

A New Technology for the Manufacture of Ships, Submarines and Aircraft Carriers "Through Concrete Layers and Compressed Air Tanks": Its Effects on the Political and Economic Map and Military Strategies and Tactics in the World.

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Can humans build giant ships so large that they are not comparable to what everyone has built before, with the least amount of financial spending, the least amount of scientific expertise, the simplest tools and means of construction, and the easiest engineering designs? Stop in any man-made field throughout history. This research is based on the idea of "using several layers of concrete equipped with compressed air tanks" in the field of the manufacture of large-scale ships, to float and direction of navigation in the seas and oceans, and bear all the violence of the waves, wind and sea currents and possible collisions with floating objects or shallow land.

What is the relationship between engineering methods in the manufacture of ships "concrete layers and compressed air tanks" to political geography and change the political map of the world? .

It may seem that new methods of shipbuilding based on cement and some simple tools have nothing to do with geopolitics, perhaps only in industrial geography, but because of the very dramatic impact we expect on the world political map puts it at the core of its competence. It is expected to facilitate the manufacture of giant ships based on cement, and stimulate the movement of global trade, and change the rules of the international game in naval and land conflicts, it is very easy for any country in the world to manufacture a "giant cement aircraft carrier", as well as submarines, and can even be confused The word (submarine + aircraft carrier), as well as the manufacture of "floating human colonies", and the occupation of "sunken islands, and shallow areas relatively close to the shore and to settle between the rocky edges of the continents of the world, what political impact will be??. Why is it so surprising ?, We were studying the details of the survey instruments and how they work, and their impact on the geographical area, and the impact of geography, and therefore all of this within the core of geographical science, and it is better to use the expertise of architects specialized in construction, and conduct more rigorous experiments in laboratories Scientific, as well as actual applications in the field, to explore their strengths and weaknesses, and ways to strengthen them to carry out their tasks to the fullest.

Second: Why do we demand the construction of ships of concrete? What is the importance of this in the shipping industry in the maritime field?

We will not call for the replacement of all existing ships by concrete ships.

We must first emphasize that this theory of shipbuilding based on "concrete layers and compressed air tanks" is not a claim to replace all existing ships in the world today, but is "the addition of a new technology in the shipbuilding industry," using a lot of tools The other means in building other ships, adds the type of features that did not exist before, and ultimately the maritime activities determine the quality of the ship optimized for the implementation of the target.

No conflict between the laws and principles of buoyancy and the technology of shipbuilding of concrete layers.

What does the law of buoyancy allow? If the body floats on the surface of a liquid, the weight of the submerged body is equal to the weight of the displacement fluid. If the body is made of a high-density material but has room for trapped air⁽¹⁾, it may be enough to push the water to Floats, such as a ship made of iron - or of other materials, including cement - means that the hypothesis is scientifically possible if engineering design helps. This is what governs the idea and makes it feasible, and motivates us to encourage others to implement it,

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By enlarging the size of the floating body (cement ship), with it contains air gaps (compressed air tanks) that make the density of the body less than the density of water, floating in peace, to remove more water by weight.

Why are there so many opportunities to facilitate the construction of concrete ships than other normal ships?

The basic materials used in the manufacture of ships currently provide many of the advantages of good in civil and military use, but we can multiply those advantages to a large extent, but the creation of goals and uses not yet thought of humans, as well as new strategies commensurate with the characteristics and capabilities of concrete ships, including these features:

- **Low cost:** Compared to the establishment of the same piece of navy with other tools.
- **Lack of need for expertise in shipbuilding:** It is enough to rely on the expertise of engineers specializing in the construction of ordinary housing units, without the need for engineers specialized in marine works.
- **Lack of construction time:** - Cement needs between 3 - 7 - 14 days to complete its cohesion in high temperature areas, has chosen the international standards 28 days pass standard for the quality of concrete to complete chemical reactions and reach the quality of resistance and endurance to the maximum ⁽²⁾, Due to our demand for the construction of 3 independent integrated concrete layers for each, the maximum time required to complete it will not exceed 3 months at the latest, + 1 month to complete the equipment before implementation + 1 month to finish all other finishes after concrete consolidation; the total time only about 5 months , While you need any other ship in same size (using steel) to perhaps almost 5 years.
- **Ease of design and implementation:-** Because it resembles any ordinary apartment building, "casino" or "hotel" looks like the shape of the boat, to become an actual ship after the floatation process, and is similar to the manufacture of the hull of a normal ship but more spacious, it is possible to adopt any design for a normal ship and applied as a design Typical of a concrete vessel, bearing in mind that the thickness of the hull will be measured in meters (approximately up to about 3 meters in large vessels).
- **Dependence on natural features in construction:** where can be used canals and estuaries seasonal and dry rivers as the most appropriate site for the construction of concrete ships.
- **The ownership of concrete ships for deceptive ways and very innovative methods:** - will be talked about later.
- **Easy dumping, re-floating, safe tilting and rebalancing of concrete ships:** This is similar to the desert battles in North Africa in World War II, when the war was conducted in a mobile manner, and the process of progress and withdrawal between the German and British army continued throughout the battles, because the value of land was very low, and contains few economic resources and military importance and others ⁽³⁾, as well as it is possible to dispense with the ships of concrete layers and abandoned after the need and achieve the goal.

Third: How to design and construction and achieve a streamlined form.

It is important to lengthen the dimensions as much as possible, to become the largest "floating" man made in history, with the largest longitudinal and transverse plane, it can be likened to a giant aircraft carrier, but is the longest floating runway airport in every sense, a mobile military base. There are several engineering calculations that must be taken into account if we want to increase the inflation of the floating cement island, if the length of the island was necessary to increase the supply and increase the thickness, to withstand heavy weight, and violence of sea currents and strong waves, and to avoid breaking the floating island because of the intolerance of the rise and fall due to waves.

The construction of vessels "layers of concrete and compressed air tanks" on the method of successive layers with different joints.

We recommend avoiding the construction of concrete vessels from one layer, there should be several layers, each of which has a density in the type of cement and piles, and air gaps that permeate, because each of these pieces of cement a certain ability to buoyancy, and help the concrete layers to avoid the collision of the cement and break it, The resulting large fissures may lead to fission of two parts, and the important impact on the survival of the cement ship as long as possible and preservation of possible injuries. The joints between each layer of cement should contain different composition insulating materials, preferably "Foam material" as well as "coarse and soft sawdust" after the addition of "insecticides and petroleum oils" to prevent insect growth, and there is a semi-gel plastic material placed in the tires It is found that it has an important role in re-bonding and contact with itself if the tire is punctured, to fill the leak in the least time, and may be possible to add this article in some of these layers surrounding the body of the cement ship, but this will lead to high cost of construction , And the difficulty of accepting the sacrifice of the ship and destroying it to serve The simplest civilian and military objectives.

The importance of adding “Ping Pong Balls” in the “concrete layers”.

In order to reduce the weight of the concrete blocks and increase the ability to float and help the "air tanks" to do its work it is necessary to add millions of plastic balls in which to hold compressed air, but it must be not as large as a "foot ball" or very small do not want her job. The best of these balls, "ping pong ball", its size is suitable, and its price is cheap, and its weight is light, so you must buy millions of them, and add them to the concrete mix in its final stages, to avoid grinding by friction pelt and sand, and maintain its semi-regular distribution does not lead to concentration And combine them with each other, reducing the bonding of concrete blocks with each other, which leads to ease of refraction with less external shock.

Air tanks of different capacity, type and design.

This part is primarily responsible for the buoyancy and its possible pain and is capable of lifting the huge weights and self-weight of concrete vessels, as well as the weight of all that will be placed on them, and these tanks must be subject to some of the following quality standards.

Tools, devices and other assistive techniques to facilitate the tasks of vessels of concrete layers.

It is necessary to add some important devices inside all compressed air tanks inside the concrete ships and control them in the ship's main control and management room, as follows:

1. Installation of a "simple small air heating device" in the air tanks.

If a small heating device can be placed inside the air tanks, it will double the air pressure inside it, give more buoyancy and momentum to the cement vessel, and increase its capacity to carry goods and heavy weights.

2. "Digital thermometer" to measure the air temperature inside the atmospheric pressure tanks in cement vessels.

It is indispensable to know the normal temperature inside the air tanks, and the changes that occur due to the passage of cement vessels in hot, cold and freezing areas, and record it in a special register.

3. Digital device for measuring the "atmospheric pressure force".

To know the strength of atmospheric pressure in each air tank separately in cement ships, their effects on buoyancy and their ability to lift the heavy weight of self-weights and cargo, and to avoid excessive increase in atmospheric pressure in the tank, which causes intolerance and explosion and the damage to concrete, The major cause of the total disruption of the buoyancy in a partial or total manner.

4. Float to see the water level in the tank.

With the need to pump water into the tank to deliberately sink part of a concrete vessel to tilt it slightly, or dive it completely below the water level, and possibly settle to the sea floor; These floats are connected to computers in the main control room.

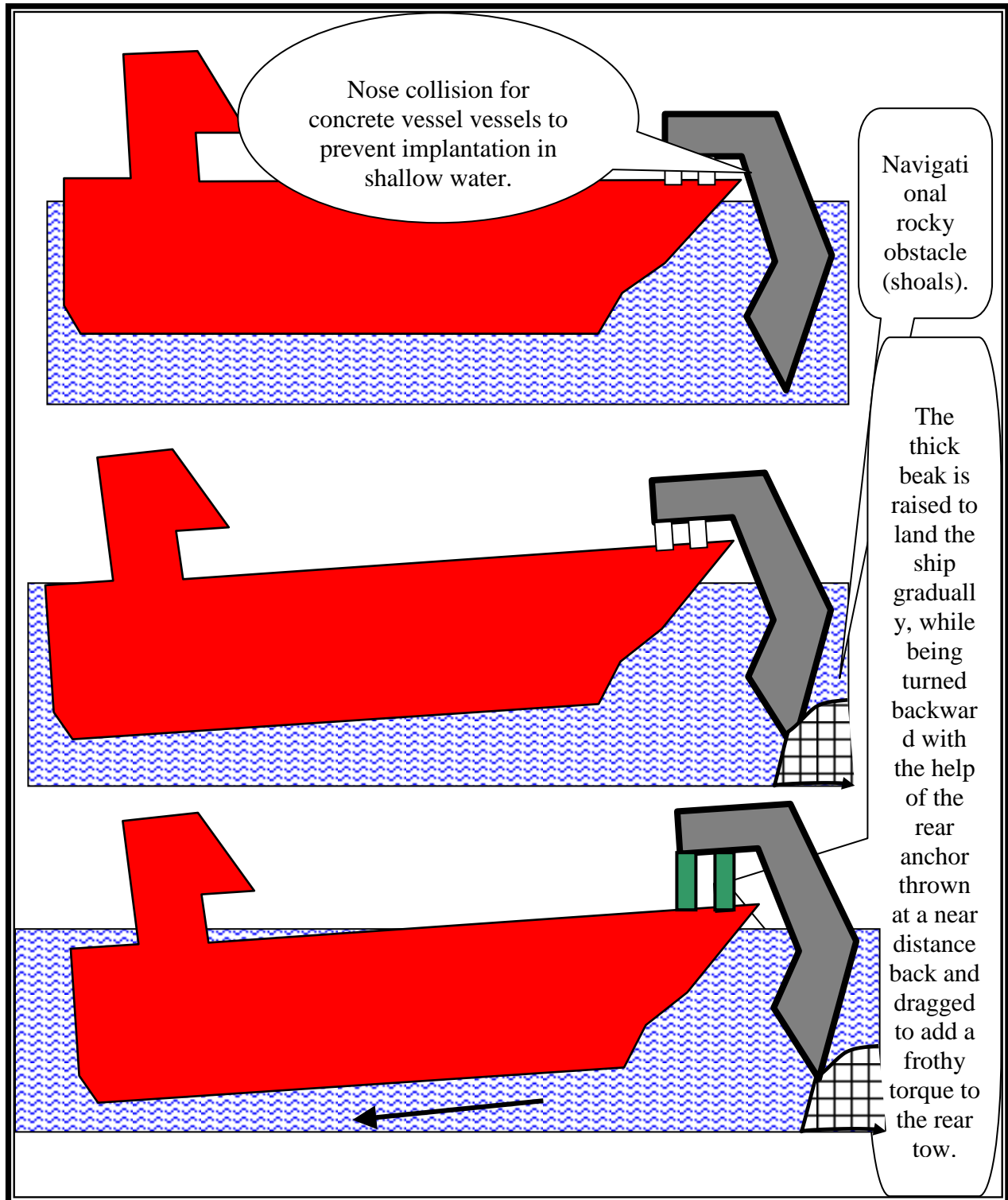
All ship ligaments in the world do not serve to restrict cement ships.

If we imagine this large size and huge weight of concrete ships, the strength of the tension of the various ligaments when anchored on the sea docks in any port will not be enough to prevent them from displacement and drift in the sea currents, so it is important to rethink a new method of installation, first to put the spring in the ropes to bear The pressure of attraction without interruption. There are other more important ways, including the establishment of "pier resembles a narrow bay surrounded by three directions," and of course must add rubber blocks on the sides to prevent friction, and absorb shocks and pressure on each other.

Installation of a "thick beak" in the front of the layers of concrete to avoid Impaction in shallow marine areas.

By installing this beak and pointing it to the bottom, it hangs deep into the water and reaches the level of the depth of the ship's submarine, and exceeds it by 2 meters down, why ?, so that this part can hinder the movement of the ship and prevent progress if there is a navigational area is not deep (see the figure below) It will do this, exposing the ship to a state of non-buoyancy, after feeling a shake inside it - its strength depends on the speed of the ship itself - and it can be sacrificed by the "big beak" by lifting it, jaw it, smash it, or blow it up with explosives, to complete the restoration process. Flotation, undoing this shallow road, installing a "new thick beak".

Fig (1) The collision nose (beak) form mounted on the front of the concrete layers vessels to prevent the implantation in shallow marine areas.



Prepared by the researcher

Steps and ways to achieve a streamlined shape, what is the most suitable places and locations?.

We can easily accomplish this very precisely if we can "take a precise imprint on the exterior of a giant ship" and turn it into a "mold" to pour the cement later.

There is no difficulty, but how? If large ships are retired, or need complex maintenance that takes at least a few months, you can head to a shallow bay, surrounded by sand from 3 directions, and easy access to land, allowing for easy transport and heavy equipment. Easily. Then the ship enters into this gap and then use the bulldozers and equipment to move and transport the sand to close the gap and prevent water from entering it completely, and by strengthening the sides and raising the level, is equipped with a medium-viscosity soil; containing mud, clay and sand, and brushes on the bottom, and direct the ship to it, to anchor The ship is built a strong cement casing that surrounds the ship and touch it accurately, and then the stage of re-float ship, to remain in the end "accurate fingerprint of the outer structure of the giant ship", and may occur a little friction or distortion of this mold or lack of footprint of the lower end of it. but engineers can solve the problem easily, in the least time and with a reasonable reliability. If we have a "front footprint of the flowing shape of the ship," it is enough for the process of expansion and increase the length and height, as if we had the tip of a huge nail, to penetrate the waves easily, and contribute to reduce friction in the front; to reduce water resistance, and increase speed.

What is the disadvantage if the flow is not achieved?.

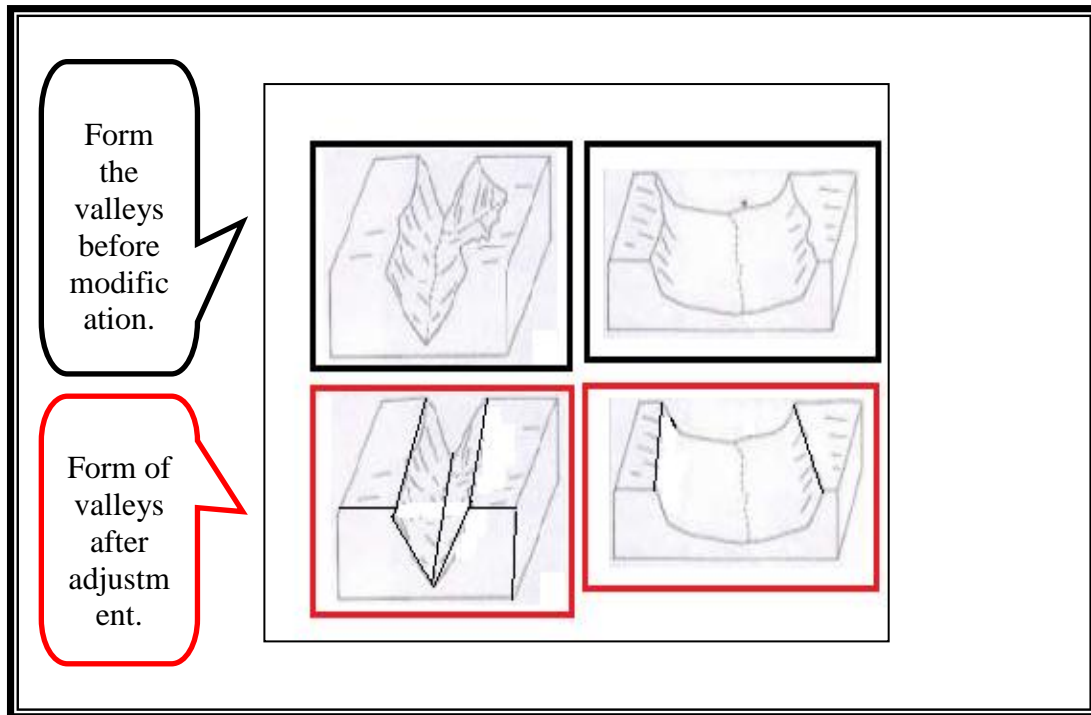
If the concrete vessels have a sloping front, flat bottom and vertical sides without any curvature or curvature? The disadvantage of speed reduction, but what is the rate of reduction? If it is 10-15%, it can be accepted, even if it reaches 20% or 25% (by quarter) is a percentage that can be sacrificed for other gains, including the speed of achievement The completion of the implementation of the cement ship in the least time, as well as to give it supernatural capabilities in the field of buoyancy and stability and stability during navigation during strong sea storms, and also give it the ability of self - destructive if it hit a port or toppled a huge iceberg.

Fourth: a practical step-by-step model for the use of the technique of "layers of concrete and compressed air tanks" in the construction of ships (aircraft carrier - petroleum camel - cargo ships) in the easiest ways.

We will start here from scratch, in the simplest, most exotic and unusual means in such cases, through a set of steps, installations and structures in this order.

- **Develop a general perception of the size and shape of the "cement ship", type and role:** Because this perception will determine many of the characteristics, capabilities and equipment required to be successful for the task.
- **Testing the capacity of a "compressed air tank" to carry the maximum weight of concrete:** - by testing the same "tank used in the construction of the cement ship", or the use of "iron barrels", to find out the amount of atmospheric pressure required to lift the maximum weight of the concrete, and when the tank is unable The air all carries more atmospheric pressure ? (before it explodes) and fails to carry more weight.
- **Choosing an empty seasonal riverbed of water:-** The most suitable site for this is something that no one of the engineers specializing in building such things think of, such as the "bottom of dry rivers", "estuaries" and "giant river canals" temporarily free of Water lined with cement but why? Because its bottom is similar to the letter "V", which is the required form for the bottom of all types and forms of "cement ships", and for another very important reason, which is the ease of floating this huge amount of concrete and floating and directed to the sea later, so this site should be close to the sea , Or at least not separated by dams or obstacles that prevent it.
- **Preparing and clearing the riverbed and blocking it from the nearest direction towards the estuary:** By adjusting the straightness of its path (see the following figure), and clearing this part of the grass, mud and dust, and after making sure that the shape of the two banks of the river matched with each other; In the closest direction towards the estuary, in the form of a slope, and gradually descends down the riverbed, from laying a small layer of dust on the bottom, to be considered an insulating material will be cast concrete, it is possible to spray a layer of thin wax, and then spray thin layers of cement to adhere to it Gently, bear the weight of the concrete blocks that will be thrown over them.

Fig (2) Equip dry river valleys and estuaries to build concrete layers vessels

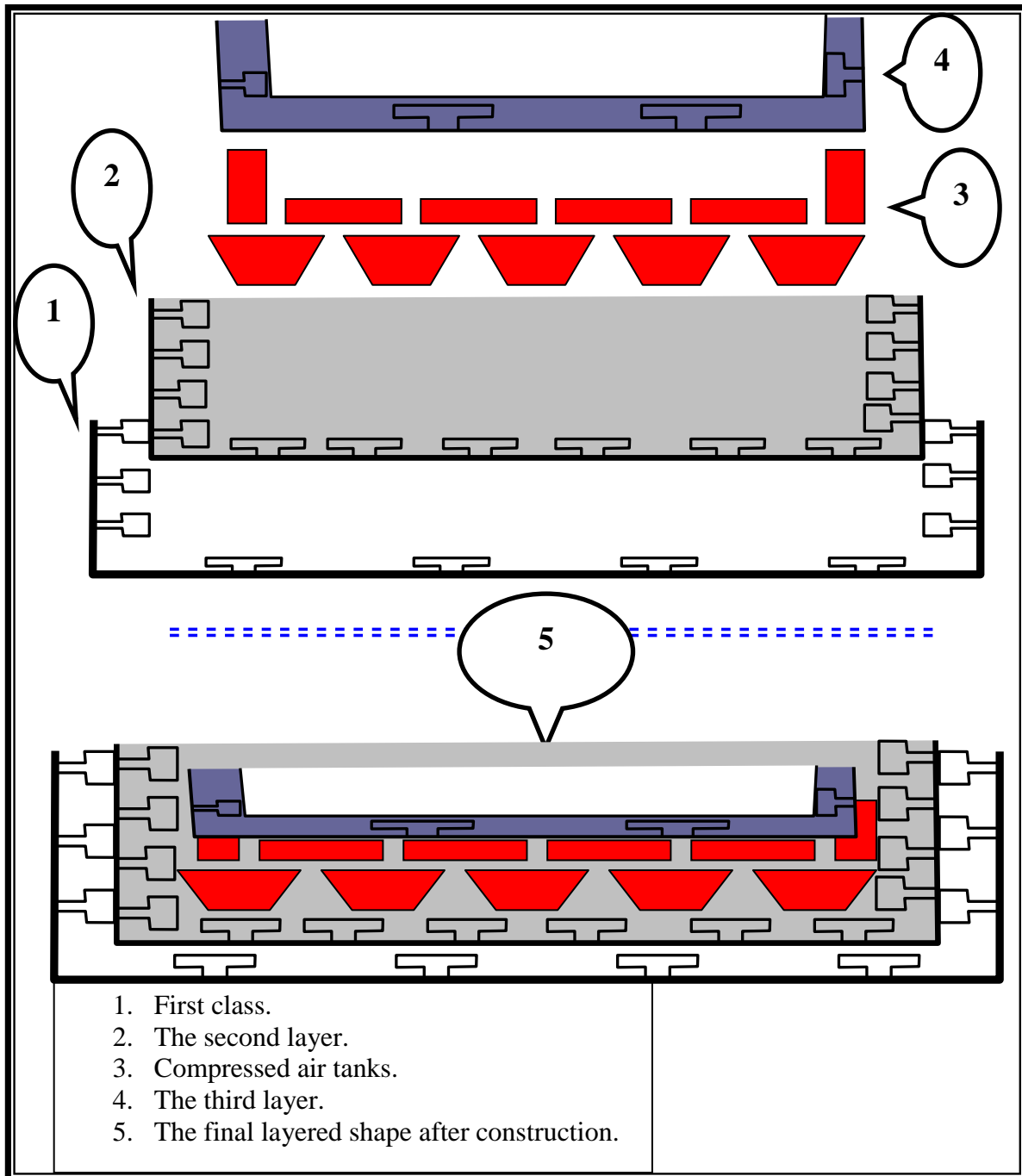


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- **Put empty tubes on the bottom of the riverbed:** In a situation more like a standing man, because it will be drained through the water tanks air to balance the buoyancy, or to dive a little depending on the need.
- **Building the first cement layer:** by pouring a layer of not less than 1 meter of concrete (in very large vessels) mixed with a little "ping pong balls" + iron, but must first cover the iron with a layer of flexible plastic, not simply. Because flexible plastic is a better insulation than paint, and even if some of the hole and penetrate the water into the iron will withstand the expansion of iron and avoid fragmentation of concrete, when the cement layer is poured, molds are arranged at the top to resemble the letter "T", which will bind to the other layer (see figure below), then put the sawdust mixed with insecticide + mineral oil, or put any cheap insulation material.
- **The construction of the walls of the sides in the form of a letter "U":** by building a straight wall using concrete bricks, and this fence stands on the first cement layer, walks along the bank of the river and encircles the aircraft carrier on three sides, while maintaining the side that will be "Introduction The ship", which must be in the direction of the mouth of the river, and plastic pipes must be placed in this fence, which is where the excess water or air will be drained from the "later".
- **Preparation of the slope to be the front of the "cement ship" pointed:** Where it is important to strengthen this part further, by placing larger quantities of iron insulated layer of rubber cement, as well as linking well to the entire ship.
- **Pour a small part of the second layer of cement:** where you must first put a layer not more than 30 centimeters of strong concrete mixed with iron insulated plastic rubber + ping pong balls, as a prelude to place "air tanks".
- **Installation of "air tanks":** This part is a "nightmare" for all engineers, given the prior understanding of the buoyancy, and the accuracy required in the implementation, which will contain "air tanks", which will provide each tank separately two air ducts + control valves. In order to facilitate this it is supposed to assign a distinctive color to the air ducts different from the color of the water pipes, and to say that the color of the air ducts are red, and the water is blue, (See the following figures) , It is important to connect the pipes for the entry and exit of sea water with pipes that were initially equipped, which were placed like a "standing man", that is, the pipe openings will settle at the bottom of the ship, and there must be another outlet for the exit of water and air for emergency, to avoid clogging the openings in case Concrete ships dive in soft soil, so there should be openings on both sides of the ship, which will increase the diversity of the ship's movement and willful tilting to either side whenever planners and commanders will.

It is also important to surround the "air tanks" with a very flexible material, say, for example, sawdust or layers of rubber, why? , To accommodate the expansion of air tanks due to increased atmospheric pressure inside, do not cause the blasting of the surrounding concrete layer.

Form (3) cross section of the ship layers of concrete consisting of the three layers of concrete + compressed air tanks, and it is noted that each layer contains edges or appendages similar to the letter (T) works to link them to the next layer and prevent them from slipping or separation.



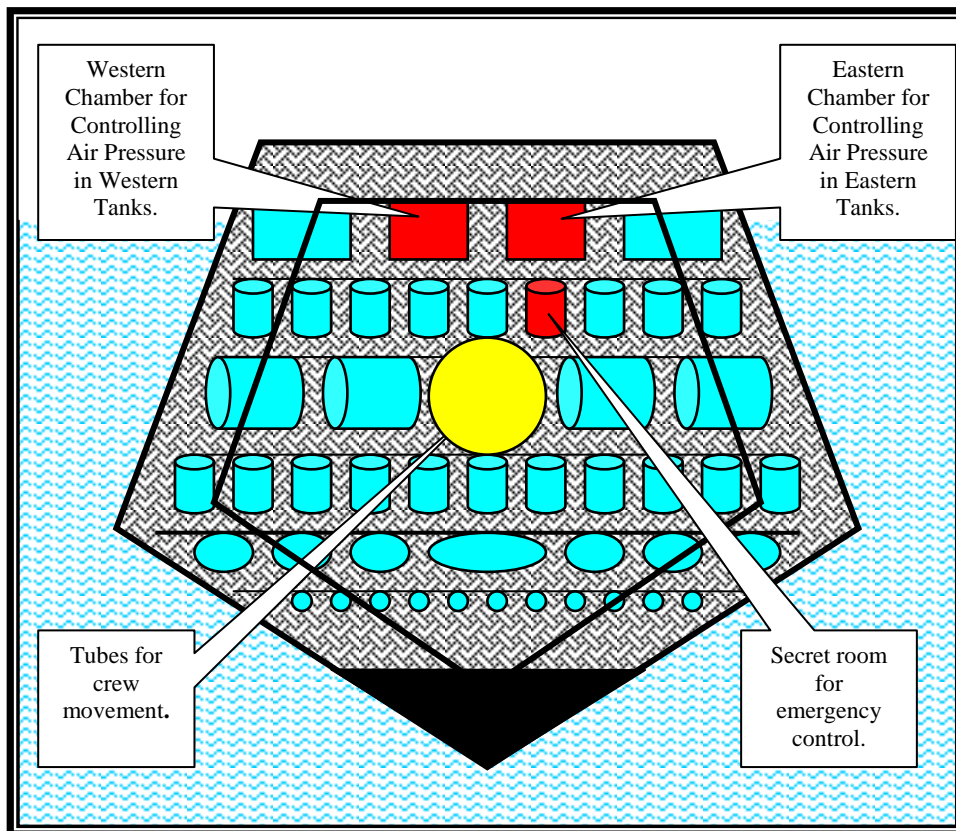
Prepared by the researcher

Then connect them from both sides of each tank, the first: from the top (water pipe next to the air pipe), and the second: from the bottom, (water pipe next to the air pipe), and of course must connect the water pipes to the drainage pipes installed in the bottom of the aircraft carrier.

- **Control rooms:** Of course, air ducts as well as water will be connected to independent valves, each of which will be controlled independently. All of these pipes are connected to a "control room", perhaps to simplify the work and reduce complications; To control the eastern side "and" room to control the west side ", while maintaining coordination between them, to facilitate the process of buoyancy and to adjust the rhythm and the degree of stability in each stage or situation or military situation, and it is important to equip " secret room to control in case of emergency ", and this requires Military thought, tricks and complex preparations, (See figure below).
- **Completing the remaining part of the second layer:** - by pumping the strong concrete and connecting it to the bottom layer and tightly enclose it with tanks. In the tanks later, There must be a layer of strong concrete interconnected with each other and not less than .0.5 meters above the air tanks, to prevent it from explosion.
- **Pouring the third and final layer of concrete:** Air tanks may be placed in the same way as before if the "cement ship" is supposed to carry larger weights than planned, or perform more complex tasks, including carrying tanks, vehicles and armored vehicles and carrying out operations. Landing.
- **Full insulation from water:** - by pouring mineral oil on the hull - except the parts that will be completed on construction - to permeate all layers of cement, and makes it completely isolated from water, and prevents it from absorbing any single drop of water,
- **Add a wax layer to reduce the friction of the water during navigation:** - It may be possible to use paint to decorate the ship and write its name or some data about it.

Thus, the construction of the main body "cement ship", with a bottom thickness commensurate with the size, and thickness similar to the sides, and significantly strengthen the front to withstand the maximum shocks and impact waves and violent sea currents.

Fig(4) cross section of a submarine of concrete layers and show compressed air tanks of different sizes and shapes stretching on successive floors, while located at the bottom representing the main weight of the vessel layers concrete.



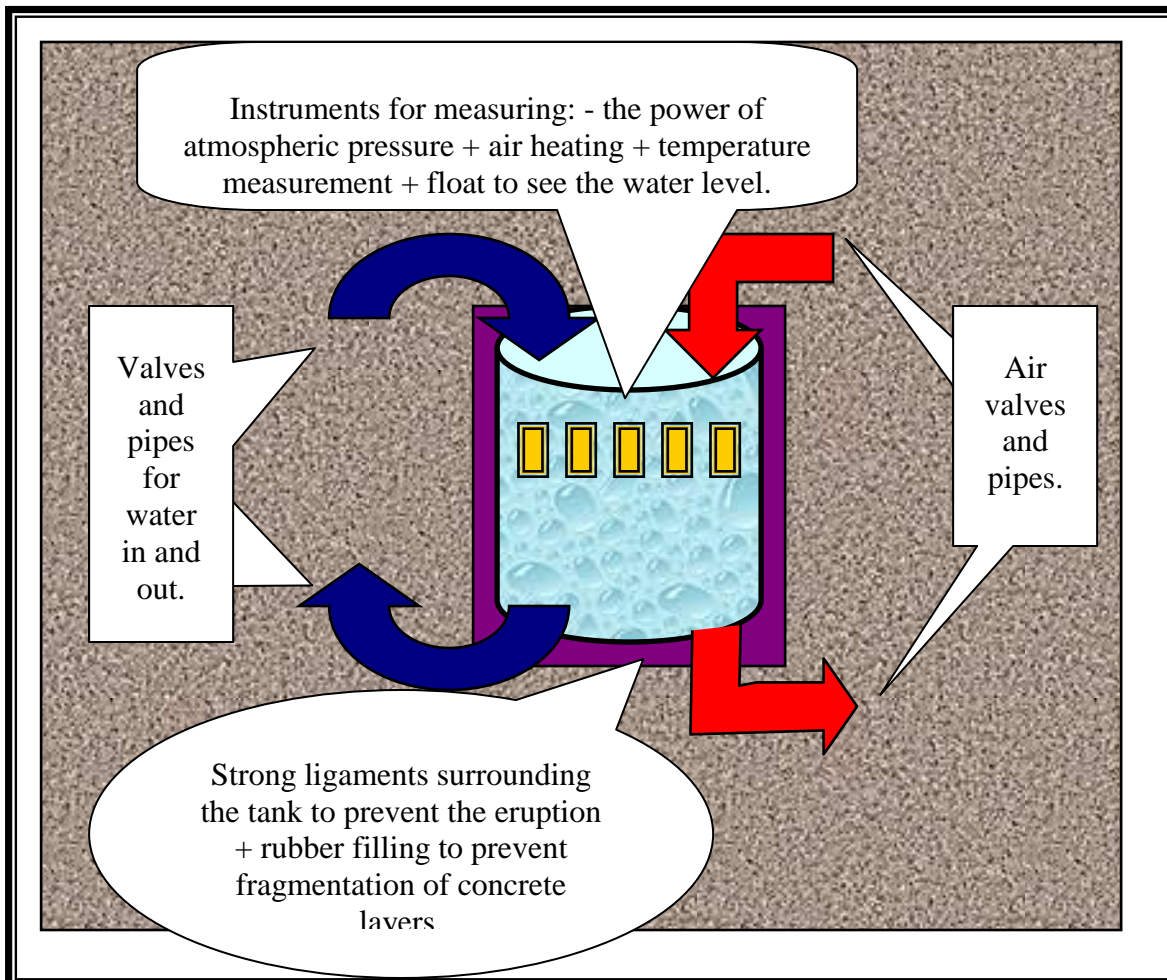
Source: Prepared by the researcher.

- **Construction of roof-bearing columns ("aircraft carrier take-off corridor"):** - No column should be constructed over air tanks; rather, the column must be above the concrete blocks themselves,

To give them greater durability and stability, and must not be less. The distance between the surface above the concrete blocks and the top of the roof is about 4 times the thickness of the concrete blocks, ie if the concrete blocks reach a thickness of 3 meters, the distance should not be less than 12 meters, thus giving this ship more buoyancy.

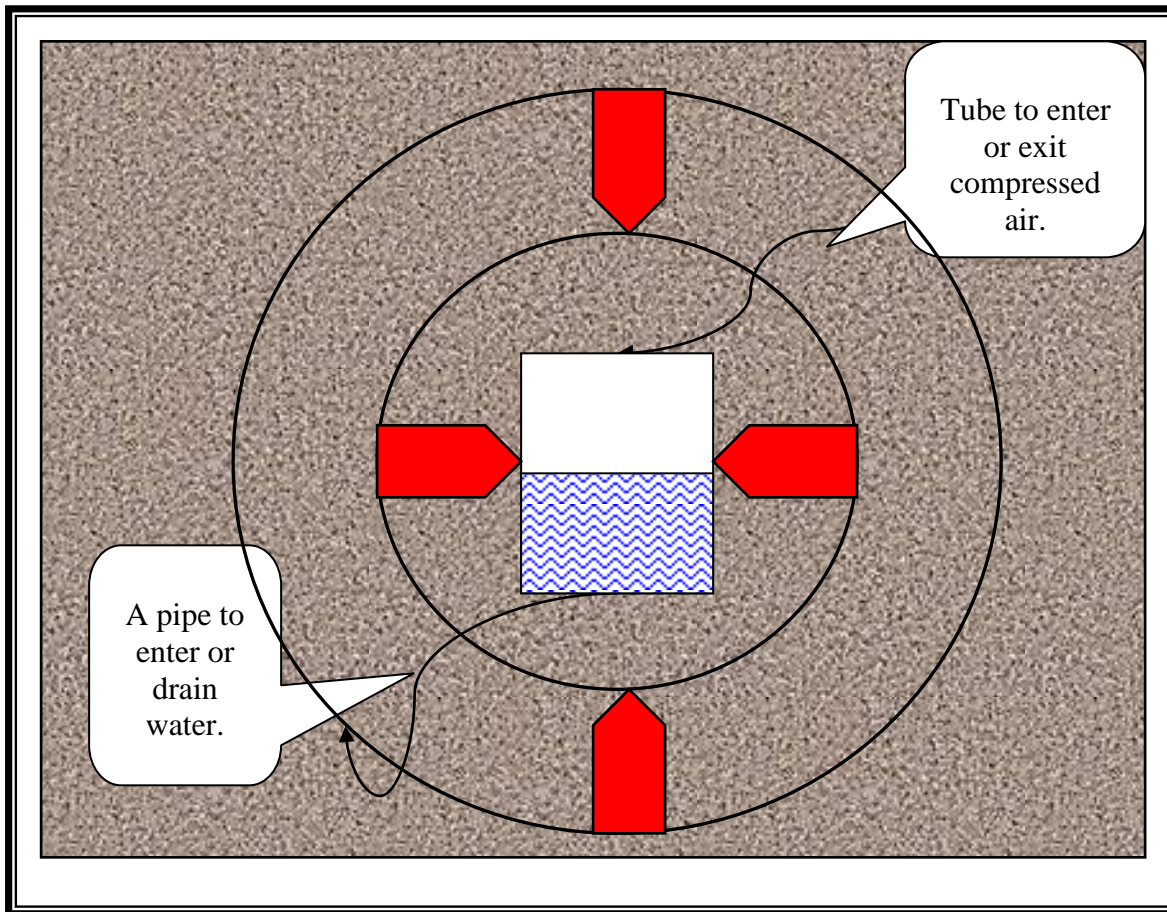
- **Allocate large empty rooms on both sides along the aircraft carrier that serve as auxiliary air tanks for buoyancy and reduce weight:** These are adjacent to the hull, airtight, and divided into small rooms isolated from each other with strong walls, which will be considered one of the ship's protective shields from sinking and seawater penetration. Inland, they are considered as buffer zones for the leakage of any petroleum liquids to the sea.
- **Pouring the roof of the aircraft carrier concrete (which will become a runway for aircraft):** - The ceiling thickness should not be less than 30 - 50 centimeters, reinforced with iron skins well insulated rubber, thus we have finished the actual construction of most parts of the ship.
- **Build a small tower on the side of the aircraft carrier:** It is possible here only a lightweight metal tower, or continue the construction of concrete as any normal building, taking into account the placing of equal weights on the other side of the ship, to achieve the appropriate balance without tilt causing sinking.
- **Conducting the first buoyancy tests on the "cement aircraft carrier":** where its location is ideal for this, whether we wait when the river comes and flood the course and push the ship to buoyancy, or was arranged by closing the area around the ship, pumping water and the beginning of float, and test the method of work "Air tanks", their role in flotation, the degree of buoyancy and equilibrium, adjusting the tilt angles, and the ability of the ship to resist water leakage.

Form (5) cross section of the compressed air tank and water and air pipes and how it works between concrete layers



Prepared by: Researcher

Fig (6) The shape of the diving tank through water filling as well as discharging it and replacing it with air for buoyancy, surrounded by pivots to maintain its horizontal position no matter how fluctuating the cement submarine, the disadvantages of this design is the need for space to rotate in it. This will increase the cost of each intelligent air tank.



Prepared and designed by the researcher.

- **Carrying out several emergency drills and experiments (tilting - partial dumping);** such as deliberately tilting the ship, returning it to a degree of equilibrium again, examining its ability to do so, and the maximum extent possible to reach it, including trying to turn the ship upside down. , Repeat the same situation several times, explore the degree of gravity of the ship 's exposure to water in large parts of air tanks, and other experiments.
- **The beginning of the takeoff and landing of aircraft on the "cement aircraft carrier":** In many cases, the first before trying to float the ship, and then after the float, and then in emergencies, including takeoff and landing on the uneven deck due to its deliberate inclination.
- **The beginning of pumping oil in oil transport vessels:** It is important to ensure the resistance of the hull of the cement ship to leakage, and not to damage or corrosion of the hull itself from carrying oil, and bear it to travel long distances in the sea.
- **Engineering revolution, a new way to build submarines using the technique of "layers of concrete and compressed air tanks."** : Not all engineering designs for submarines and other naval objects are sacred to be subjected to, and walk according to the strictest steps drawn by specialists, and on this basis we can develop a completely new concept in the construction of submarines, using the strategy of "layers of concrete and compressed air tanks" in the same construction The method of "building the lighthouse" or "ordinary residential towers", taking the form of the usual circular or oval shape, let's start from the bottom (representing the back of the submarine) and then climb up to the middle, and then the bulge (the diameter of the circle) gradually as we go up, The end of the summit represents the front of the submarine. where is the problem ? , Will emerge "two real problems" engineers must prepare in advance to solve, and overcome, namely:

1. **Construction of the tower of the submarine:** It is difficult to build the tower in this case, because the weight of the tower can cause the overturning and destruction of this building because of poor balance, and can be overcome by installing supports to carry this tower, or not to start building it. Now, it is built after the float of the submarine and then docked in a "dry dock" to empty the water to build the tower.
2. Release the submarine and change its status from standing in the air to lying on its back and floating the submarine full: Do you see all this in one step? There are several methods, each with its own characteristics, damages and risks, including the bombing of a planned part in the foundations of the skyscraper (submarine), or built on an insulating layer that is not intertwined or connected with the body of the submarine, but if it falls to the ground it will crash and end its command. It is important to create a circle or square around the submarine, and fill it with water tens of meters, to be three times the depth of the submarine itself, for example: If the thickness of the submarine is about 20 meters, the depth devoted to the fall should be about 60 meters! Because this depth is difficult to achieve in reality, and requires a large cost and cause many problems, including increasing sea water pressure and damage to the environment surrounding the building. It is possible to enclose the submarine with layers of wheel tires, to reduce the severity of impact when falling.

Despite these difficulties, the construction of "concrete submarines like the lighthouse" is geometrically possible and presents some challenges that military planners may seek to implement in the future.

Propulsion engines for concrete layers vessels.

Why do we re-imitate the same systems as normal navigational vessels?, Why not bring new things in the context of this innovative engineering planning and implementation? It is best to use thousands of small motors and motor (small motor), each of which uses the least amount of electricity, relying on solar cells to generate electricity, to feed each solar cell a specific number of small motors, and installed at the bottom of the cement carrier. To provide the ability to drive the required equivalent to any engine in place in the largest aircraft carriers in the world. The advantages of these small-sized engines and limited capacity with the large number of large; do not need large rooms for service, management and maintenance, as well as avoid the case of stopping and damage to the giant engines lead to stop the ship completely, that the damage of some engines will not mean stop cement ship, but slows Movement only, with the possibility of replacing with another during the movement. The current renaissance movement will contribute to the use of "electric charge batteries" in energy storage and reuse in times of need, and facilitates the charging process and mode of operation.

Fifth: Problems and Uses of "Concrete Layers Vessels".

Disadvantages of "cement ships" and their problems

There are some disadvantages of course, but if the defects are less than the advantages means that the validity of the product and its usability and the actual use of it, the most prominent of these challenges are:

- **Very heavy weight of cement vessels:** - It is very difficult to move cement ships if they collide. Some of the previous solutions have been developed to solve the problem.
- **The difficulty of making small cement boats:** We believe that the multiple layers of concrete and reinforced with insulated iron pipes, as well as air tanks of different size, type and installation; cause the need to amplify the ship to give it the ability to float and carry all this weight, and in our scientific estimate that the smallest size of concrete layers will not be less than 30 centimeters thick, which The smallest boat is about 10 meters long, 5 meters wide and at least 5 meters high.
- **The true and sincere need for complete isolation from water with full accuracy and conscience:** It is a process that requires elaborate work, and any negligence in it will lead to the erosion of "cement ships and damage iron and rust; Located on the edges of the cement ship, where all layers remain exposed to air and water, and therefore must be covered with a special layer that prevents this decisive prevention.
- **Uses of ships and cement islands in:**
- **Military Uses:** They are very diverse, and differ significantly from similar uses of other military ships, and will be examined in detail in the next section.
- **Extraction of oil from the seabed:** Because it is possible to dispense with the oil platforms, by designing "a concrete vessel for each type of offshore oil field", or use any of them in it, and it is easy to install a concrete vessel on the seabed; The ship itself to reach the depth, (there will not be a sinking of the ship because of this hole), until reaching the seabed, and then the oil carrier.

- **Application of Quarantine System:** Because a concrete ship is a type of fixed or mobile sea island, it can be used as a temporary sanatorium (such as civilian or military Red Cross ships), sanitary isolation, disinfection, or even extermination (disposal). Patients to avoid the spread of the disease to healthy people), which is an inhuman and painful strategy, but it is the last part of the thinking
- **Detention of prisoners and prosecutors from the security services:** As if it were a large prison, subject to movement and repositioning, and switch places for countless reasons.
- **Breaking the glaciers (cement islands with pointed peaks):** - By breaking up and destroying icebergs, and arranging several collisions with cement mountains until they break up.
- **Mobilization of cement ships:** It is possible to carry out a process of "reinforcing" the numbers of concrete ships, applying the principle of "military buildup" and "continuing dispatch", ie not only building one island, But the establishment of successive islands, so that engineers, workers and technicians continue to build as many of them as possible, so that if all the floating cement islands to maintain their full integrity, it could turn into a giant colony, like a whole state, and allow the increasing areas and the subsequent annexation of other islands to think In things, practices and roles go beyond the Strategic stomach function in the initial stages>
- **Commercial and economic uses:** It is possible to use some areas in the cultivation of food crops for the people of the island for personal consumption or for export to others, as it is possible to raise animals and birds, the establishment of factories, solar plants, and commercial markets open to the world, and others.

Sixth: Military strategies and tactical visions and new tasks for the ships of concrete layers.

Due to a set of factors that have been developed and imposed themselves on the navigation field, they are as follows:

2.A very significant reduction in the crews of seafarers working on warships.

If we dispense with the giant engine rooms, and the large numbers of engineers, technicians, workers and craftsmen, it would be a very big start to reducing thousands of people, in addition to the numbers that run these groups of leaders and observers, security personnel, food and health care services. Let us enumerate all the numbers and competencies required to manage a complete aircraft carrier of concrete and ensure its passage and navigation at sea, (See table below).

Table (1) Approximate model for counting the number of crews of warship management of concrete layers

The required number.	Selected function.	Notes.
1	The main captain.	
4	Assistant Captain.	Why the number is at least 4? To provide a replacement at the time of the other's comfort.
4	Communications Specialist.	
4	security.	
4	Engine Operation Engineer.	
4	Maintenance technician.	
4	Computer engineer for engine management in control room.	
4	Cooks and their assistants.	
4	Doctors.	
Total.	Less than (40 individuals) at maximum.	

Source: Scientific estimates prepared by the researcher.

With fewer crews working in concrete warships, the number of personnel trained and unnecessary increases on the same piece of ship, which means that they can participate and be used in more ships, which will increase the fleet of these countries.

3. Very little financial cost for ships, submarines and cement aircraft carriers.

If a simple comparison is made between concrete ships and other warships of the same size, we believe that the cost of construction is much lower, especially when avoiding the construction of engine halls and auxiliary tools, and large crew rooms and their livelihoods, this necessitates a change in all military, political,

Economic and social thinking about the naval power and the trans-oceanic fleets and their affairs which have been manned for hundreds of years (See the table below for a hypothetical comparison of one of the most current aircraft carriers versus the assumed cement carrier), because there is a great deal of differences between ordinary and cement ships, necessitating changing many details, It will even push military thinkers and others to add what they have not yet imagined.

Table (2) Comparative table of some characteristics and capabilities of the US aircraft carrier, PCU Gerald R. Ford (CVN-78) versus the assumed cement carrier

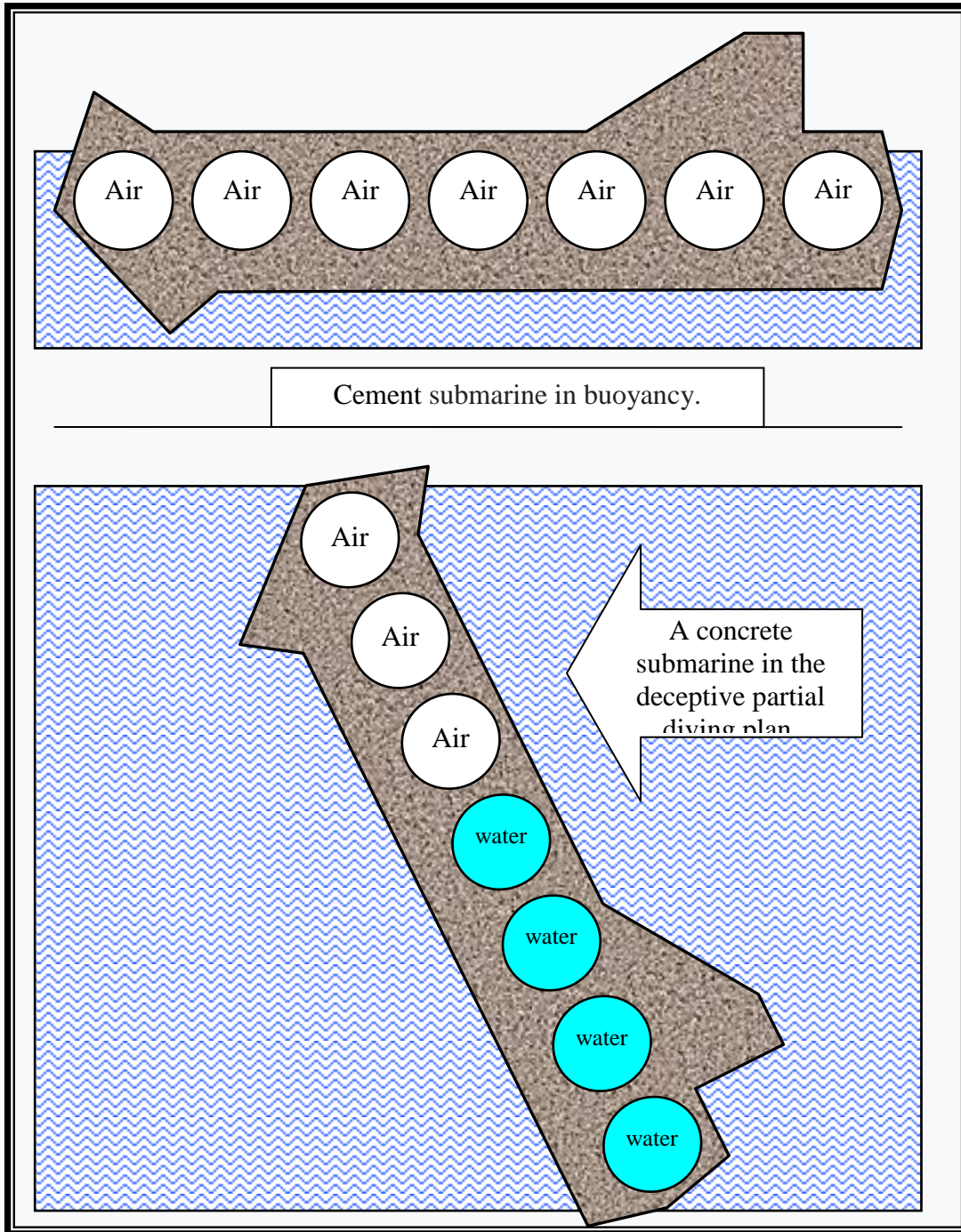
Comparative elements in terms of:	American aircraft carrier PCU Gerald R. Ford (CVN-78) ⁽⁴⁾	Cement aircraft carrier.	General Notes.	Is the cement carrier superior?
Financial Cost.	Very very large (4 and 11 billion US dollars in June 2008.)	Very cheap (approximately \$ 1 million)	---	√
Engineering designs.	Very complicated.	Easy and very simple.		√
Time spent in manufacturing and construction.	5 years.	few months.		√
Length.	(337 m)	(300m)		√
Display.	(78 m)	(100m)		√
Height.	(76m)	From 20 meters to almost 50 meters.		√
The number of each crew.	4,660 soldiers and pilots.	About 40 sailors - other than pilots and auxiliary crews.	1% compared to a regular aircraft carrier.	√
Medium speed.	56 km / h	We believe that its speed is less than 20 kilometers per hour.	Because of its non-streamlined shape to facilitate its construction.	×
Mass, torque and displacement.	Powerful.	more powerful.	Because the cement carrier is more weighty, it has the strongest butting power in the world.	√

No one wins in everything, this means that the aircraft carrier achieved very strong successes in reducing the labor, cost and time required to design and implement, but will show some of the weaknesses that can be accepted; to achieve new features.

4. Exotic floatation methods for concrete layers vessels.

It is possible to float on one side of the boat, while the surface is submerged in water! In any case it is possible to change this position according to the request and re - float it in the usual manner in the required time (see the following two figures).

Fig (7) The shape of a self-propelled cement submarine that moves in deceptive situations and military strategies for disguise and disguise.



Source: Researcher.

5. Stealth methods, great mystery and deception.

If we assume that the cement ship was deliberately dumped part of it, and only the appearance of the smallest part of the front, this means complete deception, concrete ships do not disclose the true magnitude, nor the amount of threat to others.

6. Ease of combining the use of existing shipbuilding methods (from steel, fiber, wood, etc.) with the technique of "concrete layers" to create a "cohesive common vessel".

Why might these complex methods be contemplated? To achieve common goals, and to take advantage of the characteristics of each technique to increase the effectiveness of the ship in peaceful and military uses, especially if there is a need for the presence of "main pillars" of the ship depending on lighter and more durable materials, or thinking In the processing of "centers of gravity for your balance poise ship" (see for the following figure), and others.

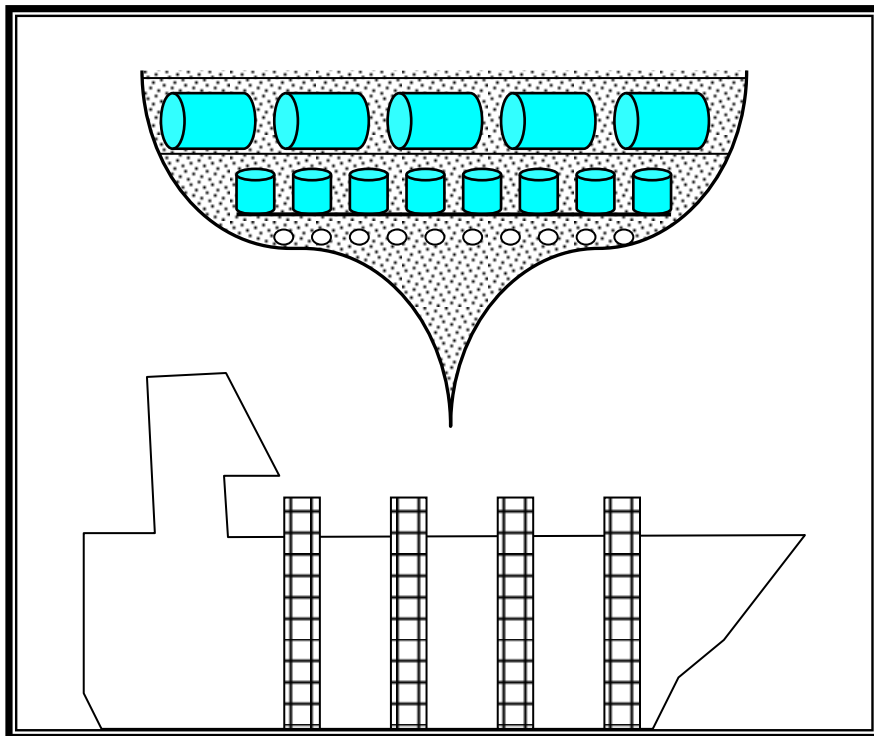
7.. Switching to the role and function of "bulldozer" - "saw" - "slicer" and others.

By sweeping the "icebergs", arranging a collision for its surface, or expanding sea fjords, and removing wrecks sunken in sea canals.

8.Ability to sink concrete vessels and keep them at the bottom for several years before re-buoyancy (cement submarines).

If we imagine, for example, that an ordinary aircraft carrier roams the seas or bays, and during its movement to limit the dangers around it and the extent of the approach of hostile ships, and suddenly find emerges from the bottom "cement ship" to stand in front of them without warning, but could go to the aircraft carrier In order to collide and sink them, or at least become corrupted and removed from the battle. If one of the ships of the concrete layers is planned to become a "deceptive submarine" to take from the sea floor a zone of stability, lethargy and temporary sleep, until the time of awakening, to be released to the surface, and the "sea monster" is freed from its restrictions to hit all the targets encountered on its way; This will require the use of deep shells to pave the ship's "bedroom bed", to distribute its weight pressure on the bottom soil and not to break it into parts, avoid diving in soft sand and "completely attached" to the bottom (such as a hammered screw in the wood that will not dislodge with pincers, you will not Rise by pumping water and filling the tanks with air).

Fig (8) Methods and techniques of combining the use of the existing components of the ship with the use of "concrete layers" technique to strengthen the ship and add more means of flotation to its huge weight.



Source: Prepared by the researcher.

9. Difficult to follow the point of establishment and exit of concrete ships, and therefore do not know who hit you.

Because of the simplicity of the idea and the lack of a lot of expertise and equipment, engineers, technicians, etc., it is easy for any country, organization or a small group of people to build a ship of concrete layers with the utmost accuracy, and without any control from the maritime organizations and the granting of international maritime license, In the sea, agitated to any area.

10. The possibility of abandoning, sacrificing, or abandoning "concrete ships"; easily and without defeat and shame.

Many have heard about the life of the captain with the ship itself, and the recurring cases in history in which the captain did not withdraw from his ship and preferred to drown with it, in a spectacular sight of voluntary death for dignity and honor, but because the strategies of war change and evolve with the development of the weapons themselves; Or think about it, the nature of the design and use of concrete ships will not make sacrifice a firm base for victory.

11. Occupy "shallow water" and sail only once to different parts of the world and impose the sovereignty of a state over it.

Some strange geographical phenomena are spread under the deep sea and oceans in the world, including the existence of some simple depths (between 5 meters - up to approximately 30 meters if there is economic feasibility) that can be filled to create a new sea island ⁽⁵⁾, which will be targeted by human activity in Soon, due to high population density in coastal cities, as well as greater control of international seas, secure maritime navigation, and threatening some of the interests of hostile states.

12. The ability of terrorist regimes and poor countries to manufacture concrete ships and move them to strike hostile interests at the lowest cost.

As if you were building a residential tower, or a series of tourist cabins on the sea, so what could threaten maritime navigation and strike the interests of some countries in strange ways? Who should pay attention or do this?, and should the superpowers watch all the bays and shores of the world to explore any industry for a ship of concrete? This is the first step in the path of danger, then what do the terrorists and how they will plan and innovate to target their enemies?, And what goal will they see easy?, painful and influential?, And where it will target its explosive filler ?.

Seventh: Conclusion.

Many success factors have been attended in this research based on "credible scientific estimates", which means that the success rate is large, lacks many scientific experiments on them, and the implementation of many variations on the like, but "even if the success rate is small" This is actually enough to encourage us to implement, because it offers "a new hope for the superiority of man in the maritime field", is not that enough for the adventure! ? Who writes history?, Does the victor write it alone?, no, But adventurers who armed with the simplest things, and rushed forward, to all unknown, what will face a tribute to all adventurers who boarded ships lacking many means of safety, and sailed to the most dangerous of death, to something like voluntary suicide, and attacked the depths of the unknown seas, Stay away from the land as if they were playing gambling with death, playing the game of annihilation without a trace; or full glory, and booked a prominent place in human history, envied by all. Dreaming artists try to achieve fame and genius by searching for new ways, methods, tools and visions, and they take strange ways to infect creativity, including the use of drugs to fall under the influence of an abnormal psychological and mood, causing a state of abnormal creativity, which translates in strange works of art different from the pace Monotonous realism that is repeated in the world. If we rely on the rush of adventurers, or the search for insanity among artists; more innovation is required in everything, and conduct scientific experiments that have no ceiling, and walk on the light and guidance of scientific perceptions and positive hopes to turn it from "scientific estimates" to "facts Scientific, "and the results and great effects on the future of mankind. We hope that this research will open the way for the most unusual ways of building ships and controlling the international seas. In every field.

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