Claims:

1. A drive system for a ship, comprising at least two propulsion units (1, 2), each propulsion unit (1, 2) having a propeller (10, 20) and a drive engine (11, 21) with an above-water transmission (14, 24) connected downstream for driving the propeller (10, 20), **characterized in that** each drive engine (11, 21) can be connected to and disconnected from the associated above-water transmission (14, 24) by means of a clutch (13, 23) and between the above-water transmissions (14, 24), a switchable drive train (3) is provided by means of which in one switching state, the above-water transmissions (14, 24) can be coupled and driven jointly and in another switching state, they can be decoupled from each other and the drive train (3) is embodied as a drive shaft (30) with synchronously switchable clutches (31, 32) between the above-water transmissions (14, 24) and the drive shaft (30).

2. The drive system according to claim 1, **characterized in that** the drive shaft (30) is equipped with a drive engine (33) that is operatively connected to the drive shaft (30).

3. The drive system according to one of claims 1 or 2, **characterized in that** when the above-water transmissions (14, 24) are connected via the drive train (3), one drive engine (11) is connected to the associated above-water transmission (14) and drives the above-water transmissions (14, 24) jointly while the other drive engine (21) is decoupled.

4. The drive system according to claim 3, **characterized in that** an auxiliary unit (4) can be driven by means of the decoupled drive engine (21).

5. The drive system according to claim 4, **characterized in that** a pump or generator is provided as the auxiliary unit (4).

6. The drive system according to one of claims 1 to 5, **characterized in that** the propulsion units (1, 2) are each embodied as a rudder propeller.

7. The drive system according to one of claims 1 to 6, **characterized in that** the vessel has a hull floating in the water along a water line and the propeller (10, 20) of each propulsion unit (1, 2) is positioned under the water line and the drive engine (11, 21) and the above-water transmission (14, 24) are positioned inside the hull.

8. The drive system according to one of claims 1 to 7, **characterized in that** the drive train (3) has a reversing gear (5).

9. The drive system according to claim 8, **characterized in that** the reversing gear has at least one switchable clutch.

10. The drive system according to one of claims 8 or 9, **characterized in that** to embody the drive train (3), the reversing gear (5) can be connected to the above-water transmissions (14, 24) via universal shafts (300, 301).