

a narrow hydrofoil (vane), of thwartship direction. As the boat gains speed these hydrofoils acquire great lift, so that they lift the whole boat until she is clear of the water, and stands only on the bottom rung of the ladders, affording little resistance and high speed, 35-80 knots. At such speed the water becomes like a softish solid, that can be cut through by the sharp, thin hydrofoils, the waves being left below the hull.³⁶⁸ A danger is driftwood, but the boat could still float and navigate on its undamaged hull. The Government is experimenting with the invention for seaplane uses; much work seems called for.

[373] The *unsinkable ship*, or cabin that would float free and serve as a lifeboat, has been a challenge to inventors for a century, mostly incompetent men. Perhaps assiduous science could succeed.

[374] The *house trailer* we have discussed in ¶ 219, 220. Like the prefabricated and the semimovable house, the problem of its development is essentially an economic, a social one, of securing sufficiently large-scale, unified invention and production, paid for by all the consumers of the idea-and-thing, or by the fisc.

[375] Somewhat similar is it with the movable house for goods, or *freight container* as it is called, and "piggyback" arrangements. Strong, reusable boxes of a few standardized big types, that can make a load for a truck or trailer, and be readily shifted into freight flatcars, ships' holds, and terminal buildings, protecting the goods within from damage, the grave evil of pilferage, and need of rehandling, and which must be almost assured of a return load from whatever part of the world, as are ships, freight cars, and big trucks—the securing of all these new benefits is only secondarily a problem of mechanical invention, but primarily one of social invention, obtaining the necessary accommodations of interests, and standardization (¶ 221). In such a program the Federal and U.N. authority could be of great help, just as in the case of the standard rail gage, car coupler, automobile road signs, marine signals, and other necessary standardizations of transportation. Needed automobile inventions have been discussed under Cybernetics (¶ 351, 2).