

(12)

## Description

This invention relates to an improved watercraft configured as a multihull vessel at slow speed or at rest which changes its configuration at cruising speed to a foil stabilized monohull. The vessel of this invention is intended to increase fuel efficiency at cruising speed by reducing drag while providing foil stabilizers. The stabilizers reduce roll to nearly zero, permit a smaller overall beam and provide for increased manoeuvrability including banked turns.

Multihulled vessels such as catamarans or trimarans which use one or more outboard hulls for stabilization have been known for many years. In addition, hydrofoil vessels have also been known for many years. In hydrofoil vessels the foils normally raise the hull above water at cruising speeds and provide support whereby at low speeds the vessel rests on the water, and at high speeds the vessel rises from the water to be supported by the upward thrust upon the foils. A vessel of this type and according to the pre-characterising part of claim 1 is known from GB-A-1273143. Such vessels have encountered difficulties in docking, or in shallow water, due to the need to raise the foils. The foils on which the boat rides at high speeds are carried on struts which project beneath the boat hull. Therefore, when the boat is hull borne, an appreciable depth of water is required unless a means for raising the foils is also provided. This is the principal problem addressed, for example, in US-A-3,354,857, 3,425,383, 3,456,611 and 3,081,728.

The conventional hydrofoil structure, however, is in sharp contrast to the foil stabilized monohull of this invention as described in claim 1. It has been discovered that the outboard float stabilizers of this invention can provide a stable craft at slow speeds or at rest, but may be altered at high speeds to form a foil stabilized monohull vessel with greatly reduced drag for increased fuel efficiency, manoeuvrability, and roll stability at high speeds.

The device of this invention includes a central hull which supports a deck thereover. The deck and hull are preferably interconnected by struts forming a truss for support. The hull mounts preferably forward and stern rudders and forward, central and stern propellers driven by conventional engines. The hull may also be submersible or semi-submersible in that it may be provided with a pump means for flooding or evacuating compartments in the interior so that the hull may operate as a ballast tank also.

The deck disposed over the hull may include passenger compartments, storage compartments, and space for parking automobiles.

Stability for the vessel is provided by outrigger means. The outrigger means includes, preferably, a plurality of floats and a plurality of stabilizer foils. The floats are intended to stabilize the vessel at low speeds, and to be lifted from the water or otherwise removed to reduce drag at high speeds. The stabilizer foils function solely to

stabilize and manoeuvre the vessel.

Accordingly, it is an object of this invention to provide a sea-going vessel configured as a multihull vessel at slow speeds or at rest and as a foil stabilized monohull at higher speeds or cruising speeds.

It is another object of this invention to provide a vessel having outrigger float means which may be used to assist in stabilization at low speeds or at rest, but at high speeds may be altered to eliminate or reduce drag caused thereby.

It is yet another object of this invention to provide a watercraft having a monohull with a deck mounted thereover, the monohull being semi-submersible and stabilized by outrigger mounted foils.

It is yet another object of this invention to provide a vessel having a central monohull mounting a deck thereover and outriggers, which outriggers include movable floats which may be raised from the water at high speeds and stabilizer foils which stabilize the vessel against roll and assist in manoeuvrability.

Moveable floats are per se known from GB-A-1 273 143 and DE-A-1 506 728, however in connection with hydrofoil-supported vessel hulls. According to the present invention therefore, there is provided a monohull vessel comprising a central elongate hull and propulsion and rudder means mounted on said hull; deck means mounted on said hull and disposed thereover, for housing passengers, crew, or cargo and first and second outrigger means mounted, respectively, at the port and starboard sides of said deck means characterised in that said outrigger means includes stabilizer foils adapted to stabilize said vessel against roll, and float means for stabilizing said vessel when said vessel is at rest or at low speeds, and means carried by said vessel for minimizing drag created by said float means when said vessel is at cruising speed by eliminating support for said vessel by said float means whereby at cruising speed said vessel will be supported by said hull and stabilized by said foils.

Embodiments of the invention will now be described, by way of example, with reference to the accompanying drawings, in which:—

Fig. 1 is a perspective view of a preferred embodiment of a foil stabilized monohull vessel according to the invention;

Fig. 2 is a side view of the vessel of Fig. 1;

Fig. 3 is a front view of the vessel of Fig. 1 illustrating movement of the floats in phantom;

Fig. 4 is a perspective view of an alternate embodiment of this invention;

Fig. 5 is a front view of the embodiment of Fig. 4;

Fig. 6 is a front view of yet an alternative embodiment of this invention;

Fig. 7 is a fragmentary view of yet another embodiment of this invention showing an inflatable float in the inflated position; and

Fig. 8 is a fragmentary view similar to Fig. 7 showing the float in deflated condition.

Referring to the drawings, and to Figs. 1 to 3 in particular, the vessel 10 in general comprises a main hull 12 which may be hollow and may be filled or emptied with water as needed for ballast with a pump means (not shown) of conventional design. The main hull 12 supports a deck 14 which is intended to be of considerable size. Deck 14 may support a bridge 16 and/or storage compartments (not shown). In addition, deck 14 could support cars if the vessel is to be used as a ferry. The deck may also include a lower passenger area 18 as desired.

As shown in Fig. 2, the hull 12 typically mounts forward and stern rudders 20 and 22, and the means for propelling the vessel. In this embodiment forward, mid-ship and stern propellers 24, 26 and 28 are provided which may be driven by conventional diesel engines 30, or other power means as obvious to those skilled in the art.

As shown in Fig. 3, the main hull 12 supports the deck 14 by interconnecting cord support members (not shown), and additional vertical supports 32. In addition, the vessel is stabilized by outrigger means 34 depending from the port and starboard sides of deck 4 and interconnected with main hull 12 by lateral supports 36.

The port and starboard outrigger means are identical, and in this embodiment include forward and rear torpedo-shaped floats 38 and 40 (see Figs. 1 and 2), and forward, mid-ship, and rear stabilizer foils 42, 44 and 46. Each stabilizer foil depends from a substantially vertical mount 43, 45 and 47 respectively, attached to the deck 14, and secured to the main hull 12, as shown in Fig. 3. The forward float 38 is movably mounted between supports 43 and 45, and then rear float 40 is movably mounted between vertical supports 45 and 47. The floats 38, 40 are attached to the lateral supports 36 by support members 50 (Fig. 3) which include a joint 52 whereby the float members may be rotated out of engagement with the water from the position shown in Figs. 1 to 3 to the position shown in phantom in Fig. 3. The means (not shown) for moving the floats may be a conventional hydraulic piston or other means which will be obvious to those skilled in the art. In addition, floats 38 and 40 need not be fully rotated to the position shown in phantom in Fig. 3. They may be moved only upwardly, out of engagement with the surface of the water, to eliminate drag on the vessel 10 at high speeds or cruising speed.

As described above, stabilizer foils 42, 44 and 46 are primarily intended to stabilize the vessel 10 and may be controlled so that port and starboard stabilizers are continually operating in opposite directions to thereby nearly eliminate roll of the vessel. In addition, as will be obvious to those skilled in the art, at cruising speeds, the stabilizers may be used to make a banked turn.

It must be emphasized that the foil stabilizers 42, 44 and 46 do not support the vessel as in the case of hydro-foils. The main hull 12 supports the vessel and the foils are merely utilized for stabilization. At low speeds compartments in the centre hull may be flooded and the floats 38 and

40 lowered. Then, at cruising speed, the main hull will be pumped out for buoyancy, the floats 38 and 40 rotated out of the water to reduce drag, and the port and starboard stabilizers 42, 44 and 46 utilized to stabilize the vessel. Manoeuvring is further assisted in the conventional fashion by use of propellers 24, 26, and 28, in combination with forward and rear rudders 20 and 22. Meanwhile, roll is controlled by the stabilizers 42, 44 and 46 which as described above, are oppositely angled on opposite sides of the vessel and are continually changed in angle to reflect the condition of the vessel.

It is contemplated that the angle of the foil stabilizers will be controlled mechanically, or may be computerized, as will be obvious to those skilled in the art.

Referring now to Figs. 4 and 5, an alternative embodiment of this invention substitutes a single outrigger float 60 disposed on each side of the vessel. The identical stabilizer foils 42, 44 and 46 are provided as well as their supports 43, 45 and 47, on each side of the vessel. However, in this embodiment, float 60 is slidably received on the vertical supports 43, 45 and 47 and is intended to move from the position shown in Fig. 5, to the position shown in Phantom in Fig. 5 as the vessel changes from a slow speed or rest condition to high speed or cruising condition. The floats 60 similarly stabilize the vessel at low speeds or at rest as described above relative to floats 38 and 40, and drag is reduced at cruising speed by vertically raising the float 60 by any conventional means (not shown) such as a hoist, winch, or the like.

In this embodiment there is illustrated a twin propeller 62 at the forward position and a twin propeller 64 at the rear position to propel the vessel. The propellers are driven in a conventional fashion and, as will be obvious to those skilled in the art, rudders 66 are provided.

In another alternative embodiment, described with reference to Fig. 6, float members 68 are permanently mounted on the deck 14 on the starboard and port sides. These float members do not move. Instead, the vessel is raised or lowered by flooding or evacuating the main hull 12. Accordingly, at rest or at low speeds hull 12 will be flooded, and the water level will be as shown at reference No. 70. In order to reduce drag at high speeds, the hull is evacuated causing the vessel to rise to the position shown at the water level 72. In either position stabilizers 42, 44 and 46 as shown in other embodiments are utilized.

Finally, yet another embodiment is shown in Figs. 7 and 8. This embodiment is similar to that described with reference to Fig. 4 except that the float members 74 of this embodiment are not slidable on the vertical supports 43, 45 and 47. Instead, the float members 74 are inflatable structures. Accordingly at rest or slow speeds float members 74 are inflated and appear to be identical or approximate the structure shown in Fig. 4. In order to reduce drag, however, at high speeds, the float members 74 are deflated as shown in

14

Fig. 8. The difference then between the embodiment of Figs. 4 and 5 and Figs. 7 and 8 appears at high speeds or cruising speed. In the embodiment of Figs. 4 and 5, the float is raised vertically out of the water to the position shown in phantom in Fig. 5. In the embodiment of Figs. 7 and 8, the float 74 is deflated to form a streamlined structure as illustrated in Fig. 8.

Accordingly, four embodiments of this invention have been presented. In each of the four embodiments the stabilizing foils are not utilized to raise the vessel as in the case of a hydrofoil, but rather to stabilize the vessel. Therefore, the foils being outboard of the main hull will act in opposite directions to stabilize the main hull, normally. At cruising speed the foils and their vertical supports present only minimal drag, and the overall outrigger means consists of only the foils and their vertical supports. At slow speeds or at rest the float members contact the water so that the outrigger means consists of the combination of the floats and the foils with their vertical supports.

Therefore, in the embodiments of Figs. 1 to 3, 4 and 5, and 7 and 8, the main hull supports the vessel at all times and the overall draft does not increase substantially between the low speed or rest condition and the cruising speed condition. In the embodiment of Fig. 6 the vessel does translate between a high and a low condition. However, the foils do not raise and lower the vessel. In the high condition or cruising speed condition the main hull is substantially evacuated or pumped empty of ballast water. When the main hull is filled with water the vessel enters the low condition wherein the floats mounted on the deck provide the increased stability necessary.

However, the embodiment of Figs. 1 to 3 is preferred. In this embodiment the float members are separately mounted and raised or lowered as desired. Similarly, in the embodiment of Figs. 4 and 5 the float members are raised and lowered, but are not separately mounted and the vertical supports for the foils also directly support the float members.

In contrast, in the embodiment of Figs. 7 and 8, the float members are not raised and lowered, but rather inflated and deflated to provide stability when required at low speeds or at rest, and at cruising speed to reduce drag to a minimum as shown in Fig. 8.

As a result, the vessel as hereinbefore described in its various embodiments achieves many of the desired qualities of catamarans or trimarans at low speeds or at rest, and at high speeds provides drastically reduced drag without losing roll stability. If, for example, the vessel, at high speed, begins listing to port, the port side foils will be rotated to an angle of attack which provides lift or upward thrust while the starboard side foils will take on an angle of attack which provides downward thrust. The change of angle of attack will then tend to right the vessel. As will be obvious to those skilled in the art, in large vessels an automatic control system for the foils

would be desirable, although power assisted manual controls could be utilized.

As also will be obvious to those skilled in the art the preferred embodiment has three pairs of opposed stabilizing foils with two sets of floats mounted therebetween. Clearly, this invention is not intended to be limited to the number or the configuration of the float means. The numbers of stabilizing foils required will be a function of the size of the vessel and other considerations well known to those skilled in the art. The number and shape of the floats which with the foils comprise the outrigger means also are a matter of design choice, within the competence of those skilled in the art. The invention then is intended to comprehend an outrigger means for a monohull vessel which will enable said vessel to function as a multiple hull vessel at rest or at low speeds and to function as a foil stabilized monohull at cruising speeds.

#### Claims

1. A monohull vessel (10) comprising a central elongate hull (12) and propulsion and rudder means (28, 22) mounted on said hull; float means (38) for stabilizing said vessel when said vessel is at rest or at low speeds, and deck means (14) mounted on said hull and disposed thereover, for housing passengers, crew or cargo and first and second outrigger means (34) mounted, respectively at the port and starboard sides of said deck means, characterised in that said outrigger means includes stabilizer foils (42) adapted to stabilize said vessel against roll, and means carried by said vessel for minimizing drag created by said float means when said vessel is at cruising speed by eliminating support (50, 52) for said vessel by said float means whereby at cruising speed said vessel will be supported by said hull and stabilized by said foils.

2. The vessel according to claim 1 characterised in that each of the port side foils (42) is disposed opposite one of the starboard foils, symmetrically along the longitudinal axis of said hull (12).

3. The vessel according to claim 2 characterised in that each of said foils (42) is mounted at the distal end of a vertical support (43) depending from said deck means (14).

4. The vessel according to claim 1 characterised in that said float means (38) and means for minimizing drag further comprise a plurality of float members (38, 40) carried by said vessel (10) and means for selectively moving said float members between a water displacement condition wherein said members stabilize said deck means and a suspended position wherein said members do not displace water.

5. The vessel according to claim 4 characterised by means for movably securing said float members (38, 40) to the vertical supports (43) for said stabilizer foils (42).

6. The vessel according to claim 5 characterised in said float members are rotatably mounted on said supports.

Fig. 8. The difference then between the embodiment of Figs. 4 and 5 and Figs. 7 and 8 appears at high speeds or cruising speed. In the embodiment of Figs. 4 and 5, the float is raised vertically out of the water to the position shown in phantom in Fig. 5. In the embodiment of Figs. 7 and 8, the float 74 is deflated to form a streamlined structure as illustrated in Fig. 8.

Accordingly, four embodiments of this invention have been presented. In each of the four embodiments the stabilizing foils are not utilized to raise the vessel as in the case of a hydrofoil, but rather to stabilize the vessel. Therefore, the foils being outboard of the main hull will act in opposite directions to stabilize the main hull, normally. At cruising speed the foils and their vertical supports present only minimal drag, and the overall outrigger means consists of only the foils and their vertical supports. At slow speeds or at rest the float members contact the water so that the outrigger means consists of the combination of the floats and the foils with their vertical supports.

Therefore, in the embodiments of Figs. 1 to 3, 4 and 5, and 7 and 8, the main hull supports the vessel at all times and the overall draft does not increase substantially between the low speed or rest condition and the cruising speed condition. In the embodiment of Fig. 6 the vessel does translate between a high and a low condition. However, the foils do not raise and lower the vessel. In the high condition or cruising speed condition the main hull is substantially evacuated or pumped empty of ballast water. When the main hull is filled with water the vessel enters the low condition wherein the floats mounted on the deck provide the increased stability necessary.

However, the embodiment of Figs. 1 to 3 is preferred. In this embodiment the float members are separately mounted and raised or lowered as desired. Similarly, in the embodiment of Figs. 4 and 5 the float members are raised and lowered, but are not separately mounted and the vertical supports for the foils also directly support the float members.

In contrast, in the embodiment of Figs. 7 and 8, the float members are not raised and lowered, but rather inflated and deflated to provide stability when required at low speeds or at rest, and at cruising speed to reduce drag to a minimum as shown in Fig. 8.

As a result, the vessel as hereinbefore described in its various embodiments achieves many of the desired qualities of catamarans or trimarans at low speeds or at rest, and at high speeds provides drastically reduced drag without losing roll stability. If, for example, the vessel, at high speed, begins listing to port, the port side foils will be rotated to an angle of attack which provides lift or upward thrust while the starboard side foils will take on an angle of attack which provides downward thrust. The change of angle of attack will then tend to right the vessel. As will be obvious to those skilled in the art, in large vessels an automatic control system for the foils

would be desirable, although power assisted manual controls could be utilized.

As also will be obvious to those skilled in the art the preferred embodiment has three pairs of opposed stabilizing foils with two sets of floats mounted therebetween. Clearly, this invention is not intended to be limited to the number or the configuration of the float means. The numbers of stabilizing foils required will be a function of the size of the vessel and other considerations well known to those skilled in the art. The number and shape of the floats which with the foils comprise the outrigger means also are a matter of design choice, within the competence of those skilled in the art. The invention then is intended to comprehend an outrigger means for a monohull vessel which will enable said vessel to function as a multiple hull vessel at rest or at low speeds and to function as a foil stabilized monohull at cruising speeds.

#### Claims

1. A monohull vessel (10) comprising a central elongate hull (12) and propulsion and rudder means (28, 22) mounted on said hull; float means (38) for stabilizing said vessel when said vessel is at rest or at low speeds, and deck means (14) mounted on said hull and disposed thereover, for housing passengers, crew or cargo and first and second outrigger means (34) mounted, respectively at the port and starboard sides of said deck means, characterised in that said outrigger means includes stabilizer foils (42) adapted to stabilize said vessel against roll, and means carried by said vessel for minimizing drag created by said float means when said vessel is at cruising speed by eliminating support (50, 52) for said vessel by said float means whereby at cruising speed said vessel will be supported by said hull and stabilized by said foils.

2. The vessel according to claim 1 characterised in that each of the port side foils (42) is disposed opposite one of the starboard foils, symmetrically along the longitudinal axis of said hull (12).

3. The vessel according to claim 2 characterised in that each of said foils (42) is mounted at the distal end of a vertical support (43) depending from said deck means (14).

4. The vessel according to claim 1 characterised in that said float means (38) and means for minimizing drag further comprise a plurality of float members (38, 40) carried by said vessel (10) and means for selectively moving said float members between a water displacement condition wherein said members stabilize said deck means and a suspended position wherein said members do not displace water.

5. The vessel according to claim 4 characterised by means for movably securing said float members (38, 40) to the vertical supports (43) for said stabilizer foils (42).

6. The vessel according to claim 5 characterised in said float members are rotatably mounted on said supports.



(13)

7. The vessel according to claim 5 characterised in that said float members (60) are slidably mounted on said supports (43).

8. The vessel according to claim 3 characterised in that said float means comprises a plurality of inflatable float members (74) mounted on said vertical supports.

9. The vessel according to claim 8 characterised in that said float means and means for minimizing drag further comprise means for selectively inflating and deflating said float members (74).

10. The vessel according to claim 3 characterised in that said hull (12) further comprises pump means for filling said hull with ballast water and for pumping said water from said hull.

11. The vessel according to claim 10 characterised in that float members (38) are mounted on the port and starboard portions of said deck means so that when said hull contains ballast water said float members will support said deck means (14).

12. A vessel as claimed in any one of the preceding claims in which the elongate hull (12) is a closed structure, the deck (14) is positioned immediately above the hull with the load from the deck being distributed so that the hull provides substantially all the support for the deck, and an open truss framework extends between the hull and the deck for providing support for the deck and longitudinal rigidity for the hull.

#### Revendications

1. Bateau monocoque (10) comprenant une coque centrale allongée (12) et des moyens de propulsion et de direction (28, 22) montés sur cette coque; des moyens à flotteurs (38) pour stabiliser le bateau lorsque ce bateau est au repos ou à de faibles vitesses; des moyens formant un pont (14) montés sur la coque et disposés au-dessus de celle-ci, pour loger des passagers, un équipage ou une cargaison; et des premiers et deuxièmes moyens (34) formant des bras extérieurs au bord, montés respectivement à bâbord et à tribord desdits moyens formant un pont, caractérisé en ce que les moyens formant des bras extérieurs au bord comprennent des ailes stabilisatrices (42), prévues pour stabiliser le bateau contre le roulis, et des moyens portés par le bateau pour minimiser la traînée engendrée par lesdits moyens à flotteurs lorsque le bateau est à la vitesse de croisière, par suppression de l'appui (50, 52) du bateau sur les moyens à flotteurs, de sorte qu'à la vitesse de croisière le bateau est supporté par la coque et stabilisé par les ailes.

2. Bateau suivant la revendication 1, caractérisé en ce que chacune des ailes (42) du côté bâbord est située à l'opposé d'une des ailes tribord, symétriquement par rapport à l'axe longitudinal de la coque (12).

3. Bateau suivant la revendication 2, caractérisé en ce que chacune des ailes (42) est montée à l'extrémité libre d'un support vertical (43) dirigé vers le bas à partir du pont (14).

4. Bateau suivant la revendication 1, caractérisé

en ce que les moyens à flotteurs (38) et les moyens pour minimiser la traînée comprennent une pluralité de flotteurs (38, 40) portés par le bateau (10), et des moyens de déplacement sélectif de ces flotteurs entre une situation de déplacement d'eau, dans laquelle les flotteurs stabilisent les moyens formant un pont, et une position suspendue dans laquelle les flotteurs ne déplacent pas d'eau.

5. Bateau suivant la revendication 4, caractérisé en ce qu'il comporte des moyens de fixation mobiles des flotteurs (38, 40) aux supports verticaux (43) pour les ailes stabilisatrices (42).

6. Bateau suivant la revendication 5, caractérisé en ce que les flotteurs sont montés de façon tournante sur lesdits supports.

7. Bateau suivant la revendication 5, caractérisé en ce que les flotteurs (60) sont montés de façon coulissante sur lesdits supports (43).

8. Bateau suivant la revendication 3, caractérisé en ce que les moyens à flotteurs comprennent une pluralité de flotteurs gonflables (74) montés sur lesdits supports verticaux.

9. Bateau suivant la revendication 8, caractérisé en ce que les moyens à flotteurs et les moyens pour minimiser la traînée comprennent des moyens de gonflage et de dégonflage des flotteurs (74), de façon sélective.

10. Bateau suivant la revendication 3, caractérisé en ce que la coque (12) comporte des moyens de pompage, pour remplir la coque avec de l'eau de ballast et pour évacuer cette eau de la coque.

11. Bateau suivant la revendication 10, caractérisé en ce que les flotteurs (38) sont montés sur les parties bâbord et tribord des moyens formant un pont, de sorte que, lorsque la coque contient l'eau de ballast, les flotteurs supportent les moyens formant un pont (14).

12. Bateau suivant l'une quelconque des revendications précédentes, dans lequel la coque allongée (12) est une structure fermée, le pont (14) est situé immédiatement au-dessus de la coque, la charge du pont étant répartie de sorte que la coque assure sensiblement tout l'appui pour le pont, et une ossature en treillis ouvert s'étend entre la coque et le pont pour supporter le pont et assurer la rigidité longitudinale de la coque.

#### Patentansprüche

1. Einen einzigen Schiffskörper aufweisendes Wasserfahrzeug (10) mit einem zentral angeordneten, langgestreckten Schiffskörper (12), an dem Schiffskörper montierten Antriebs- und Rudermitteln (28, 22), Schwimmermitteln (38) zum Stabilisieren des Wasserfahrzeuges, wenn es still liegt oder langsam fährt, auf dem Schiffskörper montierten und über ihm angeordneten Deckmitteln (14) zum Unterbringen von Fahrgästen, der Mannschaft oder Fracht, und ersten und zweiten Auslegermitteln (34), die auf der Backbord- bzw. Steuerbordseite der Deckmittel angeordnet sind, dadurch gekennzeichnet, daß die Auslegermittel Stabilisierflügel (42) umfassen,



die zum Stabilisieren des Wasserfahrzeuges gegen Rollen geeignet sind, und von dem Wasserfahrzeug getragene Mittel, die dazu dienen, bei mit Reisegeschwindigkeit fahrendem Wasserfahrzeug den von den Schwimmermitteln erzeugten Fahrtwiderstand dadurch zu minimieren, daß die durch die Schwimmermittel bewirkte Abstützung (50, 52) des Wasserfahrzeuges aufgehoben wird, so daß das mit Reisegeschwindigkeit fahrende Wasserfahrzeug von dem Schiffskörper getragen und durch die genannten Flügel stabilisiert wird.

2. Wasserfahrzeug nach Anspruch 1, dadurch gekennzeichnet, daß jeder der backbordseitigen Flügel (42) in Bezug zu der Längsachse des Schiffskörpers (12) den steuerbordseitigen Flügeln symmetrisch gegenüberliegt.

3. Wasserfahrzeug nach Anspruch 2, dadurch gekennzeichnet, daß jeder der Flügel (42) am distalen Ende eines vertikalen Trägers (43) montiert ist, der sich von den Deckmitteln (14) abwärts erstreckt.

4. Wasserfahrzeug nach Anspruch 1, dadurch gekennzeichnet, daß die Schwimmermittel (38) und die Mittel zum Minimieren des Fahrtwiderstandes ferner eine Mehrzahl von dem Wasserfahrzeug (10) getragenen Schwimmern (38, 40) umfassen sowie Mittel zum wahlweisen Bewegen der Schwimmer zwischen einer Stellung, in der sie Wasser verdrängen und die Deckmittel stabilisieren, und einer hängenden Stellung, in der die Schwimmer kein Wasser verdrängen.

5. Wasserfahrzeug nach Anspruch 4, gekennzeichnet durch Mittel zum bewegbaren Anbringen der Schwimmer (38, 40) an den vertikalen Trägern (43) für die Stabilisierflügel (42).

6. Wasserfahrzeug nach Anspruch 5, dadurch gekennzeichnet, daß die Schwimmer auf den

Trägern drehbar gelagert sind.

7. Wasserfahrzeug nach Anspruch 5, dadurch gekennzeichnet, daß die Schwimmer (40) auf den Trägern (43) gleitend gelagert sind.

8. Wasserfahrzeug nach Anspruch 3, dadurch gekennzeichnet, daß die Schwimmermittel eine Mehrzahl von aufblasbaren Schwimmern (74) umfassen, die auf den vertikalen Trägern montiert sind.

9. Wasserfahrzeug nach Anspruch 8, dadurch gekennzeichnet, daß die Schwimmermittel und die Mittel zum Minimieren des Fahrtwiderstandes Mittel zum wahlweisen Aufblasen und Entleeren der Schwimmer (74) umfassen.

10. Wasserfahrzeug nach Anspruch 3, dadurch gekennzeichnet, daß der Schiffskörper (12) ferner Pumpmittel besitzt, die dazu dienen, den Schiffskörper mit Ballastwasser zu füllen und dieses Wasser aus dem Schiffskörper herauszupumpen.

11. Wasserfahrzeug nach Anspruch 10, dadurch gekennzeichnet, daß auf den backbord- und den steuerbordseitigen Teilen der Deckmittel Schwimmermittel (38) montiert sind, die die Deckmittel (14) tragen, wenn der Schiffskörper Wasser enthält.

12. Wasserfahrzeug nach einem der vorhergehenden Ansprüche, dadurch gekennzeichnet, daß der langgestreckte Schiffskörper (12) eine geschlossene Konstruktion ist, daß das Deck (14) unmittelbar oberhalb des Schiffskörpers angeordnet ist, daß die Last von dem Deck derart verteilt ist, daß das Deck im wesentlichen vollständig auf dem Schiffskörper abgestützt ist, und daß zwischen dem Schiffskörper und dem Deck ein offenes Fachwerk vorgesehen ist, das das Deck trägt und den Schiffskörper in der Längsrichtung versteift.

