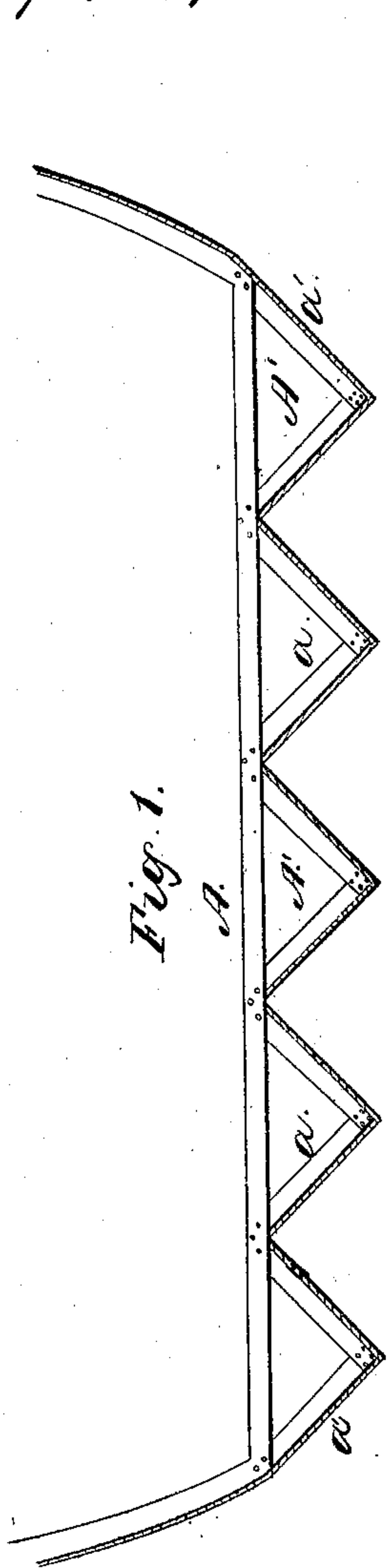
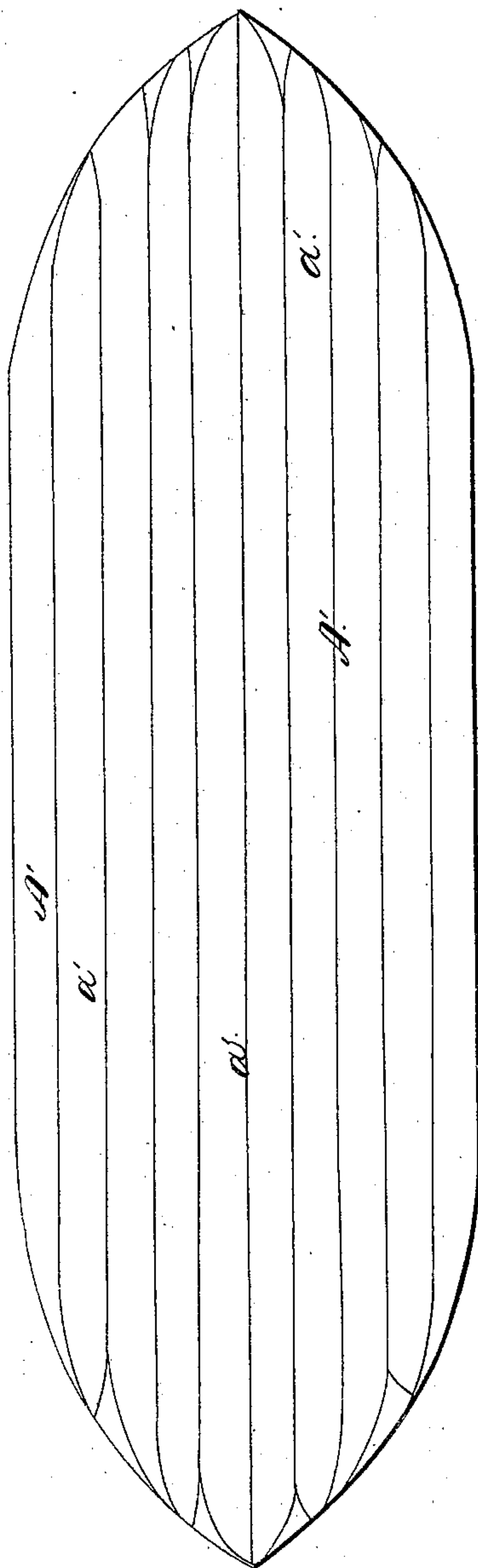


*J. Van Pelt.*  
*Ship Building.*  
*No. 70,290. Patented Oct. 29, 1867.*



*Fig. 2.*



*Witnesses:*  
*Thomas J. Purridge*  
*Chas. W. Boyle*

*Inventor:*  
*John Van Pelt*  
*By his Atty*  
*Wm. Randolph Ho*

# United States Patent Office.

JOHN VAN PELT, OF PERRY, ILLINOIS.

*Letters Patent No. 70,296, dated October 29, 1867.*

## IMPROVED HULLS FOR VESSELS.

*The Schedule referred to in these Letters Patent and making part of the same.*

### TO ALL WHOM IT MAY CONCERN:

Be it known that I, JOHN VAN PELT, of Perry, in the county of Pike, and State of Illinois, have invented a new and useful Improvement in the Construction of the Hulls of Vessels; and I do hereby declare that the following is a full and clear description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

This invention relates, firstly, to a series of triangular ribs running fore and aft under the bottom of the vessel, for the double purpose of strengthening the hull and improving the sailing qualities of the vessel, and, secondly, to an arrangement of transverse trussing-braces, whereby the bottom of the vessel or floor-beams is greatly strengthened and improved. The application of these improvements is most especially adapted, but not exclusively confined, to the flat-bottomed boats of the western rivers.

To enable those skilled in the art to make and use my improved hulls, I will proceed to describe their construction and operation.

Figure 1 of the drawings is a transverse section of one of the improved hulls.

Figure 2 is a bottom plan of the same.

The bottom timbering of the vessel is composed of a straight floor-beam, A, and trussing-braces *a a*, the whole being fitted and bolted together, as shown clearly in fig. 1, and the result of the combination is a trussed floor-beam of great strength, especially adapted to light-draught, flat-bottomed vessels. The planking *a'* is spiked to the inclined faces of the braces *a a*, and in this position it can easily be caulked without docking the vessel, as the inclined position of the bottom will allow the bilge-water to settle into the troughs of the flooring, and thus leave the leakage point free and accessible to the caulker. This construction of the bottom forms triangular ribs A, which extend the entire length of the vessel, fore and aft, and the vessel is strengthened longitudinally thereby, as the sloping sides afford more resistance to depressions or transverse strains than would a straight bottom, and longitudinal triangular troughs are also formed in the bottom between the said ribs, and these troughs are advantageous to the sailing qualities of the vessel, as they prevent lee-way, and assist the vessel to obey her helm.

Having described my invention, what I claim is—

The transverse trussing-braces or floor-timbers *a a*, in combination with the straight floor-beam A, substantially as described and set forth.

JOHN VAN PELT.

Witnesses:

M. RANDOLPH,  
CHAS. H. BOYLE.