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Nagle

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[54] **PROPULSION SYSTEM FOR A MARINE VESSEL**

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[51] **Int. Cl.**[7] **B63H 20/14**

[52] **U.S. Cl.** **440/75**; 440/80; 440/83

[58] **Field of Search** 440/75, 79, 80, 440/83

[56] **References Cited**

U.S. PATENT DOCUMENTS

3,112,728	12/1963	Krause	440/75
3,128,742	4/1964	Cameron	440/75
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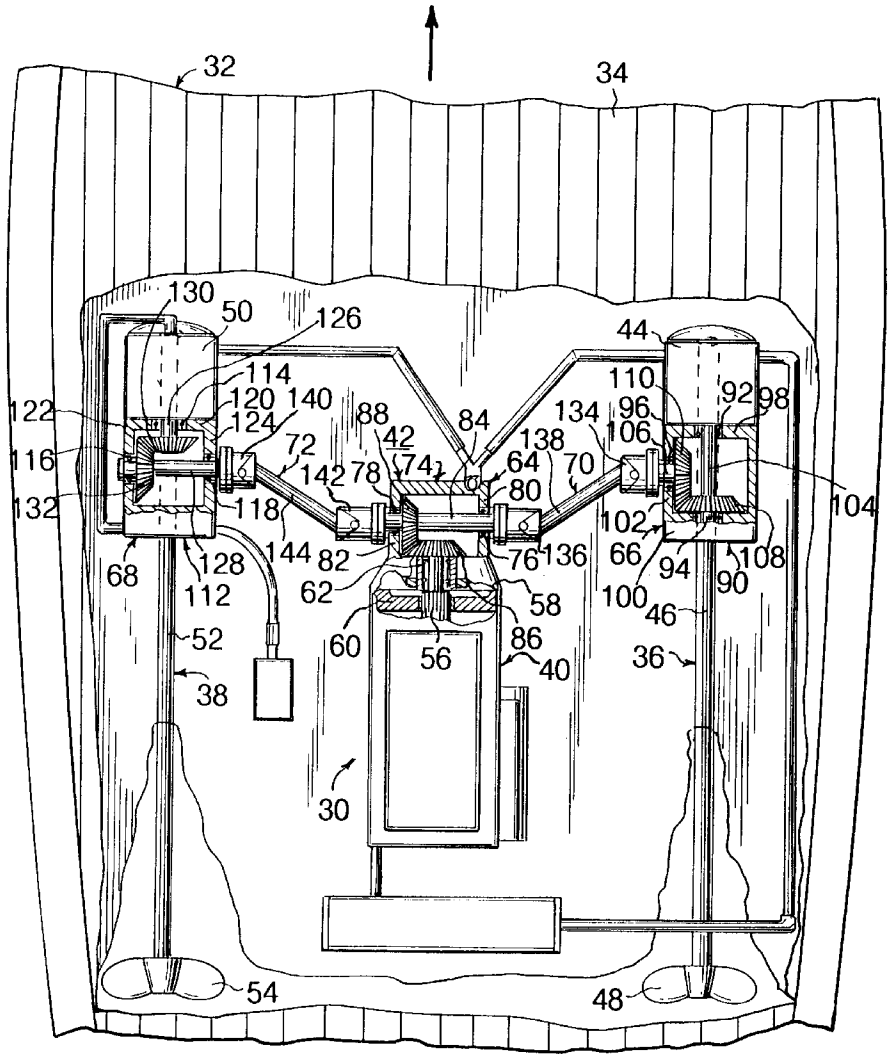
Primary Examiner—Stephen Avila

Attorney, Agent, or Firm—Michael I. Kroll

[57] **ABSTRACT**

A system for propelling a marine vessel having a hull. The propulsion system including a first propeller assembly positioned to extend from the hull and along starboard side of the vessel, the first propeller assembly including a propeller positioned outside the hull and a second propeller assembly positioned to extend from the hull and along a port side of the vessel, the second propeller assembly including a propeller positioned outside the hull. An engine is mounted within the hull and connected to both the first and second propeller assemblies for imparting rotation to both the first and second propellers. The engine is connected to the first propeller assembly by a first rotating unit connected between the engine and first propeller assembly for rotating the first propeller. The engine is connected to the second propeller assembly by a second rotating unit connected between the engine and second propeller assembly for rotating the second propeller.

7 Claims, 4 Drawing Sheets



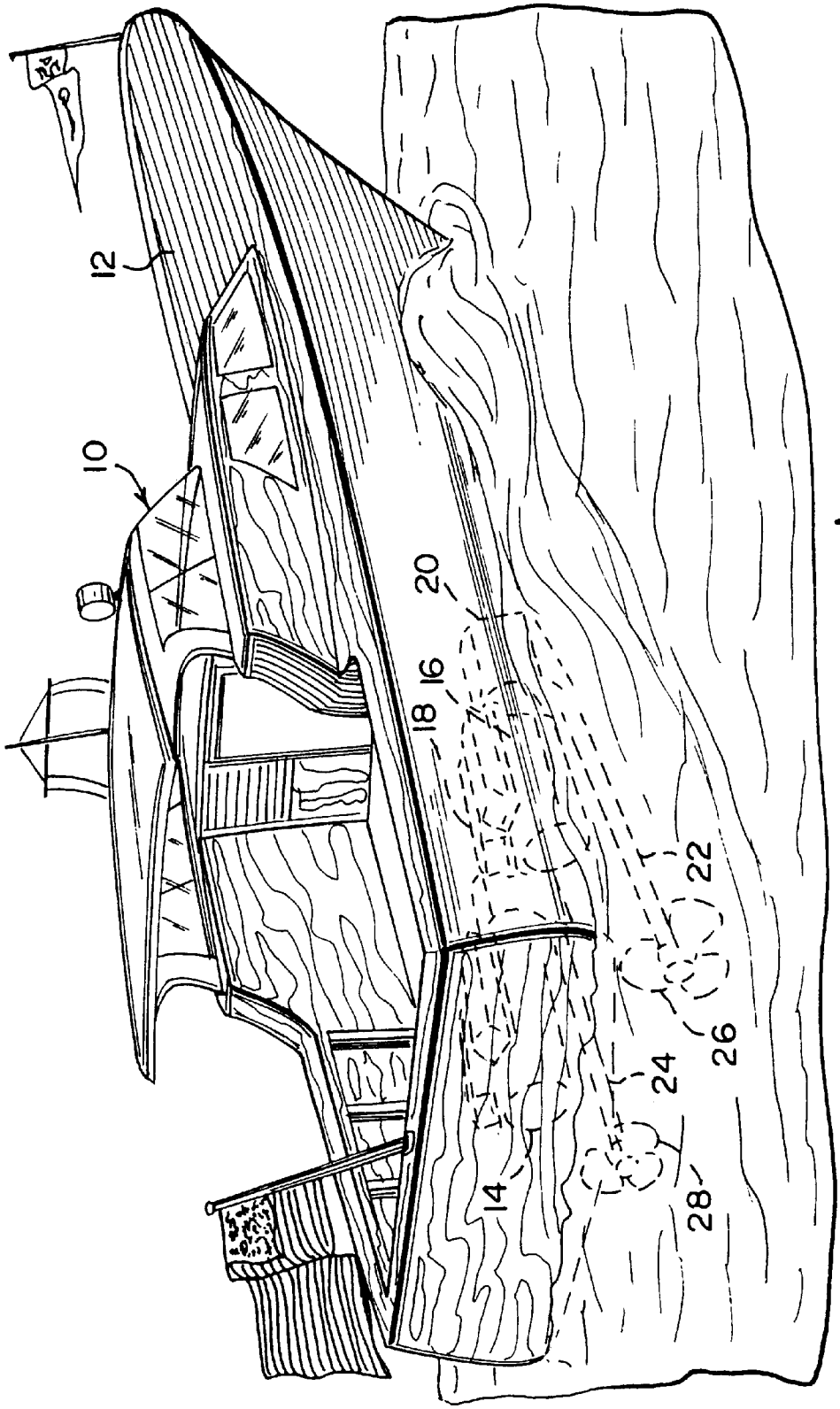


FIG. 1
(PRIOR ART)

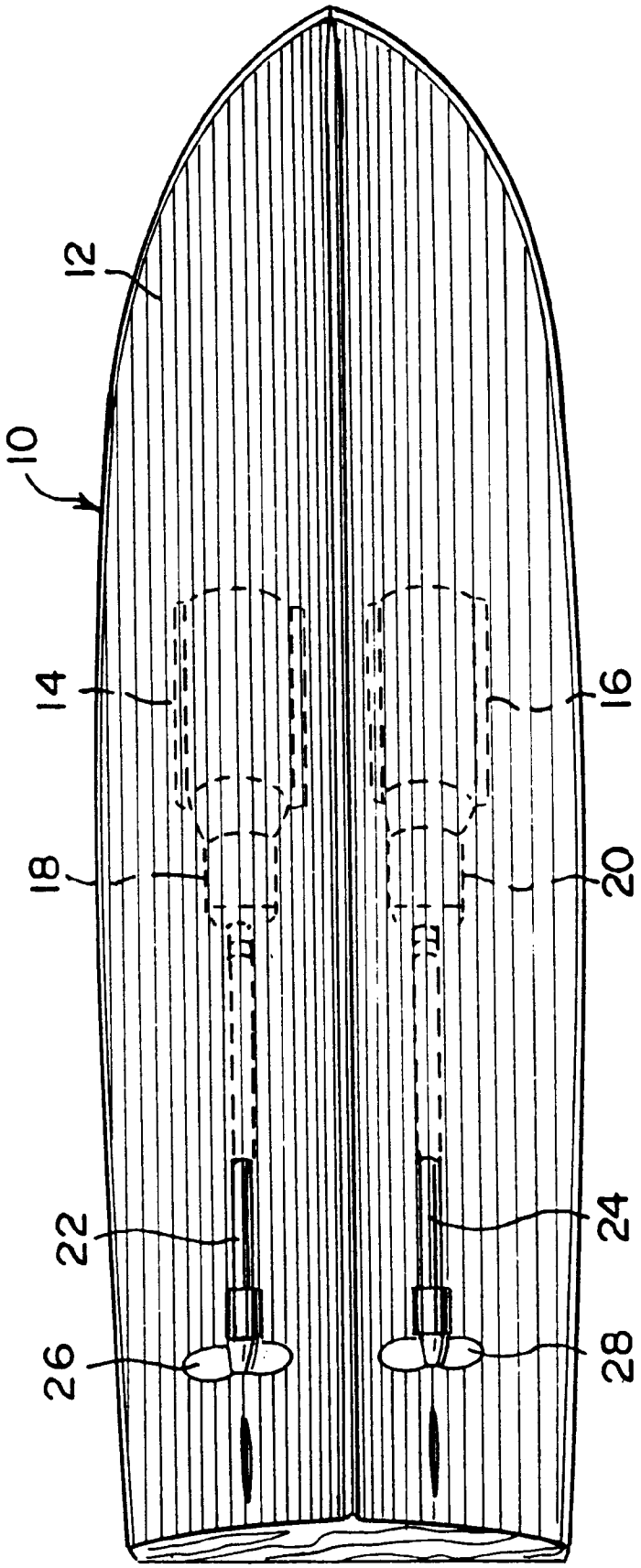


Fig. 2
(PRIOR ART)

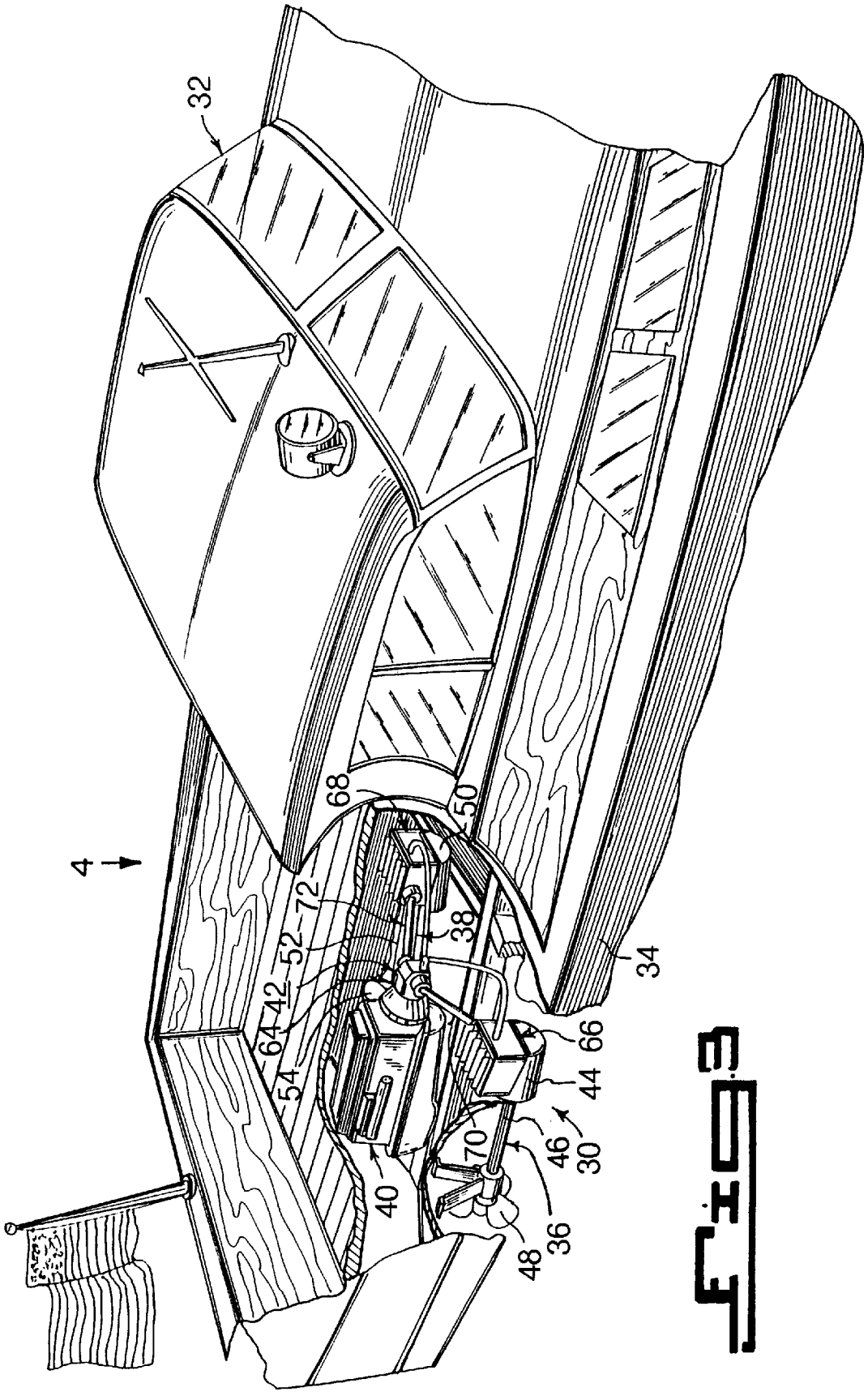
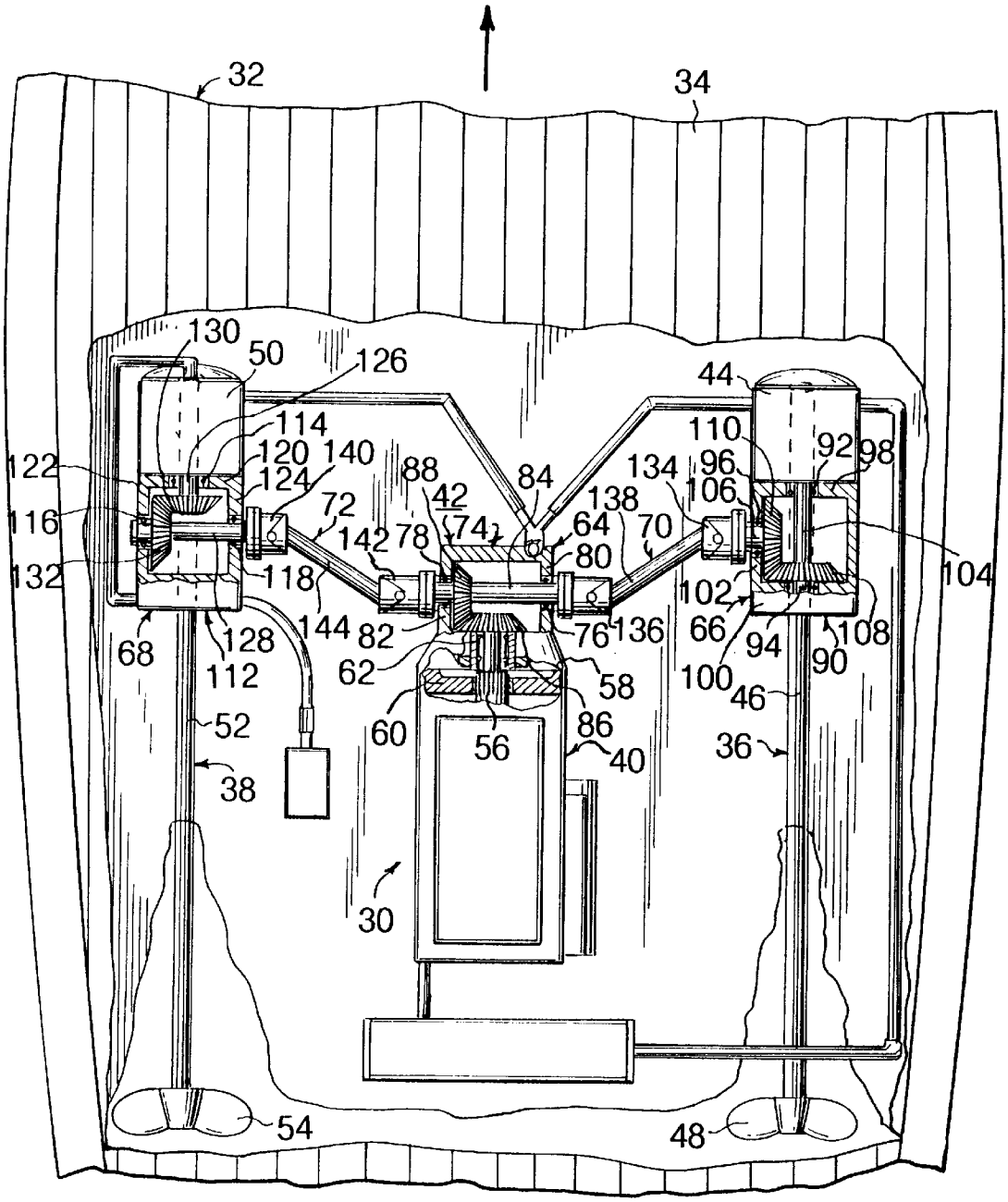


Fig. 3

Fig. 4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PROPULSION SYSTEM FOR A MARINE VESSEL

BACKGROUND OF THE INVENTION

1. Field of the Invention

The present invention relates generally to nautical craft drive units, and more specifically, to a propulsion system able to increase the drive power of a marine vessel utilizing two propellers powered by a single motor.

2. Description of the Prior Art

Numerous nautical craft drive units have been provided in prior art. For example, U.S. Pat. Nos. 3,881,444 to Sigg; 4,036,164 Kowach et al. and 4,311,472 to Hiersig all are illustrative of such prior art. While these units may be suitable for the particular purpose to which they address, they would not be as suitable for the purposes of the present invention as heretofore described.

U.S. Pat. No. 3,881,444

Inventor: Hans Sigg

MARINE DRIVE GEARING

Drive gear transmission for a pair of marine propellers comprises in combination, a first propeller shaft for one of the propellers and a second propeller shaft for the other one of the propellers. A respective drive means is for rotating the first and second propeller shafts. Respective trains of drive gears are connected to and rotated by the drive means. The gear trains are connected to the shafts to transmit the drives of the respective drive means to the first and second propeller shafts. A mechanical interconnection means couples the first and second propeller shafts together, so that the propeller shafts rotate in synchronism. The interconnections means comprises a first gear interconnection and a second gear interconnection arranged in parallel and intermeshed engagement. A preloading means is associated with at least one of the first and second gear interconnections for applying opposite preloading torques to the first and second gear interconnections. Each drive gear train comprises an intermediate shaft. The gearing of the train connects the intermediate shaft to the drive input means and to the propeller shaft. The respective intermediate shafts have the interconnection means secured to them. The first and second gear interconnections each comprises a pair of gear wheels.

U.S. Pat. No. 4,036,164

Inventor: Ronald A. Kowach and William I. Rowen

TWIN CONTROLLABLE PITCH PROPELLERS OPERATED FROM SINGLE PRIME MOVER

A control system for a variable pitch twin propeller propulsion system of a vessel includes a port propeller and a starboard propeller. Both of the propellers are driven through a transmission by a single prime move operating at a predetermined substantially fixed rotational speed. The port and starboard propellers are to present a substantially fixed load to the prime mover in a first mode. The control systems comprises an isochronous governor for generating a signal representative of a deviation from the predetermined system fixed rotational speed. A port manual control means is for generating a signal representative of a setting of the desired pitch for the port propeller. A starboard manual control means is for generating a signal representative of a setting of the desired pitch for the starboard propeller. A port servo means is for setting the pitch of the port propeller. The port servo means is responsive to a first signal for setting the pitch of the port propeller. The starboard servo means is responsive to a second signal for setting the pitch of the starboard propeller. A port multiplier is for applying a first signal to the port servo. A starboard multiplier is for applying a second signal to the starboard servo. Each multiplier has a first input, a second input and an output. A means is for connecting the signal from the isochronous governor to the first input of the port and starboard multipliers. A means is for connecting the signal from the isochronous governor to the first input of the port and starboard multipliers. A means is for connecting the signal from the port manual control means to the second input of the port multiplier. A means is for connecting the signal from the starboard manual control means to the second input of the starboard multiplier. A means is for connecting the output of the port multiplier to the port servo means. A means is for connecting the output of the starboard multiplier to the starboard servo means.

U.S. Pat. No. 4,311,472

Inventors: Heinz M. Hiersig and Hans Steinberg

MARINE PROPULSION SYSTEM FOR TWO PROPELLERS

A drive and propulsion system for ships, includes first and second drive engines, first and second propeller-shaft means for connection to first and second propellers respectively and a gear and transmission system, comprising a first and second reducing gear, respectively for connection to the first and second engines. The reducing gears each include an intermediate shaft means connected to the respective engine for being driven by the respective engine. Each reducing gear further includes pinion means on the intermediate shaft means. The pinion means pertains to a reducing stage for connecting the intermediate shaft means to an output shaft. The output shafts of the first and second reducing gear are respectively connected to the first and second propeller shaft means for causing the propeller shafts to rotate in opposite directions. An override clutch means is for respectively connecting the first and second engines to the intermediate shaft means. Each intermediate shaft means can be drivingly separated from the respective engine. First and second independently operable clutch means respectively connect to the intermediate shaft means. The first and second clutch means further connects to first and second gears. The respective clutch means when operated connected the respective latter gears to the respective intermediate shaft means. A gear means is for directionally interconnecting the first and second gears. For the operated first and second clutch means, each intermediate shaft means can drive the respective other one. The two propeller shafts rotate in opposite directions. While for the released clutches, the gears and gear means are disconnected from either of the intermediate shaft means.

SUMMARY OF THE PRESENT INVENTION

The present invention relates generally to nautical craft drive units, and more specifically, to a propulsion system able to increase the drive power of a marine vessel utilizing two propellers powered by a single motor.

A primary object of the present invention is to provide a propulsion system for a marine vessel that will overcome the shortcomings of the prior art devices.

Another object of the present invention is to provide a propulsion system for a marine vessel, which includes a

single engine mounted in the marine vessel for simultaneously driving two propeller assemblies thereby via a primary gear box driven by the single engine connected to two subordinate gear boxes coupled to two propeller assemblies.

An additional object of the present invention is to provide a propulsion system for a marine vessel that will eliminate the need for a second engine, thereby reducing the weight of the vessel whereby the vessel becomes more fuel efficient providing a tremendous saving to the owner of the marine vessel.

Another object of the present invention is to provide a propulsion system for a marine vessel that is simple and easy to use.

A further object of the present invention is to provide a propulsion system for a marine vessel that is economical in cost to manufacture.

Further objects of the present invention will appear as the description proceeds.

A system for propelling a marine vessel having a hull is disclosed by the present invention. The propulsion system including a first propeller assembly positioned to extend from the hull and along starboard side of the vessel, the first propeller assembly including a propeller positioned outside the hull and a second propeller assembly positioned to extend from the hull and along a port side of the vessel, the second propeller assembly including a propeller positioned outside the hull. An engine is mounted within the hull and connected to both the first and second propeller assemblies for imparting rotation to both the first and second propellers. The engine is connected to the first propeller assembly by a first rotating unit connected between the engine and first propeller assembly for rotating the first propeller. The engine is connected to the second propeller assembly by a second rotating unit connected between the engine and second propeller assembly for rotating the second propeller.

To the accomplishment of the above and related objects, this invention may be embodied in the form illustrated in the accompanying drawings, attention being called to the fact, however, that the drawings are illustrative only, and that changes may be made in the specific construction illustrated and described within the scope of the appended claims.

BRIEF DESCRIPTION OF THE DRAWING FIGURES

Various other objects, features and attendant advantages of the present invention will become more fully appreciated as the same becomes better understood when considered in conjunction with the accompanying drawings, in which like reference characters designate the same or similar parts throughout the several views.

FIG. **1** is a perspective view of a prior art nautical craft traveling in a body of water, the propulsion system of the craft shown in dotted lines;

FIG. **2** is a bottom view of the prior art nautical craft taken in the direction of arrow **2** in FIG. **2**, the propulsion system of the craft shown in dotted lines;

FIG. **3** is a perspective view of a marine vessel with parts broken away showing the propulsion system for a marine vessel of the present invention; and

FIG. **4** is an enlarged top view of the marine vessel with parts broken away taken in the direction of arrow **4** in FIG. **3**, showing the propulsion system for a marine vessel of the present invention.

DESCRIPTION OF THE REFERENCED NUMERALS

Turning now descriptively to the drawings, in which similar reference characters denote similar elements throughout the several views, the Figures illustrate the propulsion system for a marine vessel of the present invention. With regard to the reference numerals used, the following numbering is used throughout the various drawing figures.

10 nautical craft

12 hull of nautical craft

14 first engine within hull

16 second engine within hull

18 first transmission unit within hull

20 second transmission unit within hull

22 first propeller shaft connected to first transmission unit

24 second propeller shaft connected to second transmission unit

26 first propeller on first propeller shaft

28 second propeller on second propeller shaft

30 propulsion system for a marine vessel of the present invention

32 marine vessel

34 hull of marine vessel

36 first propeller assembly within hull

38 second propeller assembly within hull

40 single engine within hull

42 device for connecting first and second propeller assemblies to engine

44 first existing transmission unit of first propeller assembly

46 first propeller shaft of first propeller assembly

48 first propeller of first propeller assembly

50 second existing transmission unit of second propeller assembly

52 second propeller shaft of second propeller assembly

54 second propeller of second propeller assembly

56 drive shaft of driving apparatus or **64**

60 flywheel of single engine

62 bearing in drive shaft

64 primary gearbox of driving apparatus

66 first subordinate gearbox of driving apparatus

68 second subordinate gearbox of driving apparatus

70 first coupling structure of driving apparatus

72 second coupling structure of driving apparatus

74 casing of primary gearbox

76 first bearing in first side wall

78 second bearing in second side wall

80 first side wall of casing of primary gearbox

82 second side wall of casing of primary gearbox

84 primary driven shaft on first and second bearings

86 first bevel gear on drive shaft

88 second bevel gear on primary driven shaft

90 casing of first subordinate gearbox

92 first bearing in first end wall of casing of first subordinate gearbox

94 second bearing in second end wall of first end wall of casing of first subordinate gearbox

96 third bearing in side wall of second end wall of first subordinate gearbox

98 first end wall of casing of first subordinate gearbox

100 second end wall of first end wall of casing of first subordinate gearbox

102 side wall of casing of first subordinate gearbox

204 first subordinate driven shaft on first and second bearings

106 second subordinate driven shaft on third bearing

108 first bevel gear on first subordinate driven shaft on first and second bearings

110 second bevel gear on second subordinate driven shaft on third bearing

112 casing of second subordinate gearbox of driving apparatus

114 first bearing in end wall of casing of second subordinate gearbox of a driving apparatus

116 second bearing in first side wall of casing of second subordinate gearbox of driving apparatus

118 third bearing n second side wall ofcasing of second subordinate gearbox of driving apparatus

120 end wall of casing of second subordinate gearbox of driving apparatus

122 first side wall of casing of second subordinate gearbox of driving apparatus

124 second side wall of casing of second subordinate gearbox of driving apparatus

126 first subordinate driven shaft on first bearing

128 second subordinate driven shaft on second and third bearings

130 first bevel gear on first subordinate driven shaft

132 second bevel gear on second subordinate driven shaft

134 first ball and socket universal joint of first coupling structure of driving apparatus

136 second ball and socket universal joint of first coupling structure of driving apparatus

138 first cylindrical shank of first coupling structure of driving apparatus

140 third ball and socket universal joint of second coupling structure of driving apparatus

142 fourth ball and socket universal joint of second coupling structure of driving apparatus

144 second cylindrical shank of second coupling structure of driving apparatus

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

Turning now descriptively to the drawings, in which similar reference characters denote similar elements throughout the several views, FIGS. **3** and **4** illustrate the propulsion system for a marine vessel of the present invention indicated generally by the numeral **30**.

A marine vessel **10** including a prior art propulsion system within a hull **12** thereof is illustrated in FIGS. **1** and **2**. The prior art propulsion system includes a first engine **14** and a second engine **16** positioned within the hull **12**. The first engine **14** is connected to drive a first transmission unit **18** and the second engine **16** is connected to drive a second transmission unit **20**. A first propeller shafts **22** is connected at a first end to the first transmission unit **18** and extends from the hull **12**. A second propeller shaft **28** is connected at a first end to the second transmission unit **20** and also extends from the hull **12**. At a second end of the first propeller shaft **22** is a first propeller **26** and at a second end of the second propeller shaft **24** is a second propeller **28**. The first transmission unit **18** rotates the first propeller shaft **22** and first propeller **26** and the second transmission unit **20** rotates the second propeller shaft **24** and second propeller **28** thereby powering the marine vessel. This propulsion system includes two engines, one engine for rotating each propeller. The need for first and second engines adds a large amount of weight to the hull of the vessel thus increasing the power needed to drive the vessel and the amount of fuel consumed by the vessel. The space needed for retaining the two engines within the hull is great and can be more efficiently used.

The propulsion system for a marine vessel **30** of the present invention is shown in FIGS. **3** and **4** positioned within a hull **34** of a marine vessel **32**. The propulsion system **30** includes a first propeller assembly **36** and a second propeller assembly **38**. The first propeller assembly **36** is mounted to extend through the hull **34** and along a starboard side of the marine vessel **32**. The second propeller assembly **38** is mounted to extend through the hull **34** and along a port side of the marine vessel **32**. A single engine **40** is mounted within the hull **34** along a keel of the vessel. The first and second propeller assemblies **36** and **38**, respectively, are connected to the engine **40** by a connection device **42**. The connection device **42** allows the engine **40** to simultaneously drive both the first and second propeller assemblies **36** and **38**.

The first propeller assembly **36** includes a first transmission unit **44**. A first propeller shaft **46** is rotatively connected at a first end to the first transmission unit **44** and a first propeller **48** is affixed to a second end of the first propeller shaft **46**. The second end of the first propeller shaft **46** extends through and out of the hull **34** so that the first propeller **48** is positioned on an outer side of the vessel **32**. The first transmission unit **44** rotates the first propeller shaft **46** and thus, the first propeller **48** to rotate in a clockwise direction.

The second propeller assembly **38** includes a second existing transmission unit **50**. A second propeller shaft **52** is rotatively connected at a first end to the second transmission unit **50** and at a second end to a second propeller **54**. The second end of the second propeller shaft **52** extends through and out of the hull **34** so that the second propeller **54** is positioned on an outer side of the vessel **32**. The second transmission unit **50** rotates the second propeller shaft **52** and the second propeller **54** in a counterclockwise direction, opposing the rotation of the first propeller shaft **46** and first propeller **48**.

The engine **40** is preferably provided within the hull **34** and positioned between the first and second propeller assemblies **36** and **38**, respectively. The engine **40** includes a drive shaft **56** and a flywheel **60** attached thereto. A bearing **62** in an end wall **58** of the engine **40** secures the drive shaft **56** in position. The drive shaft **56** rotates about the bearing **62**, when the single engine **40** is turned on and thereby rotates the flywheel **60** attached thereto.

The connection device **42** includes a primary gearbox **64** positioned at an end of the drive shaft **56**. A first subordinate gearbox **66** is connected to the first transmission unit **44** and a second subordinate gearbox **68** is connected to the second transmission unit **50**. The first subordinate gearbox **66** is connected to the primary gearbox **64** by a first connection structure **70**. The second subordinate gearbox **68** is connected to the primary gearbox **64** by a second connection structure **72**.

The primary gearbox **64** includes a casing **74** affixed onto the end wall **58** of the engine **40** and the drive shaft **56** extends into the primary gearbox **64**. A first bearing **76** is mounted on a first side wall **80** of the casing **74** and a second bearing **78** is mounted to a second side wall **82** of the casing **74** opposing the first side wall **80**. A primary shaft **84** is

rotatively mounted within the casing **74** and extends through the first and second bearings **76**, **78**. The primary shaft **84** is transversely positioned with respect to the drive shaft **56**. A first bevel **86** is connected to an end of the drive shaft **56** extending from the engine **40** and into the casing **74**. A second bevel gear **88** is affixed onto the primary shaft **84** and meshes with the first bevel gear **86** whereby when the drive shaft **56** is rotates, the first bevel gear **86** is caused to rotate. Rotation of the first bevel gear **86** causes the second bevel gear **88** and the primary shaft **84** to also rotate due to the meshed relationship between the first and second bevel gears **86** and **88**, respectively.

The first subordinate gearbox **66** includes a casing **90** positioned adjacent the first transmission unit **44**. A first bearing **92** is provided to extend through a first wall **98** of the casing **90**. A second bearing **94** is provided to extend through a second wall **100** of the casing **90**. A third bearing **96** is provided to extend through a third wall **102** of the casing **90**. The first and second bearings **92** and **94**, respectively, are mounted to opposing walls **98** and **100**, respectively, of the casing **90**. The third bearing **96** is mounted to a wall **102** of the casing **90**, facing the primary gearbox **64**. A first subordinate shaft **104** is rotatively mounted to extend through the first and second bearings **92** and **94**, respectively, and parallel to the first propeller shaft **46**. The first subordinate shaft **104** connects with the first transmission unit **44**. A second subordinate shaft **106** is rotatively mounted to extend through the third bearing **96** at a right angle to the first subordinate shaft **104**. A first bevel gear **108** is affixed to the first subordinate shaft **104** and positioned within the casing **90**. A second bevel gear **110** is affixed to the second subordinate shaft **106** and meshes with the first bevel gear **108** within the casing **90**.

The second subordinate gearbox **68** includes a casing **112** positioned adjacent the second transmission unit **50**. A first bearing **114** is provided to extend through a first wall **120** of the casing **112**. A second bearing **116** is provided to extend through a second wall **122** of the casing **112**. A third bearing **118** is provided to extend through a third wall **124** of the casing **112**. The second and third bearings **116** and **118**, respectively, are mounted to opposing walls **122** and **124**, respectively, of the casing **112**. The first bearing **114** is mounted to a wall **120** of the casing **112**, facing the second propeller shaft **52**. A first subordinate shaft **126** is rotatively mounted to extend through the first bearing **114** and extends parallel to the second propeller shaft **52**. The first subordinate shaft **126** connects with the second transmission unit **44**. A second subordinate shaft **128** extends through the second and third bearings **116** and **118**, respectively, at a right angle to the first subordinate shaft **104** and faces the primary gearbox **64**. A first bevel gear **130** is affixed to the first subordinate shaft **126** and positioned within the casing **112**. A second bevel gear **132** is affixed to the second subordinate shaft **128** and meshes with the first bevel gear **126** within the casing **112**.

The coupling device includes a first coupling structure **70** and a second coupling structure **72**. The first coupling structure **70** connects the primary gearbox **64** to the first subordinate gear box **66** and the second coupling structure **72** connects the primary gearbox **64** to the second subordinate gearbox **68**.

The first coupling structure includes a first ball and socket joint **134** and a second ball and socketjoint **136**. The firstjoint **134** is connected to the second subordinated driven shaft **106** of the first subordinate gearbox **66**. The second joint **136** is connected to a first end of the primary driven shaft **84** of the primary gearbox **64** and rotates with the primary shaft **84**. A first cylindrical shank **138** extends between the first joint **134** and the second joint **136**.

The second coupling structure **72** contains a first ball and socket joint **140** and a second ball and socket joint **142**. The firstjoint **140** is connected to the second subordinate driven shaft **128** of the second subordinate gearbox **68**. The second joint **142** is connected to a second end of the primary shaft **84** of the primary gearbox **64** and rotates with the primary shaft **84**. A second cylindrical shank **144** extends between and connects the first joint **140** and the second joint **142**.

The operation of the propulsion system for a marine vessel **10** will now be described with reference to the figures. In operation, the propulsion system for a marine vessel **10** is positioned within a marine vessel **10** with a single engine **40** positioned in the hull **12** and connected to first and second propeller assemblies **36** and **38**, respectively. The first propeller assembly **36** extends outside the hull **34** along the starboard side of the vessel **32** and the second propeller assembly **38** extends outside of the hull **34** along the port side of the vessel **32**. The first propeller assembly **36** is connected to the engine **40** via the primary gearbox **64** and first coupling structure **70**. The second propeller assembly **38** is connected to the engine **40** via the primary gearbox **64** and second coupling structure **72**.

When the engine **40** is turned on, the drive shaft **56** of the engine is caused to rotate. The drive shaft **56** extends through the end wall of the engine **40** and into the primary gearbox **64**. As the drive shaft **56** rotates a first bevel gear **86** within the primary gearbox **64** and connected thereto is caused to rotate. A second bevel gear **88** within the primary gearbox **64** and in a meshed relationship with the first bevel gear **86** is caused to rotate. The second bevel is engaged with a primary shaft **84** causing the primary shaft **84** to rotate.

The primary shaft **84** is connected to both the first and second coupling structures **70** and **72**, causing the first and second cylindrical shanks **138** and **144** to both rotate. The first cylindrical shank **138** is connected to the second subordinate shaft **106** of the first transmission unit **44** causing the second subordinate shaft **106** to rotate along with the second bevel gear **110** connected thereto. The bevel gear **110** causes the first bevel gear **108** in a meshed relationship therewith to rotate. The first bevel gear **108** is engaged with the transmission unit **44** for rotating the first propeller shaft **46** and the first propeller **48** therewith in a clockwise direction and providing a propulsion power to the vessel **32**.

The second cylindrical shank **144** is connected to the second subordinate shaft **106** of the first transmission unit **44** causing the second subordinate shaft **128** to rotate along with the second bevel gear **132** connected thereto. The second bevel gear **132** causes the first bevel gear **130** in a meshed relationship therewith to rotate. The first bevel gear **132** is engaged with the second transmission unit **50** for rotating the second propeller shaft **52** and the second propeller **54** therewith in a counterclockwise direction providing additional propulsional power to the vessel **32**. The clockwise rotation of the first propeller **48** and counterclockwise rotation of the second propeller **54** provide a propulsional force to the vessel **32**. The rotation of the first and second propellers in opposing directions cause the vessel to be propelled along a straight line. Should the rotation of the drive shaft **54** be reversed, the first and second propellers will be caused to rotate in an opposite direction causing the vessel **32** to be move in reverse.

From the above description it can be seen that the propulsion system for a marine vessel of the present invention is able to overcome the shortcomings of prior art devices by

providing a propulsion system for a marine vessel which includes a single engine mounted in the marine vessel for simultaneously driving two propeller assemblies thereby via a primary gear box driven. The propulsion system for a marine vessel eliminates the need for a second engine, thereby reducing the weight of the vessel whereby the vessel becomes more fuel efficient providing a tremendous saving to the owner of the marine vessel. Furthermore, the ladder including storage areas of the present invention is simple and easy to use and economical in cost to manufacture.

It will be understood that each of the elements described above, or two or more together may also find a useful application in other types of methods differing from the type described above.

While certain novel features of this invention have been shown and described and are pointed out in the annexed claims, it is not intended to be limited to the details above, since it will be understood that various omissions, modifications, substitution and changes in the forms and details of the device illustrated and in its operation can be made by those skilled in the art with out departing in any way from the spirit of the present invention.

Without further analysis, the foregoing will so fully reveal the gist of the present invention that others can, by applying current knowledge, readily adapt it for various applications without omitting features that, from the standpoint of prior art, fairly constitute essential characteristics of the generic or specific aspects of this invention.

What is claimed is new and desired to be protected by letters patent is set forth in the appended claims:

1. A system for propelling a marine vessel having a hull, said propulsion system comprising:

a) a first propeller assembly positioned to extend from the hull and along a starboard side of the vessel, said first propeller assembly including a first propeller positioned outside the hull said first propeller assembly including a first transmission unit connected to said first rotating unit; and a first propeller shaft rotatively connected at an inner end to said first transmission unit, wherein said first propeller is affixed to an end of said first propeller shaft opposite said first transmission unit;

b) a second propeller assembly positioned to extend from the hull and along a port side of the vessel, said second propeller assembly including a propeller positioned outside the hull;

c) an engine mounted within the hull; and

d) means for rotating both said first and second propellers, said means for rotating including a first rotating unit connected between said engine and said first propeller assembly for driving said first transmission unit to rotate said first propeller and a second rotating unit connected between said engine and said second propeller assembly for rotating said second propeller; means for rotating including:

i) a primary gear box positioned on said end wall of said engine including a first bearing for receiving said drive shaft therethrough;

ii) a first bevel gear connected to rotate with said drive shaft and positioned within said gear box;

iii) a second bevel gear positioned perpendicular to and meshed to rotate with said first bevel gear; and

iv) a primary shaft engaged to rotate with said second bevel gear to provide a rotational drive to said first and second rotating units, wherein said first rotating unit includes a first cylindrical shank connected to rotate with said primary shaft and said second rotating unit includes a second cylindrical shank connected to rotate with said primary shaft, and

wherein, said first transmission unit includes a first subordinate shaft connected at one end to said first rotating unit, a first subordinate bevel gear connected to an end of said first subordinate shaft opposite said first rotating unit; a second subordinate shaft engaged with said first propulsion shaft; and a second subordinate bevel gear positioned perpendicular to and meshed to rotate with said first subordinate bevel gear causing said second subordinate shaft said first propeller shaft and said first propeller to rotate.

2. The propulsion system as recited in claim **1**, wherein said second propeller assembly further includes:

a) a second transmission unit connected to said second rotating unit; and

b) a second propeller shaft rotatively connected to said second transmission unit, wherein said first propeller is affixed to an end of said first propeller shaft opposite said first transmission unit, and said second transmission unit is driven by said second rotating unit for rotating said second propeller shaft and said second propeller.

3. The propulsion system for a marine vessel as recited in claim **1**, wherein said second transmission unit includes:

a) a third subordinate shaft connected at one end to said second rotating unit;

b) a third subordinate bevel gear connected to an end of said second subordinate shaft opposite said second rotating unit;

c) a fourth subordinate shaft engaged with said second propulsion shaft; and

d) a fourth subordinate bevel gear positioned perpendicular to and meshed to rotate with said third subordinate bevel gear causing said fourth subordinate shaft, said second propeller shaft and said second propeller to rotate.

4. The propulsion system for a marine vessel as recited in claim **1**, wherein said second transmission means includes:

a) a third subordinate shaft connected at one end to said second rotating unit;

b) a third subordinate bevel gear connected to an end of said second subordinate shaft opposite said second rotating unit;

c) a fourth subordinate shaft engaged with said second propulsion shaft; and

d) a fourth subordinate bevel gear positioned perpendicular to and meshed to rotate with said third subordinate bevel gear causing said fourth subordinate shaft, said second propeller shaft and said second propeller to rotate.

5. The propulsion system as recited in claim **4**, wherein said first rotating unit includes:

a) a first ball and socket joint connecting said primary shaft to said first cylindrical shank; and

b) a second ball and socket joint for connecting said first cylindrical shank to said first subordinate shaft.

6. The propulsion system as recited in claim **5**, wherein said second rotating unit includes:

a) a third ball and socket joint connecting said primary shaft to said second cylindrical shank; and

b) a fourth ball and socket joint for connecting said second cylindrical shank to said third subordinate shaft.

7. The propulsion system as recited in claim **1**, wherein said first and second propellers are controlled to rotate in opposing directions.

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