

No. 655,994.

P. U. & A. M. J. RIESS.

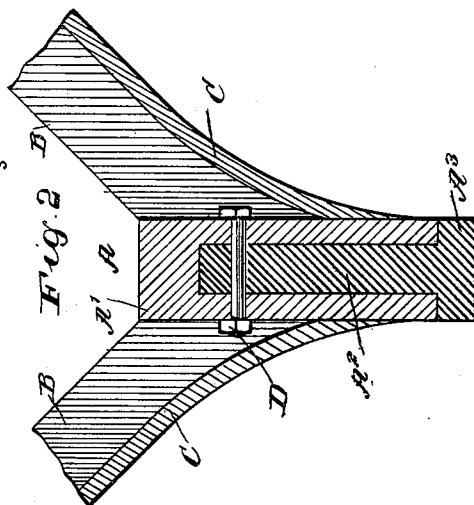
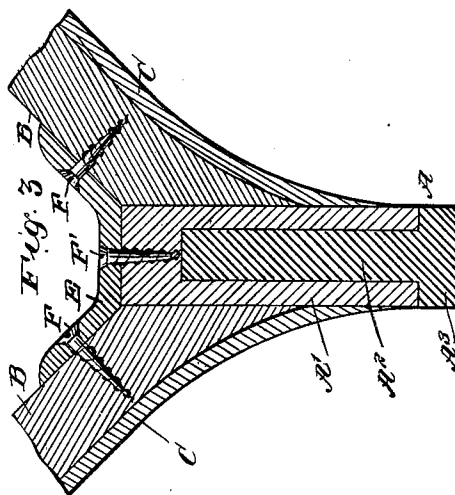
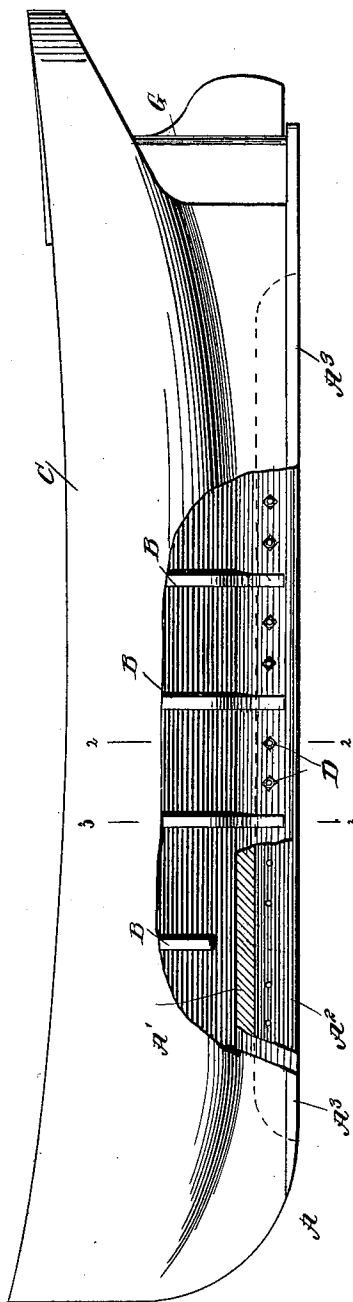
Patented Aug. 14, 1900.

MARINE VESSEL.

(Application filed May 24, 1900.)

(No Model.)

Fig. 1



WITNESSES:

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UNITED STATES PATENT OFFICE.

PETER U. RIESS AND ANNA M. J. RIESS, OF NEW YORK, N. Y.

MARINE VESSEL.

SPECIFICATION forming part of Letters Patent No. 655,994, dated August 14, 1900.

Original application filed May 18, 1899, Serial No. 717,298. Divided and this application filed May 24, 1900. Serial No. 17,833. (No model.)

To all whom it may concern:

Be it known that we, PETER ULRICH RIESS and ANNA MARIE JULIE RIESS, citizens of the United States, and residents of the city of New York, (Williamsbridge,) borough of Bronx, in the county and State of New York, have invented a new and Improved Marine Vessel, of which the following is a full, clear, and exact description, this being a division of the application for Letters Patent of the United States, Serial No. 717,298, filed by us on May 18, 1899.

The object of the present invention is to provide certain new and useful improvements in marine vessels, whereby great stability is obtained, with a view to prevent the vessel from capsizing in stormy weather.

The invention consists of novel features and parts and combinations of the same, as will be fully described hereinafter and then pointed out in the claims.

A practical embodiment of the invention is represented in the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a side elevation of the improvement with parts broken out and parts in section. Fig. 2 is an enlarged transverse section of the same on the line 2 2 in Fig. 1, and Fig. 3 is a like view of the same on the line 3 3 in Fig. 1.

The marine vessel is preferably in the shape of a boat to be propelled either by the use of oars or by a propelling mechanism such as shown and described in the application above referred to, and the boat is preferably provided with buoyancy-compartments such as shown and claimed in the application for Letters Patent of the United States, Serial No. 5,591, filed by us on February 17, 1900.

The boat is provided with a hull having a keel A, from which extend ribs B, carrying a covering C, as is plainly indicated in the drawings. The keel A has a wooden body A' formed in its under side, with a longitudinally-extending recess for receiving a weight A² in the shape of a metallic bar, preferably of inverted-T form in cross-section, as is plainly indicated in Figs. 2 and 3. The cross-flange A³ of the weight A² is preferably of a

width corresponding to that of the body A', so as to form an extension therefor, and thereby increase the stability of the boat to any desired extent by increasing or decreasing the thickness of the flange accordingly. The body A' and the weight A² are secured together by transverse bolts D, preferably located between adjacent ribs B, as is plainly indicated in Fig. 1, said ribs being secured to the wooden body A' independently of the weight A² by means of U-shaped irons E and screws F F', of which the screws F connect the side flanges of the irons to the ribs and the screws F' secure the irons E to the body A', as is plainly indicated in Fig. 3.

By reference to the drawings it will be noticed that the ribs B abut against the sides of the wooden body A', so that when the several parts are fastened together by the means indicated then a very strong and durable construction is obtained to enable the boat to withstand heavy strains. The cross-flange A³ of the weight A² is extended beyond the rear end of the keel to form a suitable support for the lower end of the rudder-post G, as indicated in Fig. 1.

By fitting the weight A² into the wooden body A' from the under side it is evident that no leakage is possible through the keel at the recess in the body A'.

The improved keel is especially serviceable when the boat is constructed with buoyancy-compartments, as described in the application for Letters Patent, Serial No. 5,591, previously referred to, as the weight A² increases the stability of the boat, and thereby prevents it from capsizing in stormy weather.

Having thus fully described our invention, we claim as new and desire to secure by Letters Patent—

1. A marine vessel, having a keel-body with a longitudinal recess in its under side, ribs secured to the sides of the keel-body, and a weight fitted into the said recess and secured to the body independently of the said ribs, as set forth.

2. A marine vessel, having a wooden keel-body with a longitudinal recess in its under side, ribs abutting against the sides of the keel-body and secured thereto by flanged irons and screws, and a weight fitted into the said re-

cess and secured to the said body independently of the said ribs, as set forth.

3. A marine vessel having a keel with a longitudinal recess in the under side, and a weight in the form of a metallic bar of inverted-T shape and fitted into said recess, as set forth.

4. A marine vessel having a wooden keel-body formed with a longitudinally-extending recess in the under side, and a weight fitted in the recess and secured to the wooden keel-body by transverse bolts, substantially as shown and described.

5. A marine vessel having a wooden keel-body formed with a longitudinally-extending recess in the under side, and a weight fitted in the recess and secured to the wooden keel-body, the lower end of the weight being broadened, to form a continuation of the lower end of said wooden keel-body, as set forth.

6. A marine vessel having a wooden keel-body formed with a longitudinally-extending recess in the under side, ribs connected with the said keel-body, a weight fitted in the said recess and having its lower end broadened to form a continuation of the keel-body, and means for fastening the body and weight together independently of the said ribs, as set forth.

7. A marine vessel, having a wooden keel-body formed with a longitudinally-extending recess in the under side, ribs abutting on the sides of said keel-body and secured thereon, and a longitudinally-extending weight fitted

in said recess and secured to said body, the lower end of the weight being broadened to form a continuation of the lower end of said wooden keel-body, substantially as shown and described.

8. A marine vessel, having a wooden keel-body formed with a longitudinally-extending recess in the under side, ribs abutting on the sides of said keel-body and secured thereon, and a longitudinally-extending weight fitted in said recess and secured to said body, the lower end of the weight being broadened to form a continuation of the lower end of said wooden keel-body, said ribs and weight being independently secured to the keel-body, as set forth.

9. A marine vessel, having a keel-body formed with a longitudinally-extending recess in the under side, and a weight fitted into the said recess and secured to the said keel-body, the said weight being in the form of a metallic bar broadened at its lower end and with the broadened end extending rearwardly beyond the keel-body to form a bearing for the rudder-post, as set forth.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

PETER U. RIESS.
ANNA M. J. RIESS.

Witnesses:

THEO. G. HOSTER,
EVERARD BOLTON MARSHALL.