(No Model.) 2 Sheets—Sheet 1.

M. V. T. DUBREUIL.

CONSTRUCTION OF VESSELS.

No. 536,071. Patented Mar. 19, 1895.

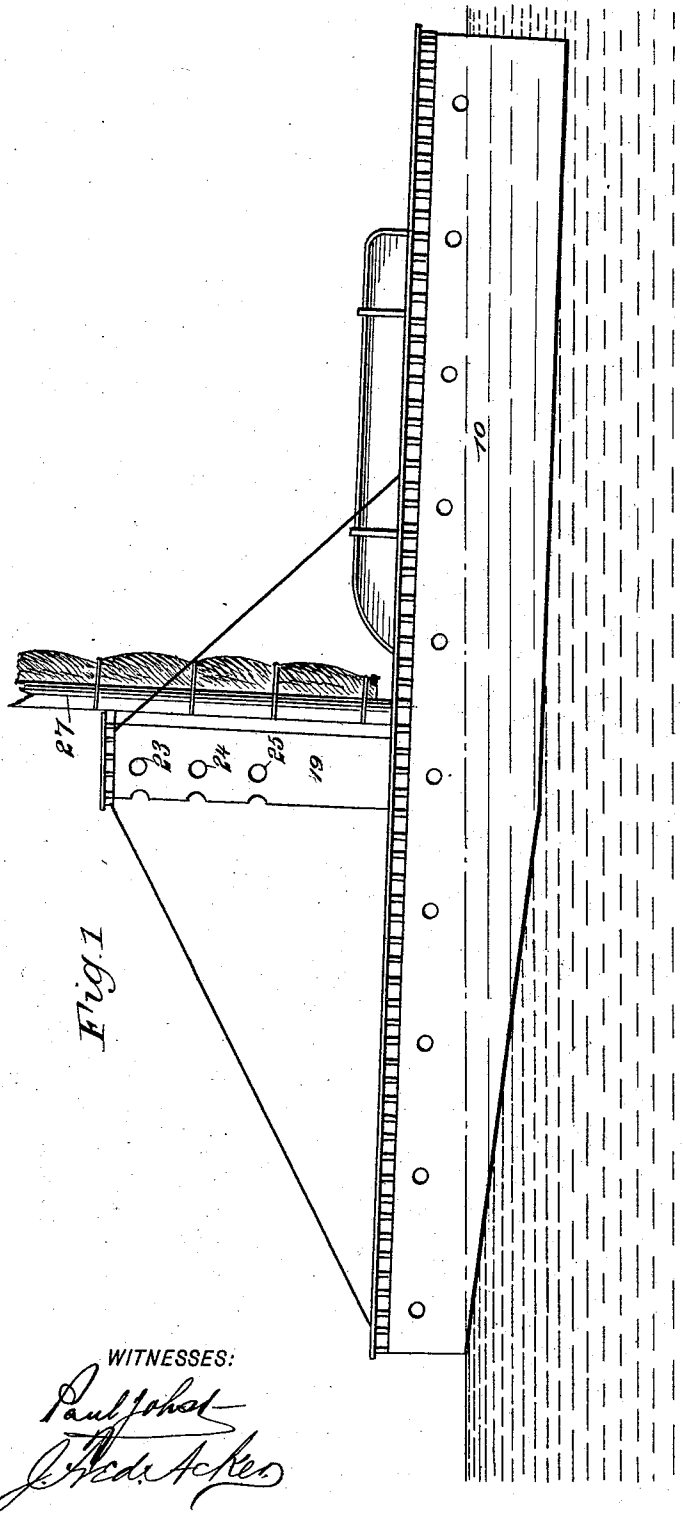

Fig. 1.

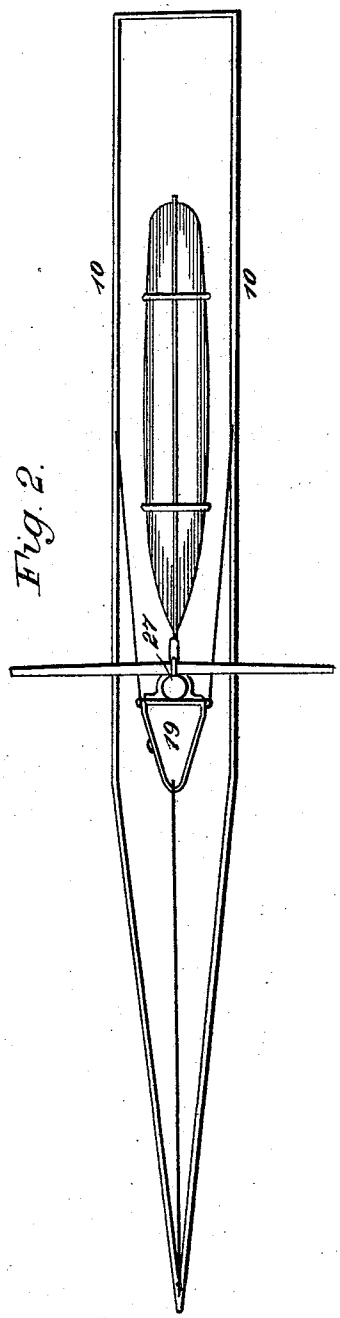

Fig. 2.

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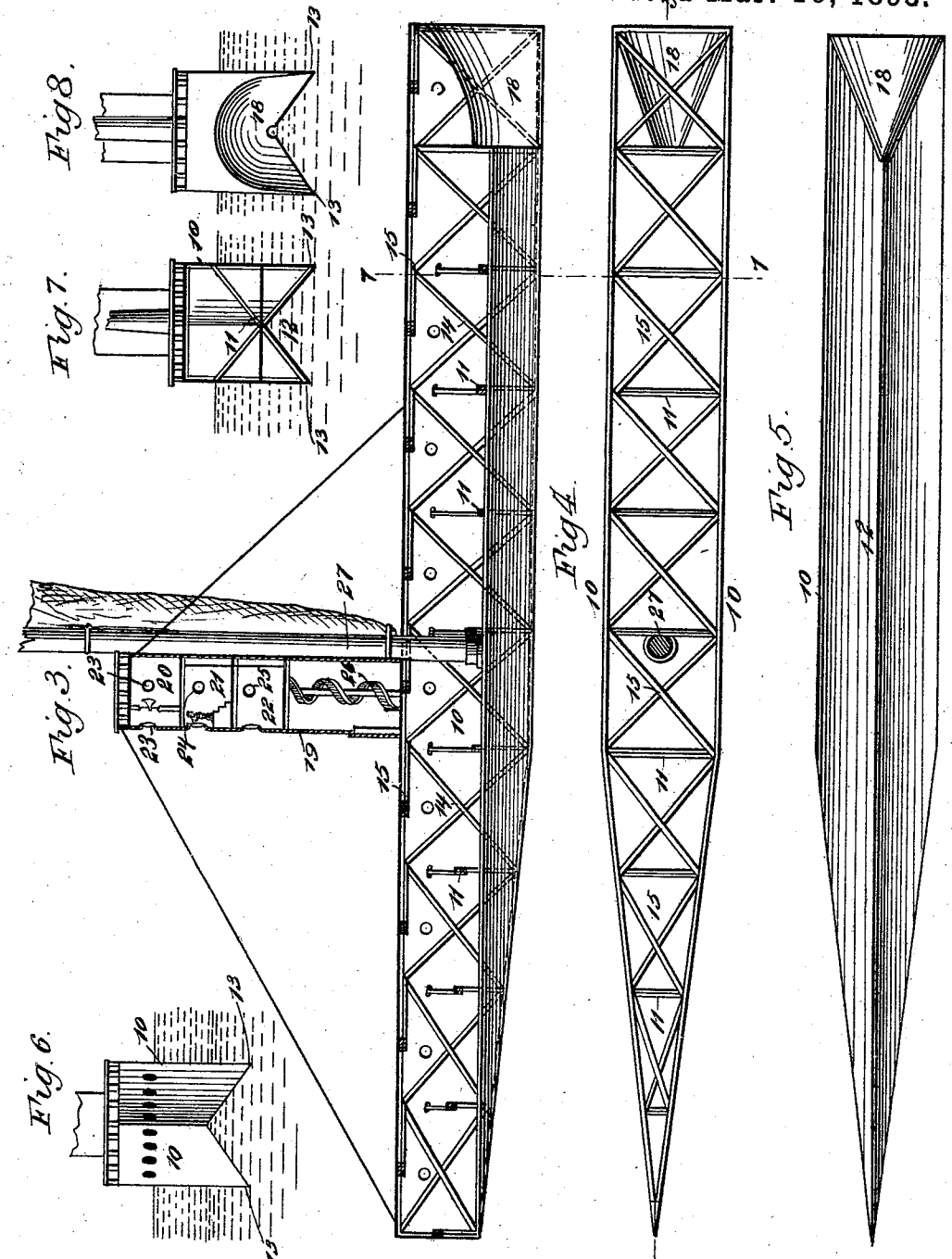

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UNITED STATES PATENT OFFICE.

MARIE VICTOR THEODORE DUBREUIL, OF NEW YORK, N. Y.

CONSTRUCTION OF VESSELS.

SPECIFICATION forming part of Letters Patent No. 536,071, dated March 19, 1895.

Application filed November 23, 1894. Serial No. 529,711. (No model.)

To all whom it may concern:

Be it known that I, MARIE VICTOR THEODORE DUBREUIL, of New York city, in the county and State of New York, have invented a new and useful Improvement in the Construction of Vessels, of which the following is a full, clear, and exact description.

My invention relates to an improvement in the construction of vessels, and it has for its object to provide a means whereby two keels will be formed in the vessel's hull, and whereby the hull will be rendered stiff both longitudinally and transversely, without increasing to any appreciable extent the tonnage of the same.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures of reference indicate corresponding parts in all the views.

Figure 1 is a side elevation of a ship's hull. Fig. 2 is a plan view thereof. Fig. 3 is a central longitudinal section of the frame of the hull, taken substantially on the line 3—3 of Fig. 4. Fig. 4 is a plan view of the framing of the hull. Fig. 5 is a bottom plan view of the complete hull. Fig. 6 is a front elevation of the ship's hull. Fig. 7 is a section through the frame of the hull, taken substantially on the line 7—7 of Figs. 3 and 4; and Fig. 8 is a rear elevation of the complete hull.

In carrying out the invention the hull is pointed at the bow and is given a rearward sheer in opposite directions ordinarily to a point near the center, from whence the sides of the vessel are usually continued straight to the stern, as shown in Figs. 2, 4 and 5, and the bottom of the hull is given a downward sheer or inclination from the bow, terminating at practically the same point as the side sheer or inclination, whereby the bow of the vessel's hull is narrower than at any other portion of its length.

The sides 10 of the hull may be of metal or of any approved material, and are connected on the inside by a series of crossed transverse braces 11, the braces 11 being practically X-braces; and as the bottom 12 is made to follow the inverted V-shape of the lower members of these braces as shown in Fig. 7, two keels 13, are obtained, one at each side, and the vessel is given an inverted trough-shaped run. The hull is further braced by side crossed beams 14, extending from bottom to top, and these beams are arranged in longitudinal series, as is best shown in Fig. 3.

The deck beams 15 are likewise crossed, and also serve to connect the sides of the vessel, and transverse straight beams may also be employed to tie the side walls of the vessel together, and may serve also as girders for the flooring if necessary. The stern of the vessel is formed with an overhang, and beneath said overhang an arched chamber 18 is formed, somewhat bell-shaped, since it is widest at its outer end.

Upon the deck, preferably near the bow, a turret 19 is erected, the said turret being usually provided, as illustrated in Fig. 3, with an upper chamber 20, an intermediate chamber 21 and a lower chamber 22. The upper chamber 20 is fitted with an electric or other light, which shines through lenses or sight openings 23 suitably placed in the walls of this chamber. The intermediate chamber 21 is likewise provided with lenses, or sight openings 24, and this chamber is used for taking observations, or for similar purposes, while the lower chamber, which is provided with ports or lenses 25 may be a reception or chart chamber, or may be used likewise for purposes of observation, and these chambers are reached through the medium of a stairway 26 located in the turret or tower. This turret or tower is located preferably in front of the mast 27, which may be stepped or secured in the hull in any well known manner. Under this construction the hull is rendered exceedingly stiff, and is furthermore very economic, and the double keel gives a stability to the vessel not attainable in a vessel whose hull is constructed in the ordinary manner.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. A vessel's hull having its sides parallel from the stern to a point a little beyond the center and thence tapered to the bow line, the bottom of the hull being tapered a corresponding distance to that of the sides, the

taper of the bottom being upward in direction of the bow, substantially as herein shown and described.

2. A vessel's hull, comprising an outer covering, and a skeleton frame of X-braces, the bottom of the hull following the inverted V-shape of the lower members of the said braces and thereby forming two keels, substantially as described.

3. In the construction of vessels, a hull, the same consisting of an outer covering, crossed or X transverse beams connecting the sides of the covering the bottom of the hull following the inverted V-shape of the lower members of the said braces and forming a keel at each side of the vessel, crossed beams arranged at the side portions of the outer covering and extending from bottom to top, and crossed beams connecting the sides of the outer covering at the top of the same, as and for the purpose set forth.

MARIE VICTOR THEODORE DUBREUIL.

Witnesses:
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