(No Model.)

J. B. BROLASKI.

FIRE PROOF VESSEL.

No. 451,802. Patented May 5, 1891.

Fig. 1

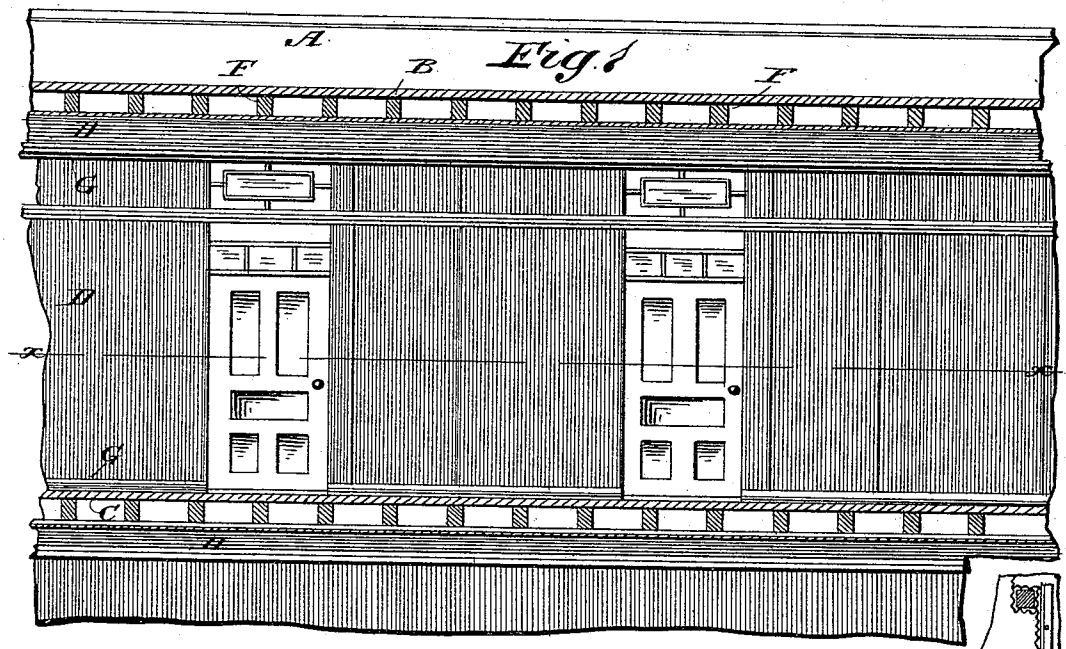

Fig. 2.

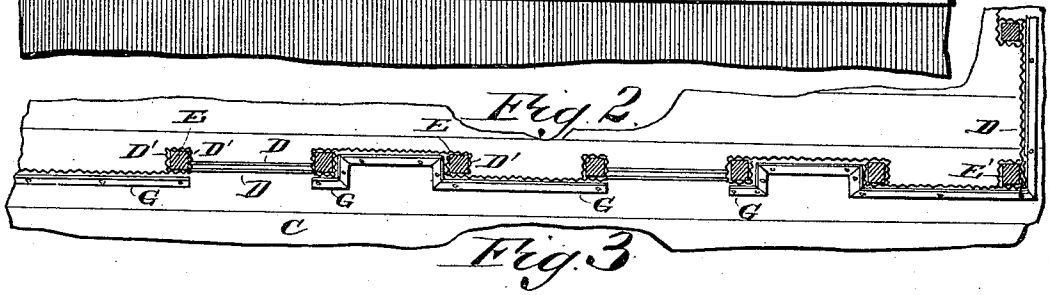

Fig. 3

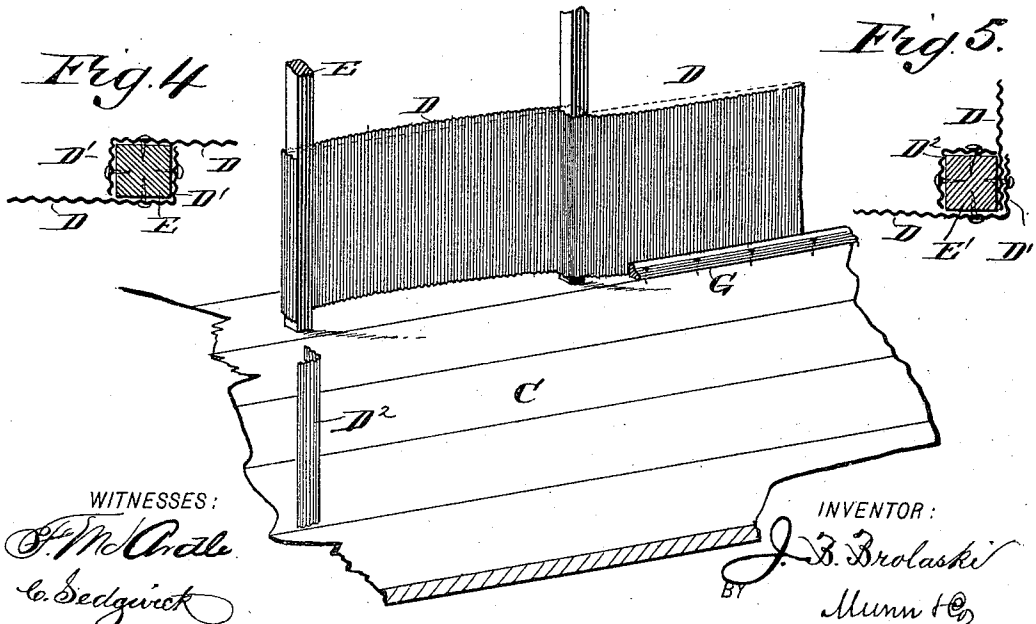

Fig. 4

Fig. 5.

WITNESSES:

F. McArdle

C. Sedgwick

INVENTOR:

J. B. Brolaski

BY

Munn & Co.

ATTORNEYS

UNITED STATES PATENT OFFICE.

JOSEPH B. BROLASKI, OF ST. LOUIS, MISSOURI.

FIRE-PROOF VESSEL.

SPECIFICATION forming part of Letters Patent No. 451,802, dated May 5, 1891.

Application filed June 12, 1890. Serial No. 355,164. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH B. BROLASKI, of St. Louis, in the State of Missouri, have invented a new and Improved Fire-Proof Vessel, of which the following is a full, clear, and exact description.

My invention relates to improvements in fire-proof vessels; and the object of my invention is to construct a marine vessel in such a manner that it will be practically fire-proof.

To this end my invention consists in a vessel with walls and ceilings formed of metal sheets, said sheets being constructed and attached in a manner hereinafter described, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a broken vertical section showing a portion of the cabin of a vessel having walls constructed in accordance with my invention. Fig. 2 is a horizontal section on the line *x x* of Fig. 1. Fig. 3 is a broken detail perspective view showing the manner of attaching the sheets to the wall-posts or stanchions. Fig. 4 is a detail view in horizontal section, showing the manner in which the sheets are attached to a post; and Fig. 5 is a detail sectional view showing the manner in which a corner is made.

In the accompanying drawings, A represents the side rail of a vessel, B the upper deck, and C the lower deck. To form the vertical partitions between the state-rooms, cabins, or other rooms of the vessel, the metal sheets D are attached to the vertical posts E. The sheets D are bent at right angles, so that the angle portion D′ will overlap one side of the post E, and the adjoining sheet D is attached to the opposite side of the post, so that the angle portion D′ of the said sheet will overlap the side of the post opposite the angle portion of the opposite sheet. The sheets D, being attached in this manner to opposite sides of the post E, will form projecting and receding panels, as shown in Fig. 2, so that the wall formed in this manner will not only be a protection against fire, but will be decorative. The ceilings of the rooms and decks are protected by nailing the sheets directly to the deck-beams F or other suitable supports.

In forming the vertical walls and partitions the sheets D are attached to the posts E in such a manner that they will not extend to the floor or to the ceiling, and a suitable molding G is attached to the floor and ceiling adjacent to the upper and lower edges of the vertical partitions, so that said moldings will overlap the upper and lower parts of the partition, but will be entirely independent of the same, thus allowing space for the expansion and contraction of the sheets D and allow for the necessary racking movement of the vessel. When the vertical partition is to be extended around a corner, an angle-plate D^2 is used, said plate being adapted to overlap the inner sides of a corner-post E′, and thus afford a protection for the same.

In carrying out my invention the parts of the vessel above and below the cabins and state-rooms may be lined with the metal sheets in the same manner, and the sheets forming the vertical partitions of the various rooms are wrapped or bent around the door and window openings to protect the casings or frames from fire. The sheets used in the construction of the walls and ceilings are made, preferably, of corrugated metal; but plain metal sheets may be used, and they may be decorated in any desired manner.

In constructing the walls or vertical partitions in the manner described above, the sheets should be curved slightly, as shown in Fig. 3, and the resulting tension on the sheets will prevent vibration and resonance. The sheets may be also braced with metal braces in any desired manner to give additional rigidity to the walls.

From the foregoing description it will be seen that the only exposed wood-work in the vessel will be the floors, the doors, and the window and transom sashes, and that if any of said parts should take fire, either from explosion or other causes the vertical partitions will prevent the rapid spread of the flames so that the fire may be easily controlled.

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

1. In a fire-proof vessel, the combination, with the vertical wall-posts of the cabins and deck-houses above the hull, of metal sheets curved slightly and adapted to be attached to the posts and having their opposite ends or edges bent to overlap the posts, substantially as described.

2. In a fire-proof vessel, the combination, with the vertical wall-posts of the cabins and deck-houses above the hull thereof, of metal plates fixed to said posts and overlapping the same, and moldings fixed to the floor and ceilings adjacent to said posts so as to overlap said metal sheets, substantially as described.

3. In a fire-proof vessel, the combination, with a corner-post E′ of the cabins and deck-houses above the hull, having plates D covering two sides thereof, of the angle-plate D^2, adapted to cover the sides of the post opposite the plates D, substantially as described.

JOSEPH B. BROLASKI.

Witnesses:
P. BEARDSLEE, Jr.,
GEO. J. CHAPMAN.