(No Model.)

J. DAVID.

VESSEL HAVING DIVIDED HULL.

No. 295,153. Patented Mar. 18, 1884.

FIG. 1.

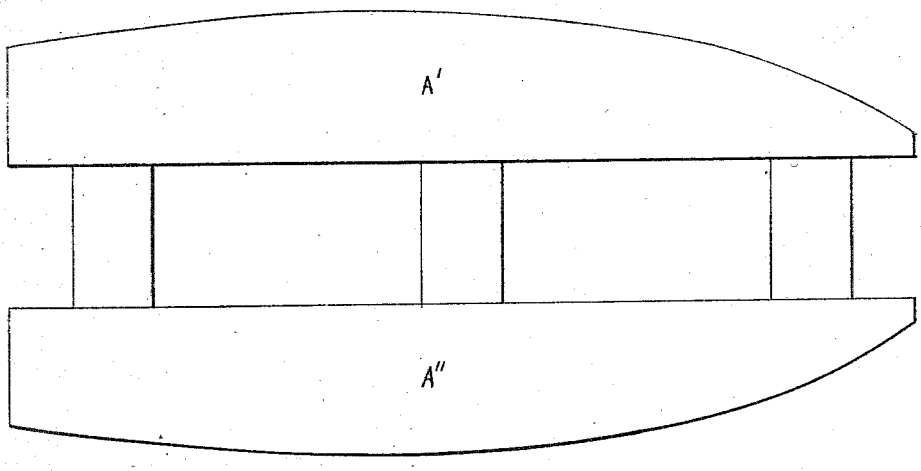


FIG. 2.

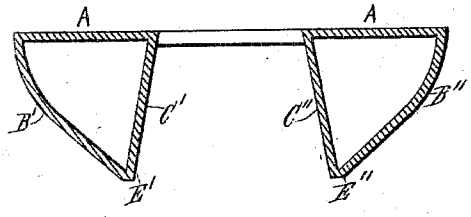


FIG. 3.

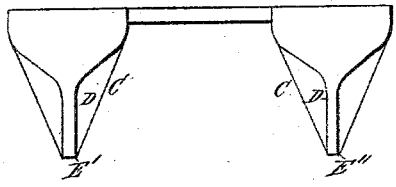
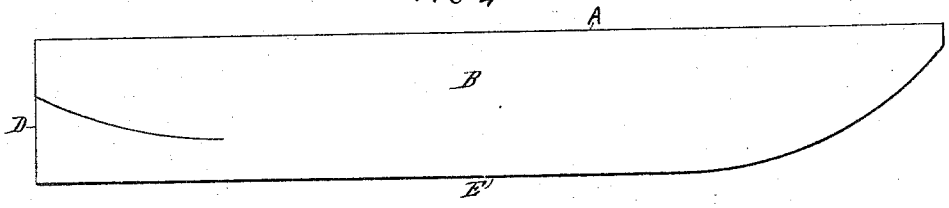


FIG. 4.



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UNITED STATES PATENT OFFICE.

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VESSEL HAVING DIVIDED HULL.

SPECIFICATION forming part of Letters Patent No. 295,153, dated March 18, 1884.

Application filed July 17, 1883. (No model.)

To all whom it may concern:

Be it known that I, JACOB DAVID, a citizen of the United States, residing at Brooklyn, in the county of Kings and State of New York, have invented a new and useful Improvement in Vessels having Divided Hulls, of which the following is a specification.

My invention relates to vessels having divided hulls with a water-way between; and the object of my invention is to add breadth of beam to increase the carrying capacity, and to diminish the resistance of the same in going through the water. I accomplish these objects by the improvement in vessels shown in the accompanying drawings, in which—

Figure 1 is a top plan view. Fig. 2 is a cross-section amidship. Fig. 3 is a plan view of the stern. Fig. 4 is an elevation of one side.

Similar letters refer to similar parts throughout the several views.

The part marked A′ A″ is the deck of a pair of hulls of a vessel (the pair being right and left) having the usual curves and outlines, as shown at B′ B″, Fig. 2. The inner sides, C′ C″, are in parallel planes to each other, and diverge from the deck downward at an acute angle to the keel or bottom, with a space between, as shown at Figs. 1, 2, and 3. Each side C′ C″ recedes from the deck at an acute angle toward the bottom the whole distance from the bow until near the stern, and at the stern the run under the counter is cut away until the approximating sides of each section have uniform lines with the outside of each section at the stern, as shown at D′ D″, Fig. 3. The angle of the approximating sides C′ C″ is such in relation to the deck that where the angle of C′ C″ meets the angle of the outside B′ B″ is nearly in the center of each section of the double hull, as shown at E′ E″. Figs. 2 and 3, so that either section, if separated from the other, would sit upright in the water, with the deck in a horizontal position. Where the inside angles, C′ C″, meet the outside angles, B′ B″, the junction forms a keel.

By having a hull constructed in two sections, as shown at Figs. 1, 2, and 3, a propeller placed in the center between the two sections will always have the same dip in the water at which it is set, regardless of the roughness of the water; and by having the approximating sides C′ C″ parallel to each other and the same distance apart throughout, with the run cut away under the counter and narrowed at the stern to form a rudder-post, thus leaving the counter or run on each section of nearly the same form on the approximating sides at the stern as on the outsides, as shown at Fig. 3, the stern is entirely freed from any friction or drag on the water, and as a consequence the speed of the vessel is increased.

I am aware that vessels having twin hulls with a water-way between, and that boats of various kinds have been constructed with a water-way through the center.

What I claim as my invention is—

The hull of a vessel constructed in any of the usual general forms on the outer sides and divided into two parts, having the plane of division longitudinally through the center, the approximating or inner sides diverging downward from the deck at an acute angle toward the keel or bottom of each section, each approximating or inner side of each section being in parallel planes to each other throughout, except at the run or counter, which is cut away and narrowed at the stern of each section to form a rudder-post, thus making the approximating sides farther apart at the stern and having the deck of each section on a horizontal plane, substantially as shown and described.

JACOB DAVID.

Witnesses:
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JOHN A. BIGGS.