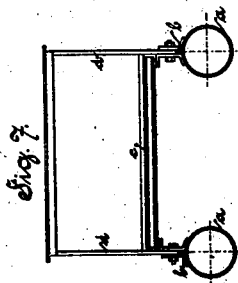
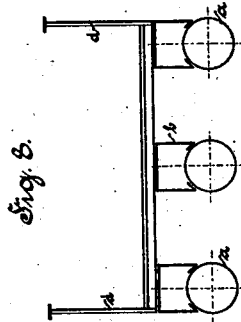
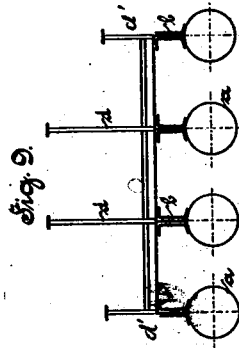
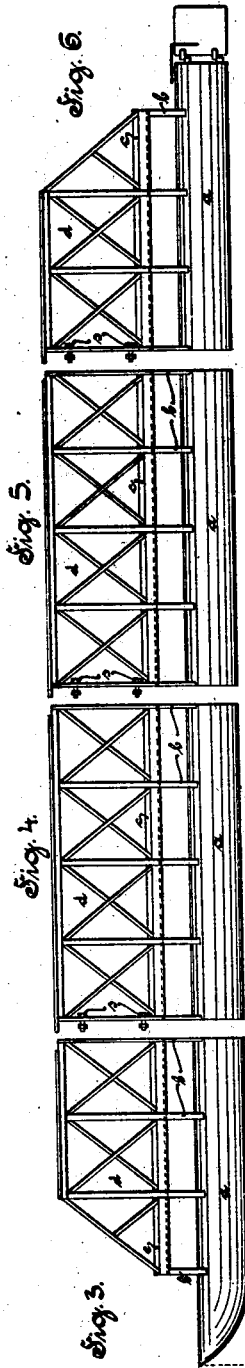
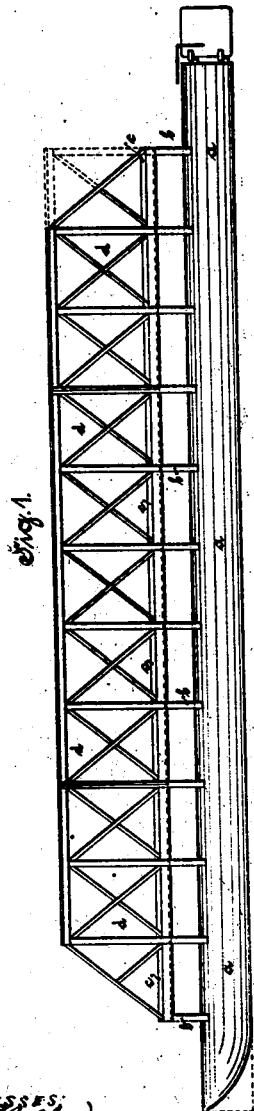
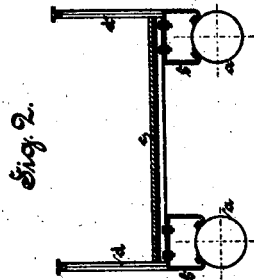


(No Model.)

H. MARTINI.  
COMPOUNDABLE SHIP OR BOAT.

No. 522,348.

Patented July 3, 1894.



WITNESSES:  
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ATTORNEYS.

# UNITED STATES PATENT OFFICE,

HERMANN MARTINI, OF LEIPSI, GERMANY.

## COMPOUNDABLE SHIP OR BOAT.

SPECIFICATION forming part of Letters Patent No. 522,348, dated July 3, 1894.

Application filed August 9, 1893. Serial No. 482,730. (No model.)

*To all whom it may concern:*

Be it known that I, HERMANN MARTINI, a subject of the German Emperor, and a resident of Leipzig, Saxony, Germany, have invented certain new and useful Improvements in Compoundable Ships or Boats, of which the following is a specification.

This invention relates to a ship or boat consisting of two or more long and comparably narrow floating bodies united by a deck fixed above them and of trusses or frames which are erected on the top of all or some of the floating bodies for the purpose of strengthening same, the said vessel being made in sections in the longitudinal direction, so that it may be built up or taken apart, also lengthened or shortened at pleasure.

In the accompanying drawings Figure 1 is a side view of my compoundable ship or boat. Fig. 2 is a vertical transverse sectional view of the same. Figs. 3, 4, 5 and 6 are side views of the several sections composing the ship or boat, and Figs. 7, 8 and 9 are transverse sectional views of different constructions.

Similar letters of reference indicate corresponding parts.

The floating bodies *a*, Figs. 1 and 2, have nearly throughout their whole length the same cross section, of any suitable shape, for example a circular one, except at the ends, which are so formed as to easily cut through the water. The bodies *a* are made in sections, as shown in Figs. 3 to 6, which are united end to end and fastened to each other by bolts or similar means. Between the bow and stern pieces two, three, four or more float sections are inserted. If the floating bodies are to be shortened this can be easily done by omitting one or several float sections.

On the top of the floating bodies *a* suitable supports *b* of any desired shape are fastened, for the purpose of receiving not only the deck *c* but also the longitudinal stiffening trusses or frames *d*. The deck *c* is also made in sections the same as the floating bodies *a* and serves at the same time for securing the floating bodies *a* in a parallel position and at the proper distance from each other.

The stiffening trusses or frames *d* are employed to protect the floating bodies *a* against bending under the weight of the freight, passengers, &c., placed on the deck and to ren-

der the whole boat or ship strong and reliable. The truss or frame *d* may be constructed as lattice work or as a kind of bridge truss. The end members of the truss can have the top chords inclined, as shown on the right and left hand of Fig. 1 and Figs. 3 and 6, or they can be finished square, as shown in dotted lines in Fig. 1. The top chords may also be bent archlike or in any other shape. The stiffening trusses or frames *d* are also made in sections, the same as the floating bodies *a* and the deck *c*, as is shown in Figs. 3 to 6. Therefore they can be put together end to end and secured by bolts or similar means. The trusses or frames *d* may extend either over the whole or only a part of the length of the floating bodies *a*, in which latter case the bow and stern float pieces may remain without any truss work.

In Figs. 1 and 2 a compoundable ship or boat with two floating bodies *a* is shown. According to its size and the load to be carried the ship or boat may have three floating bodies *a* as in Fig. 8, or four of these as in Fig. 3, or more floating bodies. Then only two of them either the outer ones as in Fig. 8 or the inner ones as in Fig. 9, require to be stiffened by trusses or frames *d*, while the others remain without any strengthening work or are simply provided with rails *d'* as in Fig. 9. It depends upon the circumstances, whether still more than two of the floating bodies *a* require to be strengthened by trusses or frames *d*.

The truss sections are fastened by means of the supports *b* to the corresponding float sections, while the deck sections may be either fastened or simply bolted thereto as may be convenient. When the ship or boat is to be transferred from one place to another or to be stored, all that is necessary is to take the float sections apart. Or when it is desired to increase the size of the ship, one or more sections (such as shown in Figs. 4 and 5) may be inserted, after the ship has been divided, and the whole bolted together again. In a similar manner the ship may be shortened by omitting any section. Also the number of the floating bodies *a* may be increased or decreased, in which case of course the deck *c* will require to be altered.

Having described my invention, I declare

that what I claim as new and of my own original invention is—

1. A compoundable ship or boat, composed of several long floating bodies united by a  
5 deck fixed above them and of stiffening trusses or frames, which are erected on the top of all or some of the floating bodies, the said ship or boat being made in sections in the longitudinal direction and capable of being  
10 built up or taken to pieces, and of being lengthened or shortened at pleasure by adding or omitting some sections, substantially as and for the purpose set forth.

2. In a compoundable ship or boat the com-

bination with float sections *a*, of truss or 15 frame sections *d* on the top of the same, and of deck sections *c*, which float sections, truss or frame sections and deck sections form sections of the ship or boat, that can be united end to end by bolting their ends together, substantially as and for the purpose set forth. 20

In testimony that I claim the foregoing as my invention I have signed my name in presence of two subscribing witnesses.

HERMANN MARTINI.

Witnesses:

JOHANN HARTOG,

CARL BORNGRAEBER.