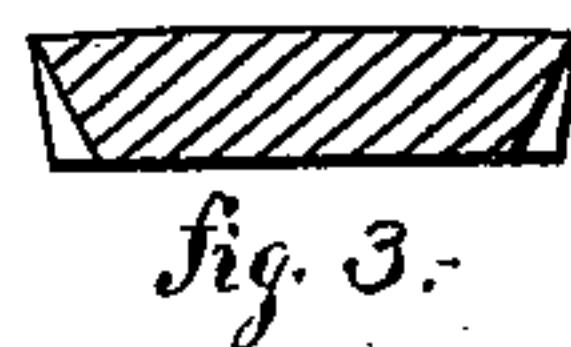
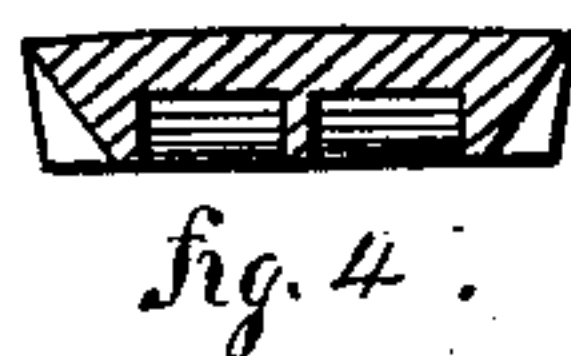
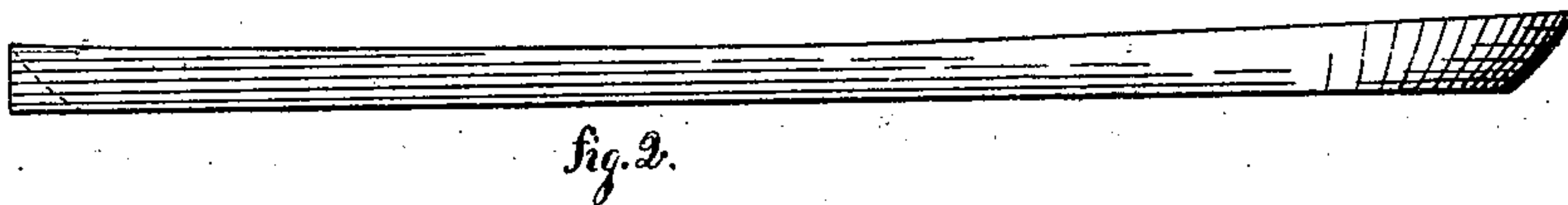
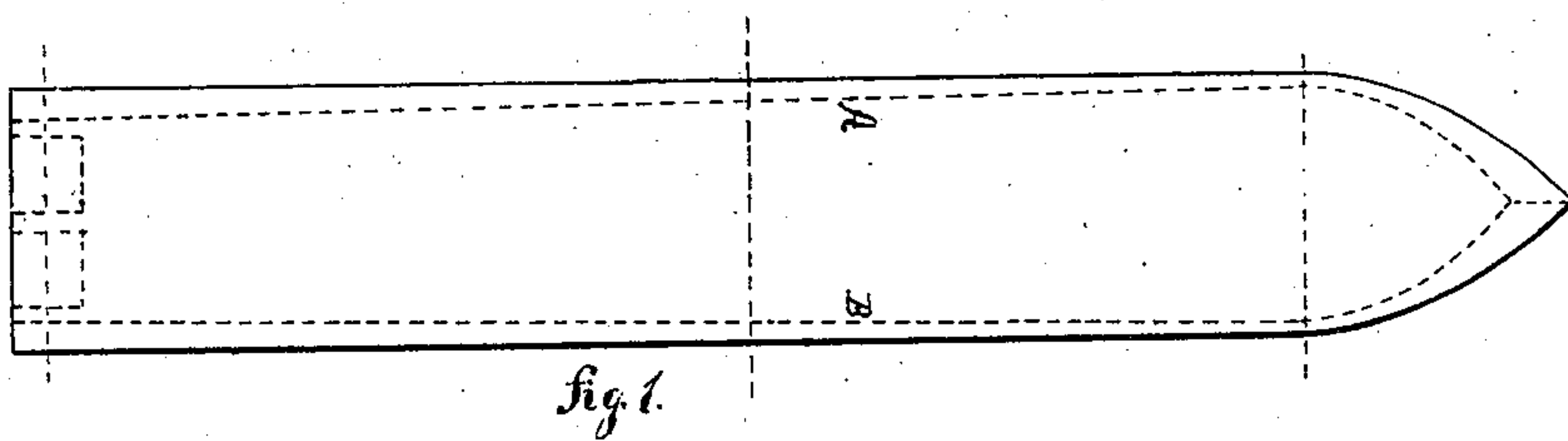


J. REES.
Construction of Ships.

No. 203,940.

Patented May 21, 1878.



Witnesses
Jacob Schimmeller.
James Johnston

Inventor
James Rees
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UNITED STATES PATENT OFFICE.

JAMES REES, OF PITTSBURG, PENNSYLVANIA.

IMPROVEMENT IN CONSTRUCTION OF SHIPS.

Specification forming part of Letters Patent No. **203,940**, dated May 21, 1878; application filed April 13, 1878.

To all whom it may concern:

Be it known that I, JAMES REES, of Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented a new and useful Improvement in Constructing the Hulls of Vessels; 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.

My invention relates to an improvement in constructing the hulls of vessels; and consists in gradually contracting the floor or bottom timbers of the hull from the harpoon to the stern without contraction of the deck or beam.

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

In the accompanying drawings, which form part of my specification, Figure 1 is a top view or plan of a hull of a steamboat such as is used on the Western rivers. Fig. 2 is a side elevation of the same. Fig. 3 is a transverse section of the hull at midships. Fig. 4 is a transverse section of the hull near the rear end or stern of the vessel.

The hull of the vessel is constructed in the ordinary manner, with the exception that the

floor or bottom timbers are gradually contracted from the harpoon (indicated by the dotted line 1) of the hull to the stern, as shown by the dotted lines A B.

It has been found that contracting the timbers of the floor or bottom of the hull one-eighth ($\frac{1}{8}$) of an inch to the foot (longitudinal measurement) is about the proper amount, and that such gradual contraction will cause the vessel to move with greater speed, and that it will be easily handled.

In constructing the hull of a vessel as hereinbefore described, the beam or deck is not contracted, whereby all the advantages due to the breadth of the beam or deck are retained.

Having thus described my improvement, what I claim as of my invention is—

In the hull of a vessel, the cross floor or bottom timbers, having a gradual contraction from the harpoon to the stern, without a contraction of the beam or deck-timbers, substantially as described.

JAMES REES.

Witnesses:

THOMAS M. REES,
A. C. JOHNSTON.