(No Model.)

W. L. D. O'GRADY.

VESSEL.

No. 352,709. Patented Nov. 16, 1886.

Fig: 1.

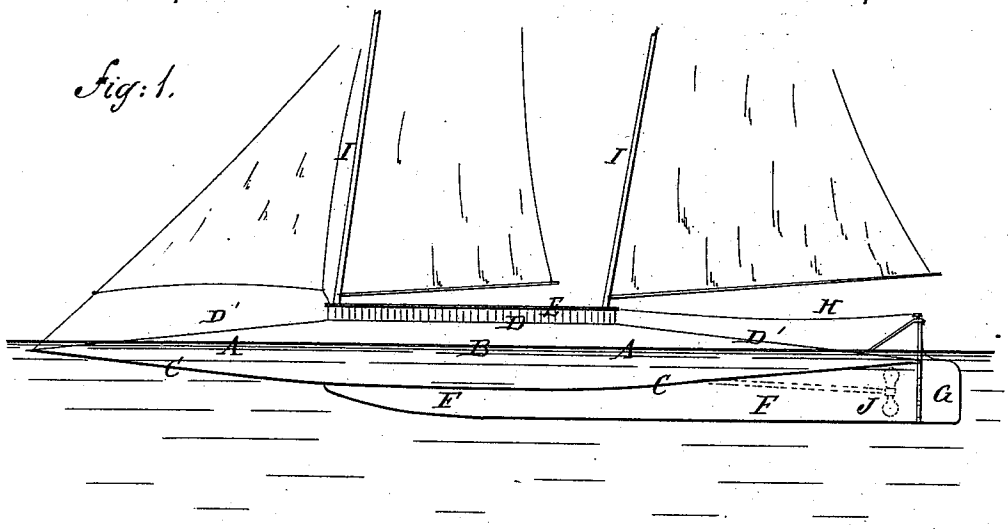


Fig: 2.

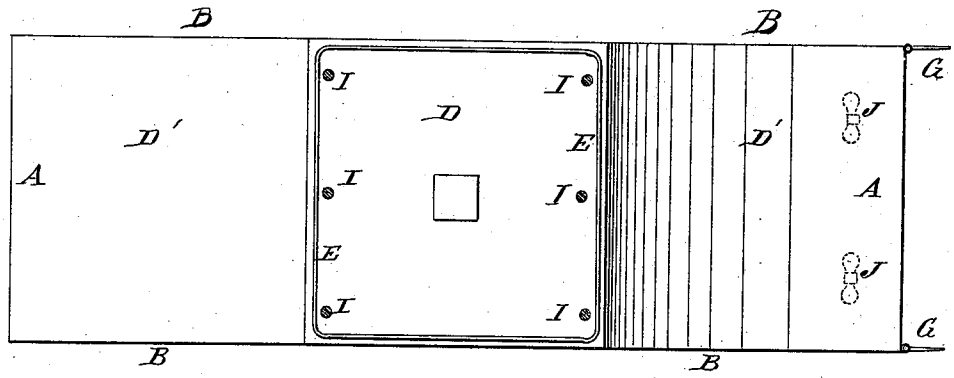
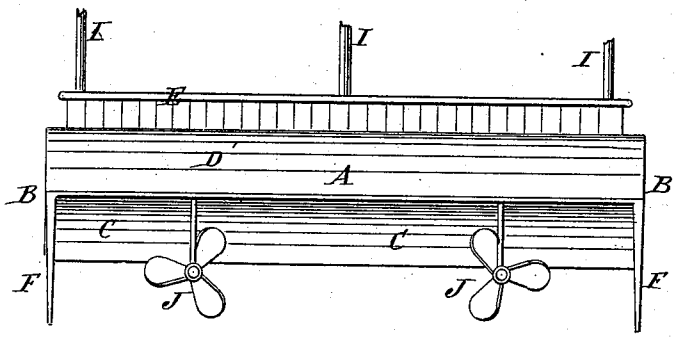


Fig: 3.



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SPECIFICATION forming part of Letters Patent No. 352,709, dated November 16, 1886.

Application filed March 27, 1886. Serial No. 196,835. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM LOUIS DILLON O'GRADY, of the city, county, and State of New York, have invented a new and useful Improvement in Vessels, of which the following is a full, clear, and exact description.

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

Figure 1 is a side elevation of my improvement. Fig. 2 is a plan view of the same. Fig. 3 is a rear elevation of the same, the rudders being removed.

The object of this invention is to promote safety, stability, and speed in vessels.

My invention consists in a vessel having a rectangular contour in plan and in transverse cross-section and double convex in longitudinal cross-section and side elevation; also, in certain details of construction, as will be hereinafter described and claimed.

The measurements given in the following description are to be regarded as suggested proportional dimensions; but the vessels can be built of any desired size. The hull A of the vessel is made one hundred and eighty feet long, with flat vertical sides B twelve feet high at their middle parts and tapering to a point at or near the water-line. The hull A is sixty feet wide, and with its bottom C flat in cross-section, but curving gradually upward from its middle part to the ends of the sides B. The middle third, D, of the upper side of the vessel A is flat, to serve as a deck, and is surrounded by a combing, E. The end thirds, D', of the upper side of the vessel gradually incline or curve downward from the ends of the deck D, and meet the ends of the bottom C at a sharp edge.

The vessel is provided with two or more drop or stationary weighted keels, F, as the breadth of the vessel may require, to prevent the vessel from having a "side slip" or movement in the water. In all cases a keel, F, is placed beneath the lower edge of each vertical side B, as indicated in Fig. 3.

Two or more rudders, G, can be used, as the width of the vessel may require, the said rudders being controlled by rudder-chains H or other well-known appliances for this purpose, so that the vessel can be readily guided.

Two or more masts, I, can be used, as the length and breadth of the vessel may require, some of the masts being placed abreast, if desired.

The vessel can also be driven by steam-power, two or more side wheels or screws being used, as may be required, to give the vessel any desired speed. When screws J are used, they are placed beneath the stern, as indicated in dotted lines in Figs. 1 and 2 and shown in full lines in Fig. 3.

If desired, a screw, J, can be placed beneath the rear part of a wing or extension built upon each side of the vessel, and not extending so far back as the stern of the vessel. The interior of the vessel is designed to be divided up into a number of water-tight compartments.

A vessel thus constructed will have great breadth of beam in connection with a very fine "entrance" and "run." As a war-vessel this construction would produce a most formidable ram, and would have unequaled steadiness as a gun-platform.

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

1. A vessel having a rectangular contour in plan and transverse cross-section and double convex in side elevation and longitudinal cross-section, substantially as set forth.

2. The combination, with the vessel formed with a rectangular contour in plan and transverse cross section and double convex in side elevation and longitudinal cross-section, of the keels F, extending from a point beyond the center of the vessel to the stern thereof, and the rudders G at the ends of the keels, substantially as set forth.

WILLIAM LOUIS DILLON O'GRADY.

Witnesses:
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