P. Pardee.

Ship Building.

No. 2,594. 33,598.

Patented Oct. 29, 1861.

Fig. 3.

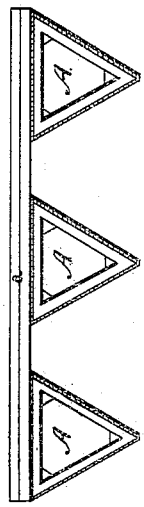


Fig. 2.

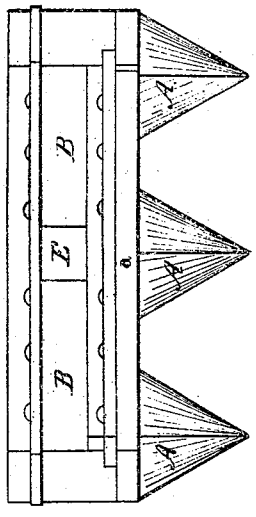
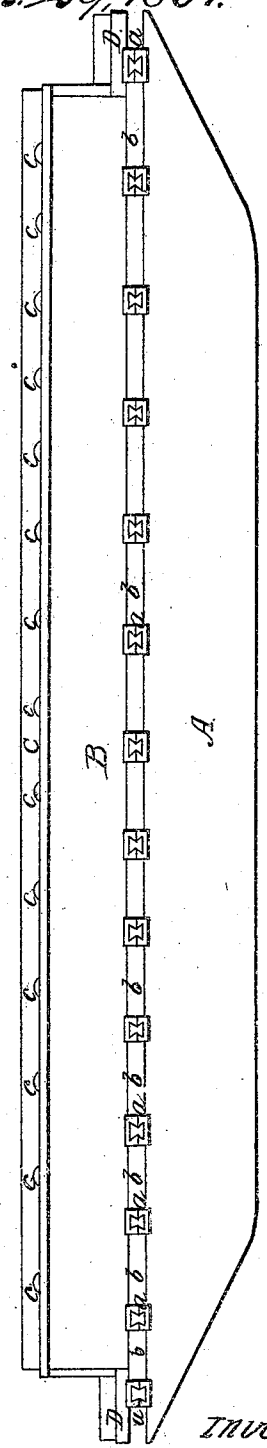


Fig. 1.



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UNITED STATES PATENT OFFICE.

PETER PARDEE, OF WASHINGTON, DISTRICT OF COLUMBIA.

IMPROVEMENT IN SHIP-BUILDING.

Specification forming part of Letters Patent No. **33,598**, dated October 29, 1861.

To all whom it may concern:

Be it known that I, PETER PARDEE, of the city and county of Washington, District of Columbia, have invented a new and useful Improvement in the Construction of the Hulls of Boats; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, in which—

Figure 1 is a side elevation. Fig. 2 is an end view. Fig. 3 is a section of the hull.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

In the construction of my invention, in Fig. 1, A is the hull, which is composed of three pieces, as seen in Figs. 2 and 3. These three sections compose the hull of the boat, and are made in the ordinary manner of constructing the hulls of vessels with braces, planks, knees, &c., and when thus made answer for stowage, and when used as a steam-vessel all of the machinery will be above the hull and placed within the portion B, entirely above the water-line, thus allowing at all times a free circulation of air to those operating the machinery.

In getting the proportions of my hull, which is composed of three triangular sections A, I determine first the size of each triangle, then with a compass describe the circle of the triangle, and make it in length twenty times the length of said circle, and in its breadth about six times the length of said circle. This proportion will answer for vessels of any size. This rule applies also to depth as well as length and breadth.

B is the body of the vessel or main deck, in which would be the cabins and stowage-rooms, and can be made larger and more capacious than is done in the present form of building vessels; D, the common gangway to the vessel; *a*, cross-beams extending the width of the vessel. *b* are spaces between the cross-bars *a*, extending across the hull, allowing the air freely to circulate between the triangles and the upper deck, thus avoiding the circulation of foul, damp, and obnoxious air in the cabin, store-rooms, and machinery.

E is the brace running the length of the upper or main cabin, to give strength to the bars and braces in constructing it. The only connection between the hull A and upper or main cabin is by the use of a movable hatchway or ways, which would always be closed unless desired to enter the hold, which is in the triangular hull A, into each of which a hatchway is made. When the triangular portions of the hull are made and the upper main deck constructed as suggested by any one skilled in ship-building, they are joined together by strong eyebolts or key-wedges, or in any suitable and safe way for uniting the two sections together, and when thus fastened forming a boat of a different shape in its construction to any now in use.

In consequence of my hull being composed of sections, if at any time it became necessary to repair the hull, it can be done by keeling the vessel over on its side, which by its shape is easily done, and each section repaired separately without having to go into a dry-dock or hauled up on ways.

I attach masts, rigging, and rudder to my vessel similar in manner to that of any other vessel.

The upper main deck or cabin will be in height so as to suit for a convenient cabin for passengers. In my invention I gain greatly in the steadiness of the vessel, and being able to carry more sail because of its steadiness. It will sail closer to the wind, because of the greater surface bearing on or against the water, as each one of the triangular sides rests against the water and must cause the vessel to hold on and sail closer to the wind than vessels of ordinary shape.

In Figs. 2 and 3 like letters designate like parts as in Fig. 1.

In consequence of the shape of my vessel I gain a great advantage in building the same. Again, the hull being composed of three triangular sections, I avoid the tremendous shock of a heavy wave striking the vessel, as each section is a sharp triangle at the bow. When the wave strikes it, it is cut through three times, thus breaking its force, and allows it to pass under the vessel in this broken condition.

If my hull should be used for steam-vessels,

the wheels would be placed under the same and between the triangular sections A.

Having thus described my invention, what I desire to secure by Letters Patent is--

The combination of the three triangular hulls A and the main deck B, when constructed and arranged so that the spaces *b* shall exist between the hulls and deck, the whole operating as set forth, and for the purposes described.

PETER PARDEE.

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EDW. F. BROWN,

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