

Description

This invention relates to marine propulsion apparatus as defined in the preamble of claim 1, and a method for propelling a vessel therewith.

This invention has particular but not exclusive application to the propulsion of boats and barges, and for illustrative purposes reference will be made to such application. However, it is to be understood that this invention could be used in other applications, such as ships and hovercraft. For the purposes of this specification, the term "boat" is to be taken to refer to any marine craft of any type, including the abovementioned marine craft.

Marine propulsion is normally accomplished by driving a fully-submerged horizontal-axis propeller by a prime mover such as an internal combustion engine, a steam engine or an electric motor. If the prime mover or engine is mounted within the boat, it is usually mounted in line with the propeller axis, and the boat must be tapered inward at the rear to allow water to flow into the propeller. As a consequence of these requirements, considerable space within the boat can be lost to the prime mover, and access to the engine for removal or maintenance is frequently limited. Separate steering means must also be provided, usually in the form of a rudder.

An alternative propulsion concept is the outboard motor, in which a high-mounted engine and a low-mounted propeller are mounted on a common frame which swings about a vertical pivot on the rear of a boat to provide steering. The engine and the propeller must be coupled by a transmission system, and such transmission systems can be complex, expensive and difficult to maintain. As the outboard motor has minimal self-buoyancy and is overhung on the rear of the boat, it can seriously compromise the trim of a boat to which it is fitted. High-powered outboard motors of the type which may be used to propel heavy barges and the like are very heavy and require the application of cranes for their attachment or removal.

In the case of marine vessels such as barges, which may spend a considerable portion of their time stationary, tugs may be utilised to move them as necessary. While such a process is less wasteful in terms of the numbers of prime movers necessary for a fleet of barges, there are also problems with them. A tug must be built as a stand-alone boat with crew accommodation and must be large enough to possess sea-keeping capabilities consistent with its operating environment. Thus the cost per prime mover for tug power is quite high.

There are also frequently problems coupling tugs to barges. If a tug is coupled to a barge with ropes, both vessels can respond individually to wave action, but the ability of the tug to steer the

barge is low. If a tug is coupled to a barge by a vertical pivot or a rigid coupling, the steering performance is greatly enhanced, but wave action on the tug hull loads the interface to a high degree.

In BE-A-509 672 a driving means for boats is described which can be connected with the stern of the boat. It comprises a buoyant body in which a driving machine for driving a propeller also included in the buoyant body is placed. This buoyant body is floating on the water surface and fixed at the site of the rudder of the boat. It is not navigable apart from the boat but is simply replacing the rudder.

A further device for moving boats is described in DE-B-1 295 409 comprising a buoyant body as well as driving and steering means which is also not navigable apart from the boat.

The present invention aims to alleviate the above disadvantages and to provide propulsion apparatus which will be reliable and efficient in use. Other objects and advantages of this invention will hereinafter become apparent.

Object of the present invention is a marine propulsion apparatus as defined in claim 1. Preferred embodiments are given in subclaims 2 to 16.

The connecting means restrains the unmanned marine propulsion apparatus and the vessel to which it is connected from relative movement about a transverse axis therebetween whereby buoyancy loads are transferred between said unmanned propulsion apparatus and the vessel.

Preferably, the connecting means includes a vertical steering pivot about which the enclosure may pivot relative to the boat such that the boat may be steered by pivoting the enclosure, and steering actuation means, such as a steering actuator, may be disposed between the enclosure and the boat for pivoting the enclosure. Of course, if desired, other enclosure mounting means, such as rigid attachment means, may be used if desired. Directional control means such as a rudder or a propeller nozzle may be pivotally attached to the enclosure for pivotal movement about a substantially vertical axis such that steering of the boat may be accomplished independently of movement of the enclosure, or for enhancing maneuverability of a boat to which the enclosure is pivoted.

The propulsion means may include water jets or the like, but preferably the propulsion means includes a screw propeller for simplicity. The prime mover may be mounted in the enclosure with its output shaft axis substantially coaxial with the propeller axis such that a straight drive shaft may be used for economy and simplicity. Of course, if desired, other configurations of drive means such as Z-drives, chain drives or gear drives may be used. If desired, the prime mover may include a reduction and/or reversing gearbox for controlling

propeller speed and direction, and may advantageously include a thrust bearing for absorbing thrust from the propeller.

The prime mover may be of any desired type, such as an electric motor, a hydraulic motor or a steam engine. It is preferred, however, that the prime mover include an internal combustion motor whereby minimal auxiliary prime mover apparatus need be added to the boat. If desired, auxiliary apparatus such as a fuel tank for the engine, a bilge pump for the enclosure, enclosure ventilation apparatus, and motor cooling apparatus may be included in the propulsion apparatus such that the latter may be substantially self-contained and may be operated independently of the boat if desired.

The prime mover may also include transmission means including gearing for speed-matching a desired motor to a desired propeller, a clutch for disengaging the drive and reverse-drive gearing for selecting forward or reverse drive. Suitably, the transmission means is in the form of a standard marine transmission close-coupled to the motor such that standard components may be utilised, that the length of the prime mover may be minimised, and that its thrust bearing may be utilised for transferring propulsion loads to the enclosure. Suitably, the prime mover and/or the marine transmission is provided with remote control means whereby its functions may be controllable from the boat.

The enclosure may be free-flooding if desired, and may be utilised in conjunction with a waterproof prime mover. Preferably, however, the enclosure is formed as a substantially watertight enclosure having all significant openings above the expected operating water immersion level such that a standard prime mover may be utilised and such that the displacement of the enclosure may provide hydrostatic support for the propulsion apparatus. The underwater portion and the above-water portion of the enclosure are preferably of substantially identical horizontal cross-section whereby displacement changes for the enclosure due to vertical movement of the boat may be minimised. It is also preferred that the enclosure be substantially teardrop-shaped in horizontal section throughout the underwater and above-water sections for minimal fluid drag during movement in water. The prime mover may be disposed substantially medially in the enclosure and the longitudinal side wall sections may be flattened and pass closely adjacent to the prime mover such that the horizontal cross-section of the enclosure is minimised whereby buoyancy change with depth of immersion may be minimised. If desired the longitudinal side walls may be spaced from the prime mover a distance sufficient to permit physical access to the opposed sides of the prime mover for in-situ maintenance and repair. Walkways may be provided extending

between the prime mover and the side walls to facilitate such access.

The above-water portion may be formed with minimal clearance above an operating water level, but it is preferred that the height of the above-water portion be sufficient to maintain the upper end thereof above water when the propulsion apparatus is connected to a laden vessel, such that air vents for supplying air to the prime mover may be formed thereon, whereby an air-consuming prime mover may operate satisfactorily. The air vents and any other access openings external to the enclosure may be provided with closure means such as covers or flaps for excluding the ingress of water when the propulsion apparatus is not operating.

If desired, the enclosure may be formed of a displacement and shape such that it may float independently of the boat as a stable marine vessel whereby it may be placed in attachable juxtaposition to a boat with minimal requirement for heavy lifting equipment. The enclosure may include ballast placed in any desired portion thereof for adjusting the weight or load distribution of the propulsion apparatus. The enclosure may be formed with clearance between selected portions of its inner surface and the prime mover such that a maintenance access space is formed around the latter such that it may be maintained or repaired without compromising the watertight state of the enclosure.

The enclosure may be provided with vertical adjustment means such as slides such that the height of the propulsion apparatus may be adjusted relative to the boat whereby the position of the propeller relative to the surface of the water may be adjusted to a desired value during variations in the loading condition of the boat. A vertical adjustment actuator disposed between the propulsion apparatus and the boat may be provided for adjusting the height of the propulsion apparatus relative to the boat.

The enclosure may also include buoyancy control means, such as a water ballast tank and a pump whereby the displacement of the propulsion apparatus may be selectively varied such that the latter may be brought into vertical alignment with a boat during the attachment process.

In another aspect, this invention resides in a method of propelling a vessel including:-

providing an unmanned marine propulsion apparatus as defined above;

floating said unmanned marine propulsion apparatus to the vessel;

connecting said enclosure to the vessel, and operating said prime mover to propel the vessel.

In order that this invention may be more easily understood and put into practical effect, reference will now be made to the accompanying drawings

which illustrate a preferred embodiment of the invention, wherein:-

FIG. 1 is a sectional side view of a marine propulsion apparatus according to the invention;
FIG. 2 is a top view of the marine propulsion apparatus of FIG. 1, and

FIG. 3 is a rear view of the marine propulsion apparatus illustrated in FIGS. 1 and 2.

As shown in FIGS. 1, 2 and 3, the marine propulsion apparatus 10 includes a prime mover assembly 11 comprising an internal combustion motor 12 and a marine transmission 13 supported on mounting rails 14 within an enclosure 15. A stern tube 16 projecting from the rear of the enclosure supports a propeller shaft 17 for rotational motion therein, and is coupled to the marine transmission 13 by a cardan shaft 18. The propeller shaft 17 supports a propeller 20 at its rear end. A shaft seal 21 minimises ingress of water into the enclosure 15 through the stern tube 16. A nozzle 22 mounted about the propeller 20 enhances its thrust under particular operating conditions and is pivoted to the enclosure 15 at upper and lower portions permitting it to be swivelled sideways for steering the propulsion apparatus 10.

The enclosure 15 is formed with a flat base 23 for stable support of the propulsion apparatus 10 while in storage, or during transport, such as on a truck. The front wall 24 of the enclosure 15 is formed as a smooth curve for minimising hydrodynamic drag, and the side walls 25 taper to a chisel-like vertical edge 26 at the rear of the enclosure for minimising resistance to water inflow to the propeller 20.

An access aperture 27 of sufficient size to permit removal or replacement of the prime mover assembly 11 is formed in the top wall 30 of the enclosure, and in operation is covered by a splash-proof cover 31. An air intake 32 and an aperture for an exhaust pipe 33 are also formed in the cover 31. Concrete ballast 34 is placed beneath the prime mover assembly 11 for adjusting the weight and balance of the propulsion apparatus 10.

Attachment pivots 35 are attached to the front wall 24 and may be coupled to a boat bracket 36 by pivot pins 37. The boat bracket 36 may be formed integral with a boat 40, or attached permanently or temporarily to a boat which may require the addition of propulsion apparatus. Preferably, the boat bracket 36 is fitted to the boat 40 at a height such that the flat base 23 is flush with or above the keel 41 of the boat 40 such that the draught of the powered vessel is no greater than that of the unpowered vessel. A nozzle steering actuator 42 is connected between the nozzle 22 and the enclosure 15 to swivel the latter transversely for steering purposes.

The propulsion apparatus 10 may be installed by lowering it into the water and floating it into position with the attachment pivots 35 aligned with the boat bracket 36. The pivot pins 37 are then fitted. A steering actuator 43 is then connected, along with control cables (not shown), and the propulsion apparatus 10 is ready for use. If the propulsion apparatus 10 must be transported to the boat 40, it may be operated independently as a boat by controlling the motor 12 locally and steering the enclosure 15 locally using the nozzle actuator 42.

Claims

1. Marine propulsion apparatus (10) for a vessel (40) including a buoyant enclosure, a prime mover (11) enclosed in said buoyant enclosure (15) and adapted to drive a propulsion assembly (16-21), and connecting means (35) for selectively coupling said enclosure (15) to the stern (36) of said vessel (40), characterised in that said buoyant enclosure (15) is navigable apart from said vessel (40) and said connecting means (35) supports said buoyant enclosure (15) for steering movement about the centreline of the vessel (40) and restrains said enclosure (15) against vertical movement relative to said vessel (40).
2. Marine propulsion apparatus as claimed in Claim 1, wherein buoyancy loads are transferred between said buoyant enclosure (15) and the vessel (40).
3. Marine propulsion apparatus as claimed in Claim 1 or Claim 2, wherein said buoyant enclosure (15) is of substantially identical horizontal section in both its normally immersed portion and its freeboard portion.
4. Marine propulsion apparatus as claimed in any one of the preceding claims, wherein said enclosure (15) has a substantially constant tear-drop horizontal section throughout said normally immersed and freeboard portions.
5. Marine propulsion apparatus as claimed in Claim 4, wherein said prime mover (11) is disposed substantially medially in said enclosure (15) and the longitudinal side wall (25) sections of said enclosure (15) are flattened and pass closely adjacent said prime mover (11).
6. Marine propulsion apparatus as defined in any one of the preceding claims, wherein the longitudinal side walls (25) are spaced from said



which illustrate a preferred embodiment of the invention, wherein:-

FIG. 1 is a sectional side view of a marine propulsion apparatus according to the invention;

FIG. 2 is a top view of the marine propulsion apparatus of FIG. 1, and

FIG. 3 is a rear view of the marine propulsion apparatus illustrated in FIGS. 1 and 2.

As shown in FIGS. 1, 2 and 3, the marine propulsion apparatus 10 includes a prime mover assembly 11 comprising an internal combustion motor 12 and a marine transmission 13 supported on mounting rails 14 within a enclosure 15. A stern tube 16 projecting from the rear of the enclosure supports a propeller shaft 17 for rotational motion therein, and is coupled to the marine transmission 13 by a cardan shaft 18. The propeller shaft 17 supports a propeller 20 at its rear end. A shaft seal 21 minimises ingress of water into the enclosure 15 through the stern tube 16. A nozzle 22 mounted about the propeller 20 enhances its thrust under particular operating conditions and is pivoted to the enclosure 15 at upper and lower portions permitting it to be swivelled sideways for steering the propulsion apparatus 10.

The enclosure 15 is formed with a flat base 23 for stable support of the propulsion apparatus 10 while in storage, or during transport, such as on a truck. The front wall 24 of the enclosure 15 is formed as a smooth curve for minimising hydrodynamic drag, and the side walls 25 taper to a chisel-like vertical edge 26 at the rear of the enclosure for minimising resistance to water inflow to the propeller 20.

An access aperture 27 of sufficient size to permit removal or replacement of the prime mover assembly 11 is formed in the top wall 30 of the enclosure, and in operation is covered by a splash-proof cover 31. An air intake 32 and an aperture for an exhaust pipe 33 are also formed in the cover 31. Concrete ballast 34 is placed beneath the prime mover assembly 11 for adjusting the weight and balance of the propulsion apparatus 10.

Attachment pivots 35 are attached to the front wall 24 and may be coupled to a boat bracket 36 by pivot pins 37. The boat bracket 36 may be formed integral with a boat 40, or attached permanently or temporarily to a boat which may require the addition of propulsion apparatus. Preferably, the boat bracket 36 is fitted to the boat 40 at a height such that the flat base 23 is flush with or above the keel—41—of the boat 40 such that the draught of the powered vessel is no greater than that of the unpowered vessel. A nozzle steering actuator 42 is connected between the nozzle 22 and the enclosure 15 to swivel the latter transversely for steering purposes.

The propulsion apparatus 10 may be installed by lowering it into the water and floating it into position with the attachment pivots 35 aligned with the boat bracket 36. The pivot pins 37 are then fitted. A steering actuator 43 is then connected, along with control cables (not shown), and the propulsion apparatus 10 is ready for use. If the propulsion apparatus 10 must be transported to the boat 40, it may be operated independently as a boat by controlling the motor 12 locally and steering the enclosure 15 locally using the nozzle actuator 42.

Claims

1. Marine propulsion apparatus (10) for a vessel (40) including a buoyant enclosure, a prime mover (11) enclosed in said buoyant enclosure (15) and adapted to drive a propulsion assembly (16-21), and connecting means (35) for selectively coupling said enclosure (15) to the stern (36) of said vessel (40), characterised in that said buoyant enclosure (15) is navigable apart from said vessel (40) and said connecting means (35) supports said buoyant enclosure (15) for steering movement about the centreline of the vessel (40) and restrains said enclosure (15) against vertical movement relative to said vessel (40).
2. Marine propulsion apparatus as claimed in Claim 1, wherein buoyancy loads are transferred between said buoyant enclosure (15) and the vessel (40).
3. Marine propulsion apparatus as claimed in Claim 1 or Claim 2, wherein said buoyant enclosure (15) is of substantially identical horizontal section in both its normally immersed portion and its freeboard portion.
4. Marine propulsion apparatus as claimed in any one of the preceding claims, wherein said enclosure (15) has a substantially constant tear-drop horizontal section throughout said normally immersed and freeboard portions.
5. Marine propulsion apparatus as claimed in Claim 4, wherein said prime mover (11) is disposed substantially medially in said enclosure (15) and the longitudinal side wall (25) sections of said enclosure (15) are flattened and pass closely adjacent said prime mover (11).
6. Marine propulsion apparatus as defined in any one of the preceding claims, wherein the longitudinal side walls (25) are spaced from said



- prime mover (11) a distance sufficient to permit physical access to the opposed sides of said prime mover (11).
7. Marine propulsion apparatus as claimed in Claim 5 or Claim 6, wherein a walkway extends between said side walls (25) and said prime mover (11).
 8. Marine propulsion apparatus as claimed in any one of the preceding claims, wherein the height of said freeboard portion is sufficient to maintain the upper end thereof above the water when said bouyant enclosure (15) is connected to a laden vessel (40).
 9. Marine propulsion apparatus as claimed in any one of the preceding claims, wherein said freeboard portion is provided with air vents adjacent its upper end through which air may be supplied to said prime mover (11).
 10. Marine propulsion apparatus as claimed in any one of the preceding claims, wherein said connecting means (35) includes a steering pivot having a substantially vertical steering axis and wherein there is provided steering actuation means (42) connected between said enclosure and the vessel.
 11. Marine propulsion apparatus as claimed in any one of the preceding Claims, wherein said propulsion assembly (16-21) includes is a marine propeller (20) and said prime mover (11) is mounted with its output shaft (18) axis substantially coaxial with the propeller axis.
 12. Marine propulsion apparatus as claimed in any one of the preceding claims and including directional control means attached to said enclosure (15).
 13. Marine propulsion apparatus as claimed in Claim 12, wherein said directional control means includes a rudder or propeller nozzle (22) pivotally attached to said enclosure for pivotal movement about a substantially vertical axis.
 14. Marine propulsion apparatus as claimed in any one of the preceding claims and including remote control means for operating said prime mover (11).
 15. Marine propulsion apparatus as claimed in any one of the preceding claims, wherein said prime mover (11) is an internal combustion engine (12) and said enclosure (15) supports a fuel tank for said engine (12).
 16. Marine propulsion apparatus as claimed in Claim 15, wherein all air access openings to the exterior of said enclosure (15) are provided with closure means.
 17. A method of propelling a vessel including:-
 - providing a marine propulsion apparatus (10) as defined in any one of the preceding claims;
 - floating said marine propulsion apparatus (10) to the vessel (40);
 - connecting said enclosure (15) to the vessel (40), and
 - operating said prime mover (11) to propel the vessel (40).

Patentansprüche

1. Schiffantriebsvorrichtung (10) für ein Schiff (40), die ein schwimmfähiges Gehäuse, eine im schwimmfähigen Gehäuse (15) enthaltene Antriebsmaschine (11), die dem Antrieb eines Antriebsaufbaus (16-21) dient, und eine Verbindungseinrichtung (35) zur selektiven Verbindung des Gehäuses (15) mit dem Heck (36) des Schiffs (40) umfaßt, dadurch gekennzeichnet, daß das schwimmfähige Gehäuse (15) getrennt vom Schiff (40) lenkbar ist und daß die Verbindungseinrichtung (35) das schwimmfähige Gehäuse (15) für die Lenkbewegung um die Mittellinie des Schiffs (40) hält und die senkrechte Bewegung des Gehäuses (15) gegenüber dem Schiff (40) dämpft.
2. Schiffantriebsvorrichtung nach Anspruch 1, wobei Antriebsbelastungen zwischen dem schwimmfähigen Gehäuse (15) und dem Gefäß (40) übertragen werden.
3. Schiffantriebsvorrichtung nach Anspruch 1 oder Anspruch 2, wobei sowohl der normalerweise eingetauchte Abschnitt als auch der Freibordabschnitt des schwimmfähigen Gehäuses (15) einen im wesentlichen identischen waagerechten Querschnitt aufweisen.
4. Schiffantriebsvorrichtung nach einem der vorstehenden Ansprüche, wobei das Gehäuse (15) innerhalb des normalerweise eingetauchten Abschnittes und des Freibord-Abschnittes an einen im wesentlichen konstant tropfenförmigen waagerechten Querschnitt aufweist.
5. Schiffantriebsvorrichtung nach Anspruch 4, wobei die Antriebsmaschine (11) im wesentlichen in der Mitte im Gehäuse (15) angeordnet ist



und die Längsseitenwandabschnitte (25) des Gehäuses (15) abgeflacht sind und dicht neben der Antriebsmaschine (11) verlaufen.

6. Schiffantriebsvorrichtung nach einem der vorstehenden Ansprüche, wobei die Längsseitenwände (25) in einem ausreichenden Abstand von der Antriebsmaschine (11) getrennt sind, so daß ein körperlicher Zugriff zu den entgegengesetzten Seiten der Antriebsmaschine (11) möglich ist.

7. Schiffantriebsvorrichtung nach Anspruch 6, wobei zwischen den Seitenwänden (25) und der Antriebsmaschine (11) ein Gang verläuft.

8. Schiffantriebsvorrichtung nach einem der vorstehenden Ansprüche, wobei die Höhe des Freibordabschnittes ausreichend ist, so daß dessen oberes Ende über dem Wasser bleibt, wenn das schwimmfähige Gehäuse (15) mit einem beladenen Schiff (40) verbunden wird.

9. Schiffantriebsvorrichtung nach einem der vorstehenden Ansprüche, wobei der Freibordabschnitt neben seinem oberen Ende mit Luftlöchern versehen ist, durch die der Antriebsmaschine (11) Luft zugeführt werden kann.

10. Schiffantriebsvorrichtung nach einem der vorstehenden Ansprüche, wobei die Verbindungseinrichtung (35) einen Lenkzapfen mit einer im wesentlichen senkrechten Lenkachse umfaßt, und eine Lenkbetätigungseinrichtung (42) vorgesehen ist, die zwischen dem Gehäuse und dem Schiff eingebunden ist.

11. Schiffantriebsvorrichtung nach einem der vorstehenden Ansprüche, wobei der Antriebsaufbau (16-21) einen Schiffspropeller (20) umfaßt und die Ausgangswelle (18) der Antriebsmaschine (11) im wesentlichen koaxial mit der Propellerachse verbunden ist.

12. Schiffantriebsvorrichtung nach einem der vorstehenden Ansprüche, die eine an das Gehäuse (15) angebrachte Einrichtung zur Rückleitungsauslösung umfaßt.

13. Schiffantriebsvorrichtung nach Anspruch 12, wobei die Einrichtung zur Rückleitungsauslösung ein Ruder oder eine Propellerdüse (22) umfaßt, die zur Schwenkbewegung um eine im wesentlichen senkrechte Achse schwenkbar an das Gehäuse angebracht ist.

14. Schiffantriebsvorrichtung nach einem der vorstehenden Ansprüche, die eine Fernbedie-

nungseinrichtung zur Betätigung der Antriebsmaschine (11) umfaßt.

15. Schiffantriebsvorrichtung nach einem der vorstehenden Ansprüche, wobei die Antriebsmaschine (11) ein Verbrennungsmotor (12) ist und das Gehäuse (15) einen Treibstoffbehälter für den Motor (12) trägt.

16. Schiffantriebsvorrichtung nach Anspruch 15, wobei alle Öffnungen des Luftwegs zur Außenseite des Gehäuses (15) mit Verschlubeinrichtungen versehen sind.

17. Verfahren zum Antrieb eines Schiffs, welches umfaßt:

Bereitstellen einer Schiffantriebsvorrichtung (10) nach einem der vorstehenden Ansprüche;

Gleitenlassen der Schiffantriebsvorrichtung (10) zum Schiff (40);

Verbinden des Gehäuses (15) mit dem Schiff (40); und

Betätigen der Antriebsmaschine (11), wodurch das Schiff (40) angetrieben wird.

Revendications

1. Appareil (10) de propulsion marin destiné à un navire (40) comprenant une enceinte flottante (15), un premier dispositif de déplacement (11) logé dans cette enceinte flottante (15) et adapté pour entraîner un ensemble (16 à 21) de propulsion, et des moyens (35) de liaison pour accoupler de manière sélective cette enceinte (15) à la poupe (36) du navire (40), caractérisé en ce que l'enceinte flottante (15) peut naviguer en étant espacée du navire (40) et lesdits moyens (35) de liaison supportent l'enceinte flottante (15) pour obtenir un mouvement directionnel par rapport à l'axe longitudinal du navire (40) et ces moyens (35) limitent un mouvement vertical de l'enceinte (15) par rapport au navire (40).

2. Appareil de propulsion marin selon la revendication 1, dans lequel les charges flottantes sont transférées entre cette enceinte flottante (15) et le navire (40).

3. Appareil de propulsion marin selon la revendication 1 ou 2, dans lequel l'enceinte flottante (15) est sensiblement identique en section horizontale prise dans chacun de ses tronçons normalement immergé et de franc-bord.

4. Appareil de propulsion marin selon l'une quelconque des revendications précédentes, dans



- lequel l'enceinte (15) possède une section horizontale en forme de larme sensiblement constante à travers les tronçons normalement immergés et de franc-bord.
5. Appareil de propulsion marin selon la revendication 4, dans lequel le premier dispositif de déplacement (11) est placé sensiblement de manière médiane dans l'enceinte (15) et les tronçons des parois (25) latérales longitudinales de l'enceinte (15) sont plats et sont placés au voisinage proche du premier dispositif de déplacement (11). 5
 6. Appareil de propulsion marin selon l'une quelconque des revendications précédentes, dans lequel les parois latérales longitudinales (25) sont espacées du premier dispositif de déplacement (11) d'une distance suffisante pour permettre, à un opérateur, l'accès aux cotés opposés du premier dispositif de déplacement (11). 10
 7. Appareil de propulsion marin selon la revendication 5 ou 6, dans lequel un passage s'étend entre les parois latérales (25) et le premier dispositif de déplacement (11). 15
 8. Appareil de propulsion marin selon l'une quelconque des revendications précédentes, dans lequel la hauteur du tronçon de franc-bord est d'une valeur suffisante pour maintenir l'extrémité supérieure de ce tronçon au-dessus de l'eau lorsque l'enceinte flottante (15) est reliée à un navire (40) chargé. 20
 9. Appareil de propulsion marin selon l'une quelconque des revendications précédentes, dans lequel le tronçon de franc-bord est muni d'orifices de ventilation voisins de son extrémité supérieure à travers lesquels l'air peut être fourni au premier dispositif de déplacement (11). 25
 10. Appareil de propulsion marin selon l'une quelconque des revendications précédentes, dans lequel les moyens (35) de liaison comprennent un pivot de direction possédant un axe de direction sensiblement vertical et dans lequel est prévu des moyens d'actionnement en direction reliés entre l'enceinte et le navire. 30
 11. Appareil de propulsion marin selon l'une quelconque des revendications précédentes, dans lequel l'ensemble (16 à 21) de propulsion comprend une hélice marine (20) et le premier dispositif de déplacement (11) est fixé de manière à ce que l'axe de son arbre (18) de 35
 - sortie soit sensiblement coaxial avec l'arbre d'hélice.
 12. Appareil de propulsion marin selon l'une quelconque des revendications précédentes et comprenant des moyens de commande directionnels fixés à cette enceinte (15). 40
 13. Appareil de propulsion marin selon la revendication 12, dans lequel les moyens de commande directionnels comprennent un gouvernail ou une tuyère Kort (22) fixés de manière pivotante à ladite enceinte pour obtenir un mouvement de pivotement autour d'un axe sensiblement vertical. 45
 14. Appareil de propulsion marin selon l'une quelconque des revendications précédentes et comportant des moyens de commande à distance destinés à faire fonctionner le premier dispositif de déplacement (11). 50
 15. Appareil de propulsion marin selon l'une quelconque des revendications précédentes, dans lequel le premier dispositif de déplacement (11) est un moteur (12) à combustion interne et l'enceinte (15) supporte un réservoir de combustible destiné à ce moteur (12). 55
 16. Appareil de propulsion marin selon la revendication 15, dans lequel toutes les ouvertures des passages d'air vers l'extérieur de l'enceinte (15) sont munies de moyens de fermeture.
 17. Procédé de propulsion d'un navire comprenant les étapes consistant à :
 - disposer d'un appareil (10) de propulsion marin tel que défini selon l'une quelconque des revendications précédentes ;
 - faire flotter ledit appareil (10) de propulsion marine destiné à un navire (40) ;
 - lier cette enceinte (15) au navire (40) ; et
 - faire fonctionner le premier dispositif de déplacement (11) pour propulser le navire (40).