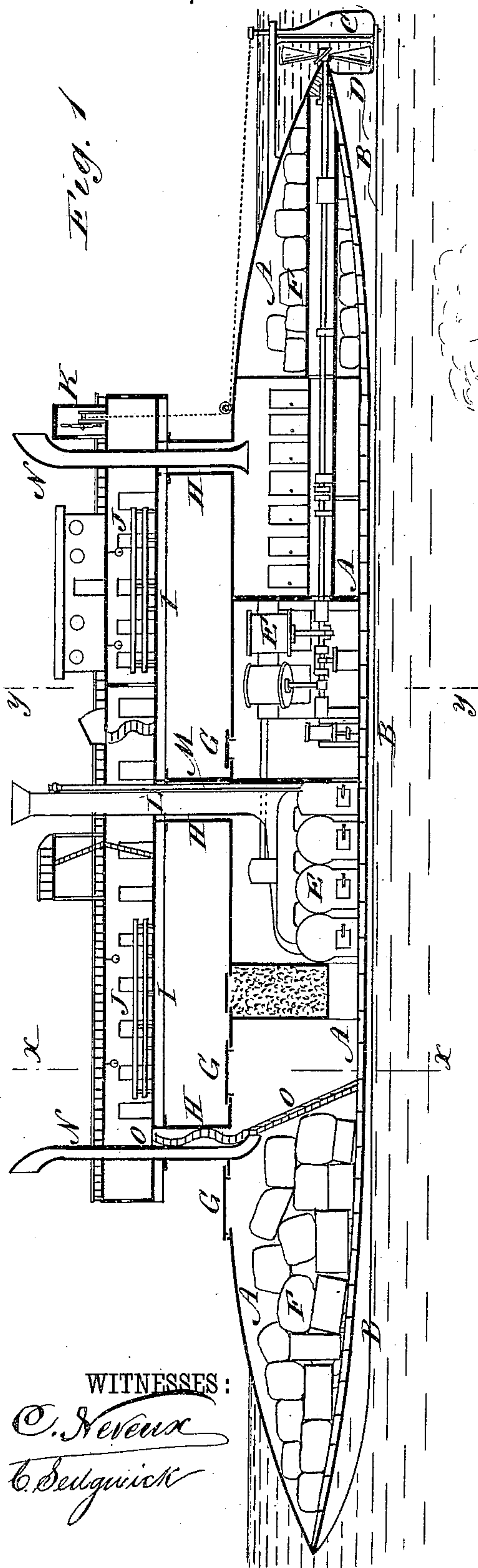


(No Model.)

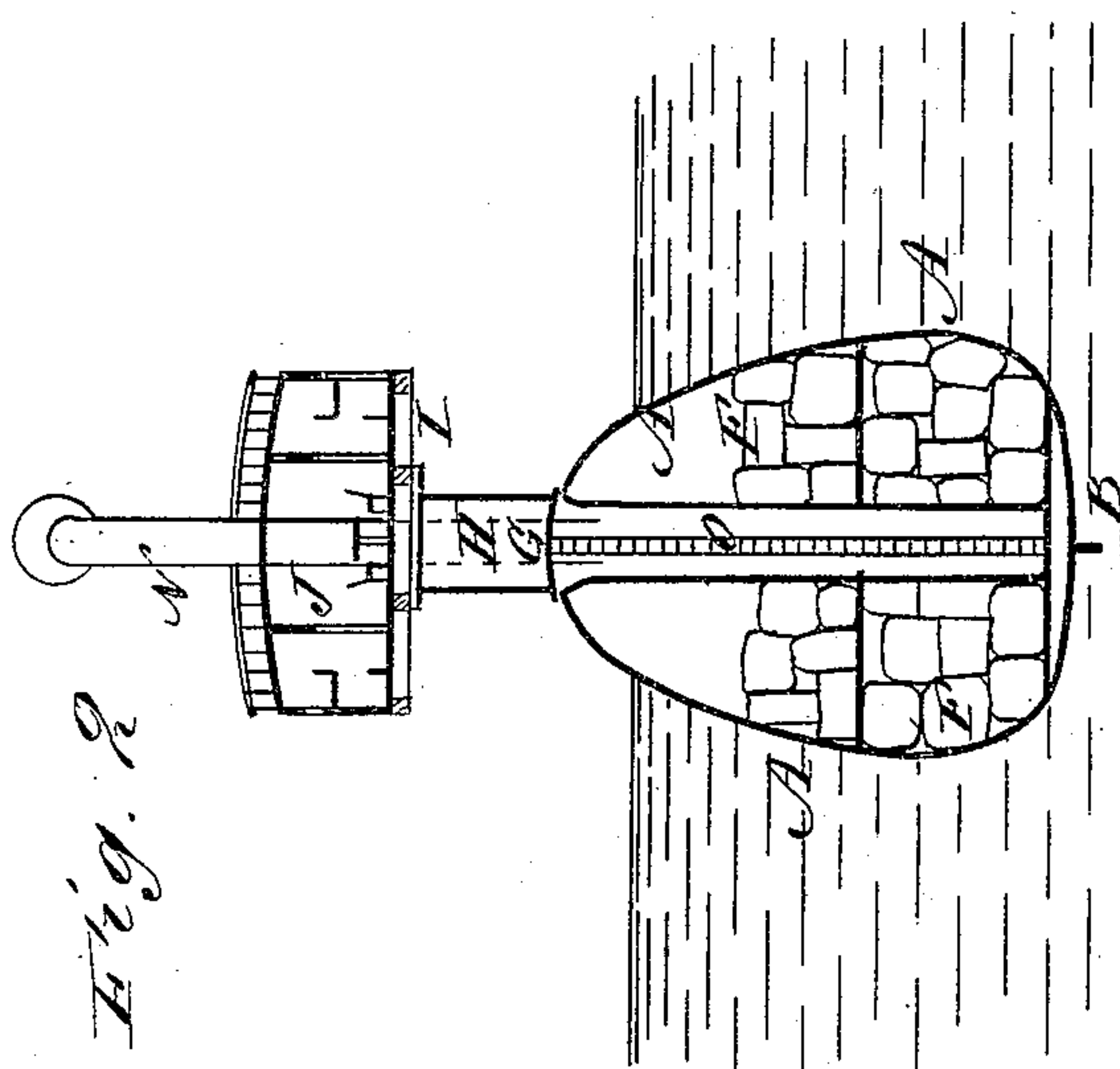
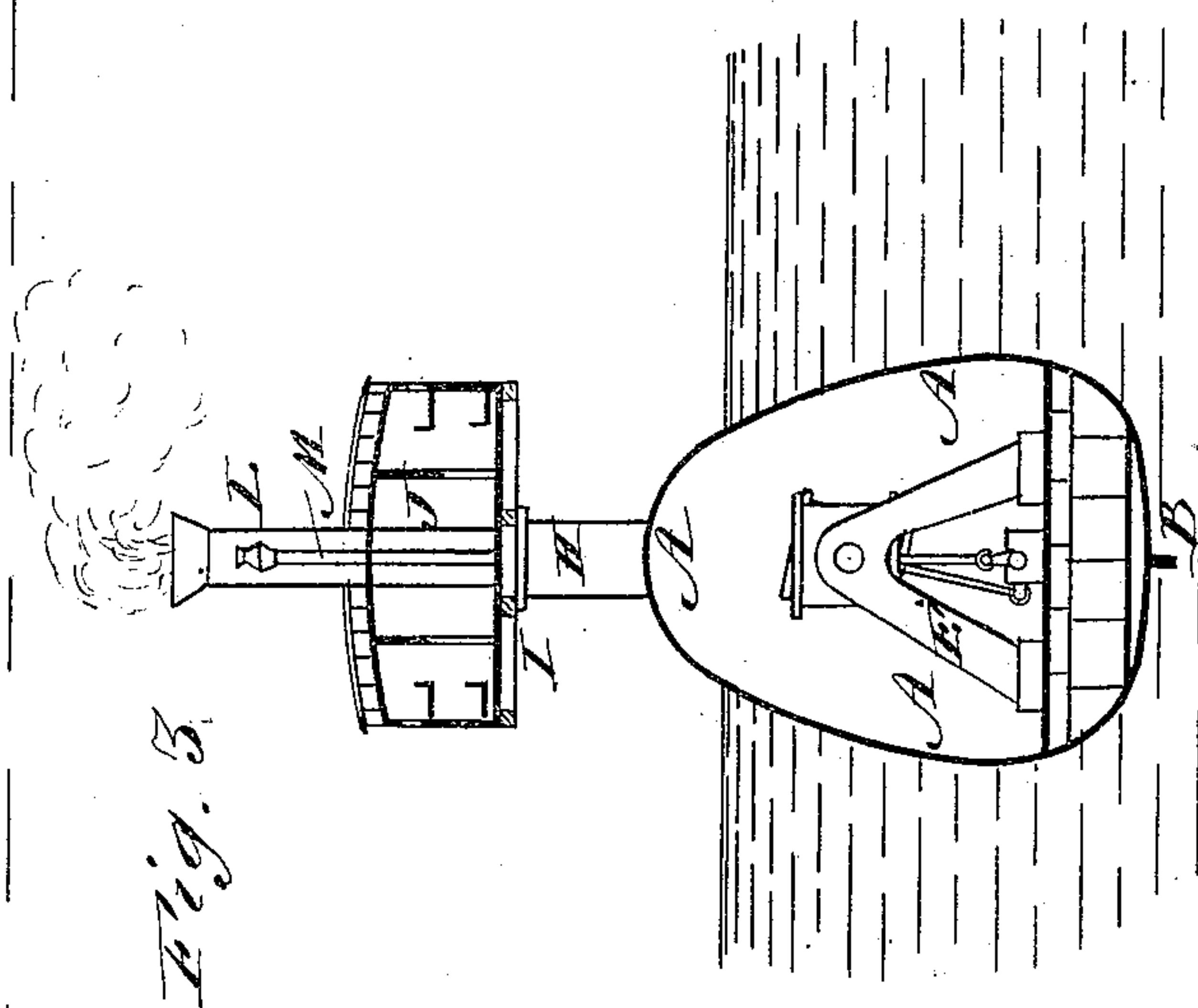
T. W. PHINNEY.
CONSTRUCTION OF VESSELS.

No. 258,803.

Patented May 30, 1882.



WITNESSES:
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C. Sedgwick



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UNITED STATES PATENT OFFICE.

THEODORE W. PHINNEY, OF NEWPORT, RHODE ISLAND.

CONSTRUCTION OF VESSELS.

SPECIFICATION forming part of Letters Patent No. 258,803, dated May 30, 1882.

Application filed January 9, 1882. (No model.)

To all whom it may concern:

Be it known that I, THEODORE W. PHINNEY, of Newport, in the county of Newport and State of Rhode Island, 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 part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a sectional side elevation of my improvement. Fig. 2 is a sectional end elevation of the same taken through the line *x x*, Fig. 1. Fig. 3 is a sectional end elevation of the same taken through the line *y y*, Fig. 1.

The object of this invention is to provide a vessel of such construction that the waves may wash over the vessel's hull without injury to the vessel.

The invention consists of a vessel having its cabins supported above the hull by hollow columns, as hereinafter described, and pointed out in the claim.

A represents the hull of a steamship, which is made egg-shaped in its cross-section, as shown in Figs. 2 and 3, and is tapered to a point at the bow and stern, as shown in Fig. 1. The ship A is made with a shallow keel, B, and is provided with a rudder, C, and a screw, D, in the ordinary manner. The hull A is designed to receive the driving mechanism E and the cargo F, and is provided with hatches G in its arched upper side for convenience in inserting and removing the cargo. To the top of the hull A are attached the lower ends of two or more hollow columns, H, to the upper ends of which is attached a deck, I, to receive the cabins J for the passengers, officers, and crew. The deck I also supports the pilot-house K and other necessary appliances.

The smoke-stack L, the steam-pipe M, and

ventilating-pipes N pass up through the hollow columns H, and one or more of the said hollow columns H is provided with stairs O, leading down into the hold.

Passengers ascend to and descend from the deck I by means of ladders, in the same manner as they enter and leave an ordinary vessel. The ladders are not shown in the drawings, as there is nothing new in their construction or use.

The hull A is designed to have about five-sixths of its bulk below the water-line, and the hollow columns H are designed to be about ten feet high, so that the wash of the sea will roll over the hull without coming in contact with the cabins and without meeting any obstruction except the hollow columns H.

By this construction the rolling and jarring of the vessel by the waves will be prevented and the passengers will be free from any annoyance from the waves.

I have shown and described my invention as applied to steamships; but it can also be applied with advantage to sail-vessels.

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

In a vessel, the combination, with the hull A, made egg-shaped in cross-section, and adapted to receive the driving mechanism E and cargo F, and provided with the hatches G, of the hollow columns H, attached to the top of the said hull, and the deck I, supported upon the upper ends of the said columns, and provided with cabins J, and pilot-house K, substantially as shown and described, whereby provision is made for giving access to the hold and passages for the smoke-stack, steam-pipe, and ventilating-flues, formed as set forth.

THEODORE W. PHINNEY.

Witnesses:

JAMES T. GRAHAM,
C. SEDGWICK.