

(No Model.)

2 Sheets—Sheet 1.

R. P. GARSED.
SHIP.

No. 472,991.

Patented Apr. 19, 1892.

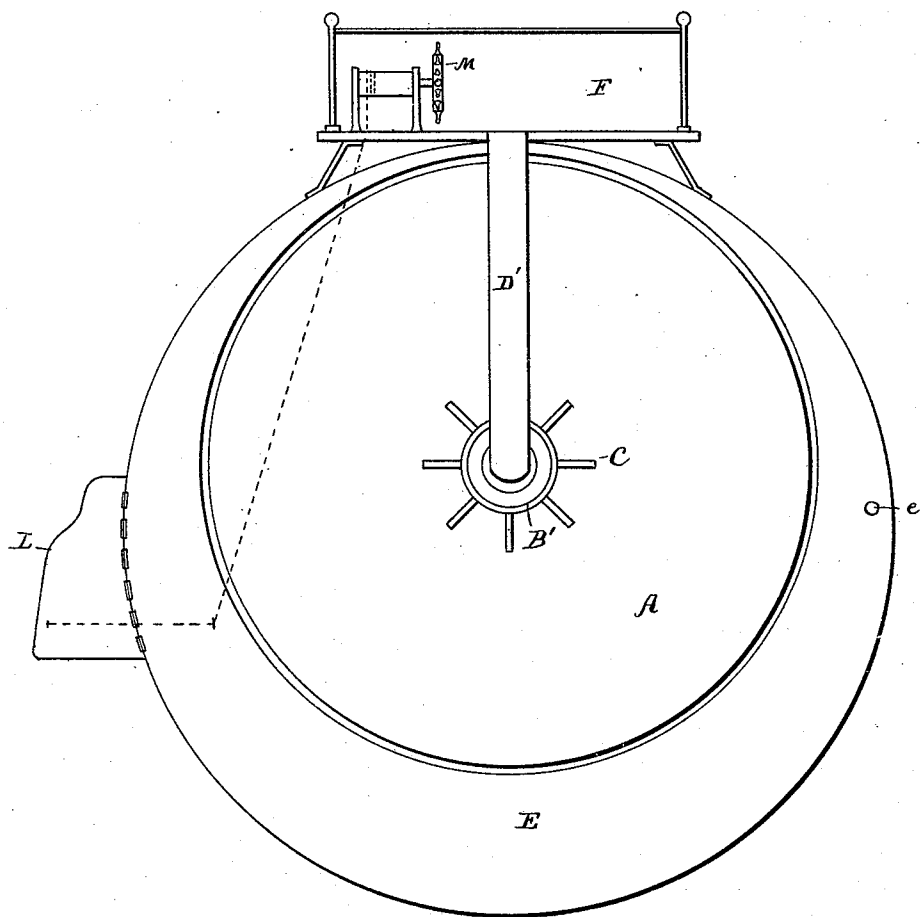


Fig. 1.

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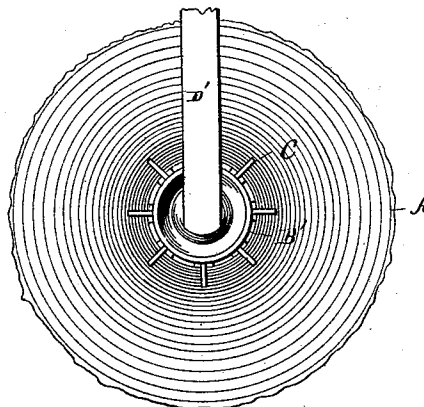
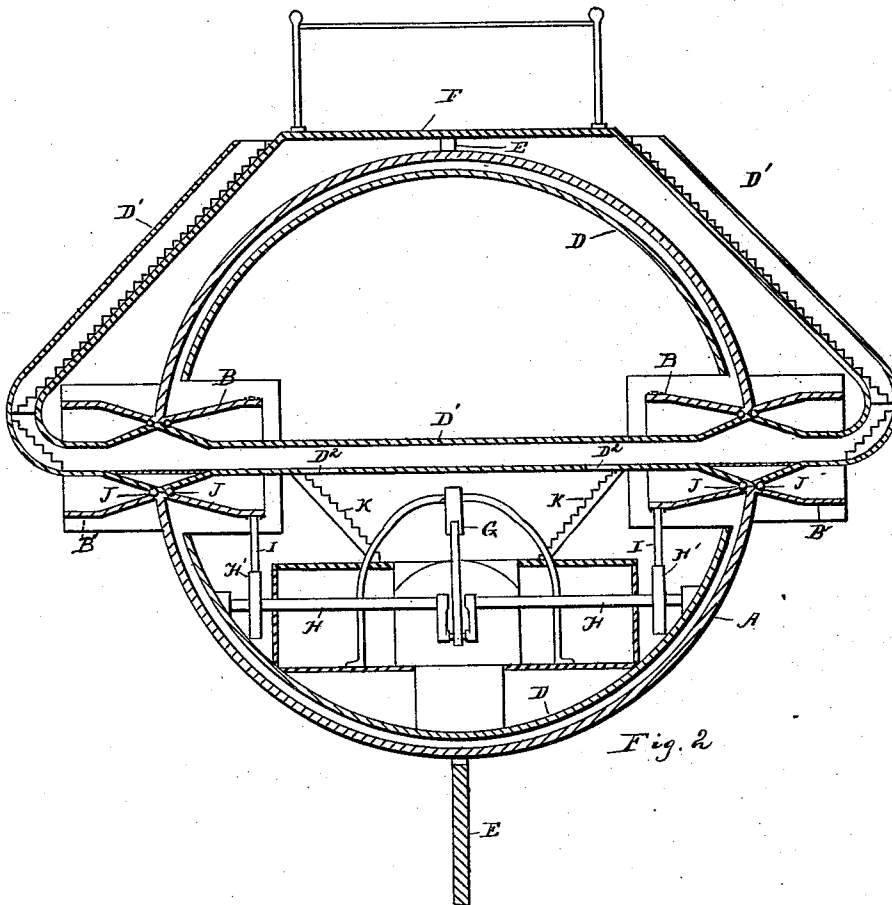
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INVENTOR

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UNITED STATES PATENT OFFICE.

ROBERT P. GARSED, OF NORRISTOWN, PENNSYLVANIA.

SHIP.

SPECIFICATION forming part of Letters Patent No. 472,991, dated April 19, 1892.

Application filed August 5, 1891. Serial No. 402,054. (No model.)

To all whom it may concern:

Be it known that I, ROBERT P. GARSED, a citizen of the United States, residing at Norristown, county of Montgomery, and State of Pennsylvania, have invented a new and useful Improvement in Ships, of which the following is a specification, and which, taken in connection with the drawings accompanying it, will enable others to understand it.

The object of my invention is to furnish a ship adapted more particularly for speed in ocean travel.

In the accompanying drawings, Figure 1 represents a side view of the device with keel and rudder shown; Fig. 2, an end sectional view showing the interior plan; and Fig. 3, a part side view without keel, rudder, or wheel-platform.

A, Figs. 1, 2, and 3, represents a spherical hollow body, preferably made of wrought-iron.

B represent funnel-shaped portions thereof. The central internal surfaces of B bear upon corresponding elevated portions of the axis D', as shown, and the outer ends B' of which help support the paddles or propeller-blades C of the ship. A, B, B', and C are integral and move when in action upon the same horizontal axis upon the advance of the ship.

D represents a similar-shaped hollow body to that of A, and with D', a tubular body or axle running centrally through it and A and then to the wheel-platform F, is integral with the keel E and said wheel-platform, which it supports.

Suitably arranged within casing D is an engine, the beam G of which actuates shaft H and pulleys or cogs H', attached to it, which in turn by belts or other cogs I engage with inner projections B of the outer casing A, and revolving the first-named integral parts gives motion to the ship, presumed to be floating. Upon the advance of the vessel the casing D, with its integral parts and contents, remains stationary, (so far as it does not revolve,) and its weight is supported upon outer casing A by ball-bearings J, so situated as to lessen friction upon such advance by revolution of said outer casing taking place.

The tubular body or axle D' has openings D², by which and the steps K, leading thereto,

ingress and egress is had to and from the vessel or the wheel-platform F.

The funnel-shaped projections B and B' are so made that a rocking of the vessel A may take place without interference with case D, its parts, or contents.

The rudder L, connected in any suitable way with the wheel M, is attached to the keel E and is operated in the usual way. The keel E, being broader beneath than above, steadies the vessel when in water and affords no target for the wind.

The tubular body or axle D' may be opened in its length from above the water-line or paddles to the wheel-platform.

The shape of the vessel may be spherical, as shown, or may be annular or other form suitable to revolve. I find that a spheroidal-shaped vessel is preferable in that it will hold its position better against the waves. The paddles or propeller-blades C may be made to extend across the body A.

When it is required to tow the vessel, it may be done by attaching a hawser to the part of keel E where hole e is shown, or lugs may be put upon the parts D'.

The upper part of inner body D may be of different shape or may be detached and sections of body A adjusted to best suit the moving of contents to or from the vessel.

It is suggested that for aerial navigation the ship might serve with the projections B' and paddles or propeller-blades C on each side independent of each other, and thus better guide the device than by the rudder shown, and in this event, the vessel being made of light material, gas could be compressed in an ample compartment possible in the construction of the vessel.

If desirable, a screw-propeller may be used instead of side wheels and the engine be supported upon the wheel-platform; also two or more spherical bodies placed in line may be used and connected together and the inner casing D may be abolished.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination of a spheroidal-shaped ship consisting of an outer revolving casing provided with lateral propeller-blades, an in-

ner non-rotating casing concentrically arranged upon a horizontal non-rotating axle with upwardly-extending extremities, a platform attached to said extremities above the casings, a keel rigidly connected to said platform and provided with a rudder, substantially as described and set forth.

2. The combination of a spheroidal-shaped ship consisting of an outer revolving casing provided with propeller-blades and an inner non-rotating casing concentrically mounted upon a hollow horizontal non-rotating axle with upwardly-extending extremities, a platform secured to said extremities above the casings, a keel with a rudder attached to said platform, and openings and stairs in said hollow axle forming a passage-way to the inner receptacle from the platform, substantially as described and set forth.

3. The combination of a spheroidal-shaped ship consisting of an outer revolving casing, an inner non-rotating casing concentrically mounted upon a hollow horizontal non-rotating axle with upwardly-extending extremities, a platform attached to said extremities above the casings, a keel fixedly secured to said platform and provided with a rudder and suitable propellers, as and for the purposes set forth.

4. The combination of a spheroidal-shaped

ship consisting of an outer revolving casing, with bearings B on the outer casing, mounted with ball bearings on a horizontal non-rotating axle with upwardly-extending extremities, lateral propeller-blades secured to portions B', an inner non-rotating casing concentrically arranged on said axle, a platform secured to said extremities above the casings, a keel provided with a rudder, and controlling-cables attached to said platform, and a crankshaft and gearing H' and I within the inner casing and connected with bearings B, substantially as described and set forth.

5. The combination of a spheroidal-shaped ship, an outer revolving and inner non-rotating casing concentrically mounted on a hollow horizontal non-rotating axle with upwardly-extending extremities, a platform secured to said extremities above the casings, an eccentrically-shaped keel provided with a rudder and attached to said platform, and a crankshaft and gearing H' and I, situated within the inner casing and connected with bearings B on the outer casing to actuate propeller-blades C and to revolve the outer casing, as and for the purposes set forth.

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Witnesses:

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