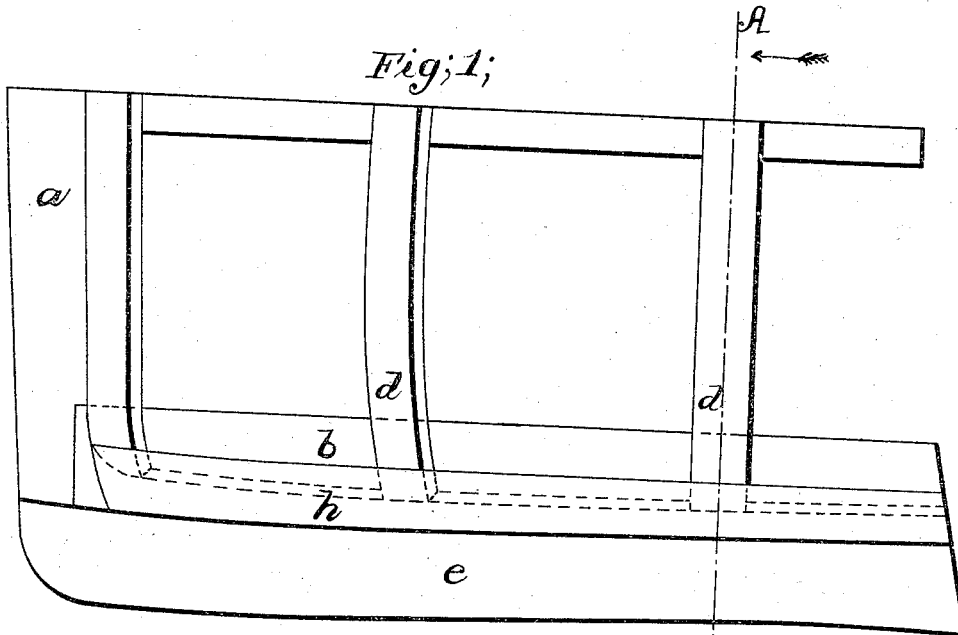


B. Barstow.
Building.

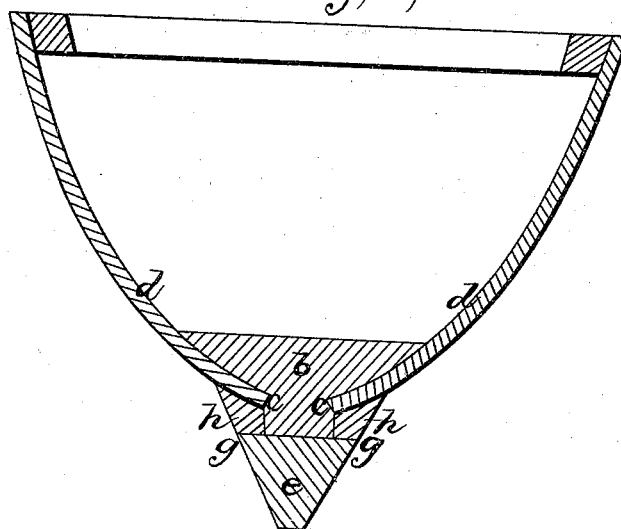
N^o 7,469.

Patented Jul. 2, 1850.

Fig; 1;



Fig; 2,



UNITED STATES PATENT OFFICE.

BENJAMIN BARSTOW, OF NEW YORK, N. Y.

IMPROVED METHOD OF FITTING THE BOWS OF VESSELS.

Specification forming part of Letters Patent No. 7,469, dated July 2, 1850.

To all whom it may concern:

Be it known that I, BENJAMIN BARSTOW, of the city, county, and State of New York, have invented certain new and useful Improvements in the Method of Constructing the Bows of Ships or other Vessels; and I do hereby declare that the following is a full, clear, and exact description of my invention and of the manner of making, constructing, and using the same, reference being had to the accompanying drawings, making part of this specification, in which—

Figure 1 is a side elevation of the bow of a ship; and Fig. 2, a horizontal section thereof, taken at the line A a of Fig. 1.

The same letters indicate like parts in all the figures.

The modes heretofore practiced of constructing the bow of ships or other vessels is to secure the ends of the outer planking either to the inner edge of the stem or cut-water or to an apron attached to the inner face of the stem, and as the stem or cut-water is more than any other part of the ship exposed to shocks from the waves or from shot, or by reason of striking against any solid obstruction, it follows that any serious strain which it may receive tends to open the seams at the junction of the outer planking with the stem or apron, and hence to spring a leak or leaks, and in the event of the stem being carried away the loss of the ship becomes almost inevitable.

The object of my invention is to avoid this defect by so constructing the bow that the cut-water may be much strained or even carried away without doing any material injury to the bow of the ship.

The nature of my invention consists in making the cut-water of greater thickness or breadth than the forward part of the stem to leave a space by each side for the receiving of sheathing-timber to cover and protect the forward part of the outer planking, and which also admits of giving better lines for the passage of the bow through the water.

In the accompanying drawings, *a* represents the keel, to the forward end of which the stem *b* is secured in the usual way. This stem-piece has rabbets *c c* made on each side and commencing a short distance back of the forward face, which rabbets are to be equal in depth to the thickness of the outer planking, and the face of these rabbets are in the lines intended to be given to the bow, so that the ends of the planking *d* may be properly secured to them. Hence the inner part of the stem is much wider than the forward or outer part thereof.

The cut-water *e* is fitted and secured to the forward face of the stem by means of bolts or by any other appropriate means, and above the upper line of the keel its rear edge is made wider or thicker than the stem, so as to project on each side thereof, as shown at *g g*, thus making the cut-water wedge-formed and leaving a recess on each side of the forward part of the stem, which is filled in with sheathing-pieces *h h*, which cover and protect the forward ends of the plankings, and which at the same time admit of giving proper lines for the better passage of the forward part of the bow through the water.

What I claim as my invention, and desire to secure by Letters Patent, is—

Making the rear edge of the cut-water to project on each side of the stem to form a recess on each side, substantially as described, in combination with the sheathing-pieces which fill up such recesses, and which cover and protect the ends of the plankings, and which also admit of giving better lines for the passage of the bow of the ship or other vessel through the water, substantially as described.

BENJAMIN BARSTOW.

Witnesses:

A. P. BROWNE,
CAUSA. BROWNE.