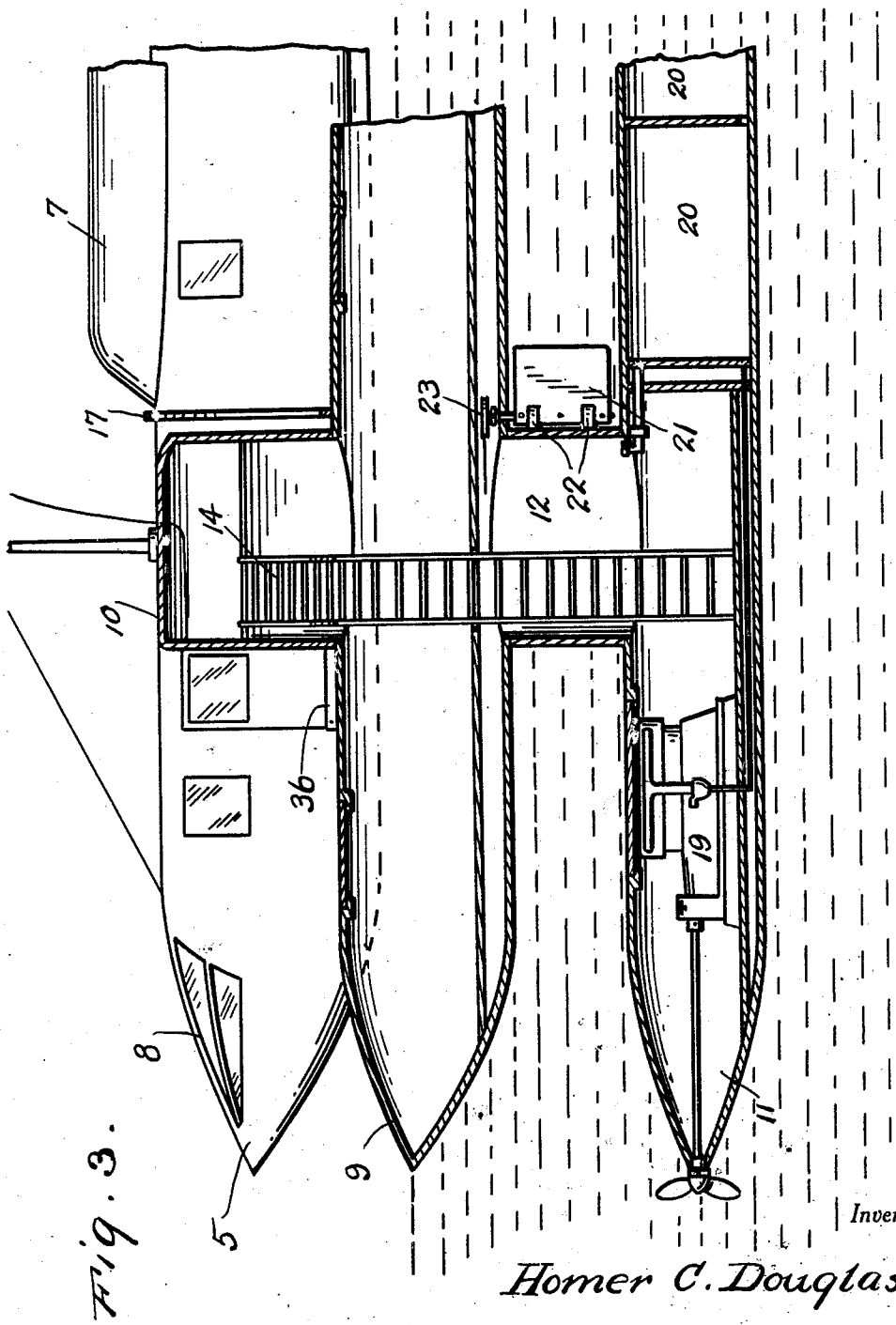


Fig. 3.

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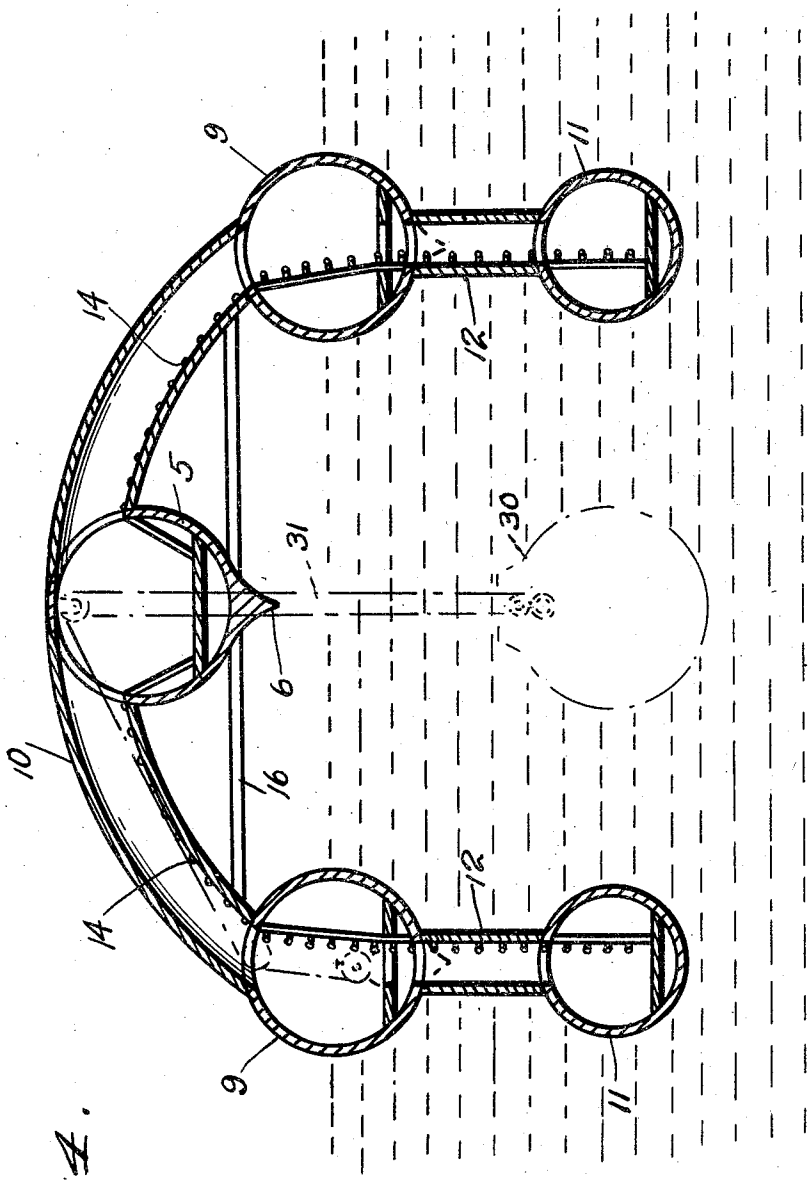


Fig. 4.

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UNITED STATES PATENT OFFICE

HOMER C. DOUGLAS, OF LIBERAL, KANSAS

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Application filed March 15, 1929. Serial No. 347,297.

The present invention relates to improvements in seagoing vessels, and an important object of the invention is to increase the speed by reducing resistance, to increase the efficiency in handling by permitting the vessel to turn within its own length and to be slid sideways with the use of rudders and propellers, and to increase stability in rough seas.

Another very important object of the invention resides in the provision of a vessel of this nature adapted to attain speed in ocean travel for freight or passenger purposes and capable of being used effectively in salvaging operation and particularly in salvaging of submarines.

A still further very important object of the invention resides in the provision of a vessel of this nature including a plurality of water line pontoons, a cabin pontoon, and power pontoons.

Another very important object of the invention resides in the provision of water type tubular members for interconnecting the pontoon.

A still further very important object of the invention resides in the provision of a vessel of this nature which is strong and durable, thoroughly efficient and reliable for the purpose intended.

With the above and numerous other objects in view as will appear as the description proceeds, the invention resides in certain novel features of construction, and in the combination and arrangement of parts as will be hereinafter more fully described and claimed.

In the drawing:

Figure 1 is a side elevation of a vessel embodying the features of my invention;

Figure 2 is a top plan view thereof;

Figure 3 is a fragmentary longitudinal section, and

Figure 4 is a vertical transverse section.

Referring to the drawing in detail it will be seen that the numeral 5 denotes cabin pontoon which is pointed at its ends and has a keel 6 on its bottom. Lifeboats 7 are mounted on this pontoon. At the front end of the pontoon are windows 8. Numerals 9 denote a pair of waterline pontoons having pointed ends.

These pontoons 9 are disposed below and one to each side of the pontoon 5. Arcuate tubes 10 connect the pontoon 5 with the pontoons 9. Numerals 11 denote a pair of power pontoons one below each pontoon 9 and connected therewith by vertical tubes 12. Ladders or stairways are provided in the pontoons 5, 9 and 11 and in the passageway tubes 10 and 12 so that the crew may easily have access to any of the pontoons.

Braces 16 are provided between the arcuate tubes 10 and arcuate braces 17 are provided between the pontoons 9 passing over the top of the pontoon 5. Propellers 18 are provided at the pointed ends of the pontoons 11 and are operated by suitable engines 19 mounted in the pontoons 11.

These pontoons may be divided so as to provide storage chambers 20 for gasoline and the like. Rudders 21 are provided on the rear side of the tubes 12 being hingedly mounted as is indicated at 22 and operable by suitable means 23 preferably from the front end of the passenger pontoon 5. By the proper manipulation of these rudders in connection with the propeller it will be seen that the vessel may be moved sideways, may be turned in its own length and may be maneuvered forwardly or rearwardly at great speed because of the limited or minimum resistance afforded.

Furthermore it will be seen that the structure may be used to advantage for salvage work and great weight may be lifted. Just by way of example I have indicated a submarine at 30 being hoisted by suitable cable means 31. This structure may be used as an

aeroplane carrier and for other suitable purposes.

Hatch covers 34 are preferably provided on the pontoons 9 and 11. It is thought that the construction, utility and advantages of this invention will now be quite apparent to those skilled in this art without a more detailed description thereof.

In the present embodiment of the invention I have disclosed a structure particularly adapted for carrying passengers and freight. Bridges 36 are mounted forwardly and rearwardly of the structure. Obviously changes in the details of construction and in combination and arrangement of parts may be resorted for adapting the vessel to different desired purposes without departing from the spirit or scope of the invention as hereinafter claimed or sacrificing any of its advantages.

Having thus described my invention, what I claim as new is:

1. A vessel of the class described including a central pontoon, a pair of water line pontoons one to each side of and below the center pontoon, arcuate tubes interconnecting the water line pontoon with the center pontoon, a pair of power pontoons one below each water line pontoon, and vertical tubular members connecting the water line pontoons with the power pontoons.

2. A vessel of the class described including a central pontoon, a pair of water line pontoons one to each side of and below the center pontoon, arcuate tubes interconnecting the water line pontoon with the center pontoon, a pair of power pontoons one below each water line pontoon, and vertical tubular members connecting the water line pontoons with the power pontoons, all of said pontoons having pointed ends, propeller means at the ends of the power pontoon, and motive power means located in the power pontoons operatively connecting with the propeller means.

3. A vessel of the class described including a central pontoon, a pair of water line pontoons one to each side of and below the center pontoon, arcuate tubes interconnecting the water line pontoon with the center pontoon, a pair of power pontoons one below each water line pontoon, and vertical tubular members connecting the water line pontoons with the power pontoons, all of said pontoons having pointed ends, propeller means at the ends of the power pontoon, and motive power means located in the power pontoons operatively connecting with the propeller means, rudders hingedly mounted on the vertical tube at the rear side thereof.

4. A vessel of the class described including a central pontoon, a pair of water line pontoons one to each side of and below the center pontoon, arcuate tubes interconnecting the water line pontoons with the center pontoon, a pair of power pontoons one below each water line pontoon, and vertical tubular members connecting the water line pontoons with the power pontoons, all of said pontoons having pointed ends, propeller means at the ends of the power pontoon, and motive power means located in the power pontoons operatively connecting with the propeller means, rudders hingedly mounted on the vertical tube at the rear side thereof, ladders extending through the pontoons and the tubes interconnecting the same.

In testimony whereof I affix my signature.

HOMER C. DOUGLAS.