Apr. 17, 1923. 1,452,026

E. CASPARY

SHIP'S CABIN

Filed Dec. 8, 1921 2 Sheets-Sheet 1

Fig. 1.

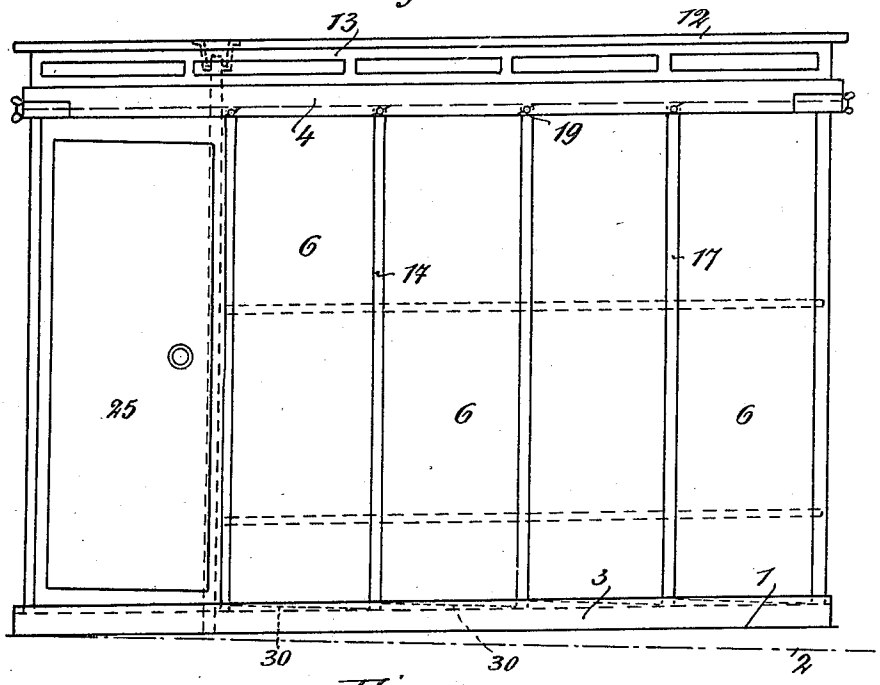
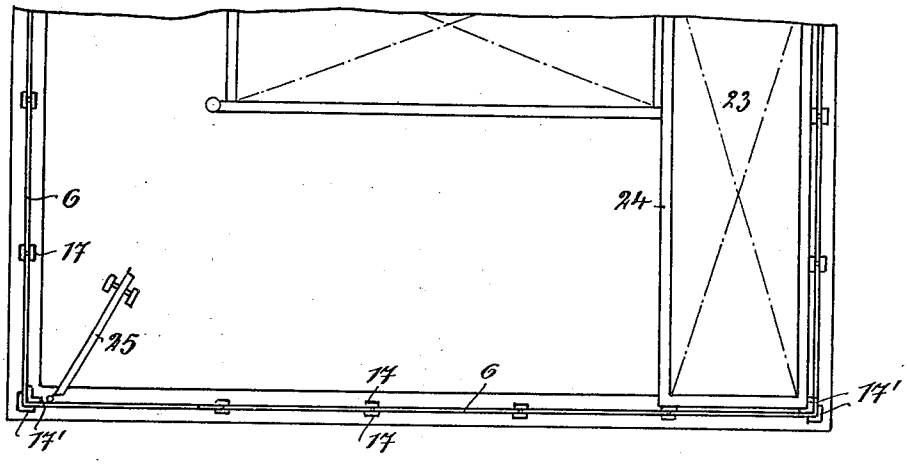


Fig. 2.



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Fig. 3.

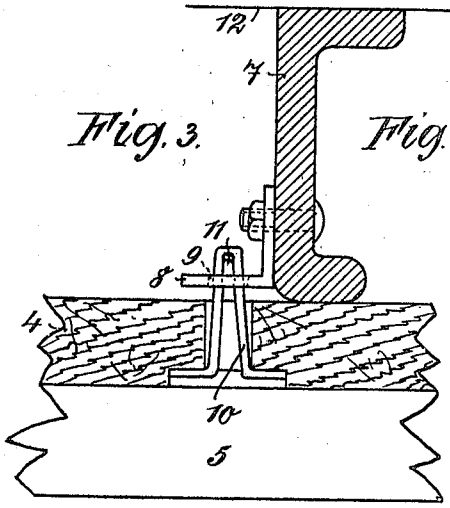


Fig. 4.

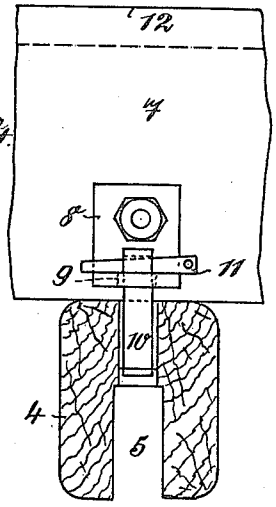


Fig. 5.

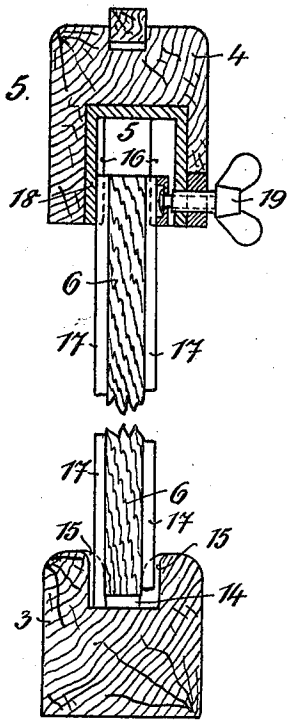


Fig. 6.

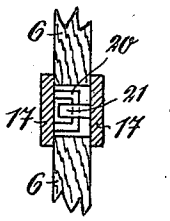


Fig. 8.

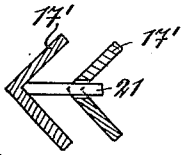


Fig. 7.

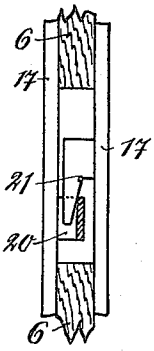
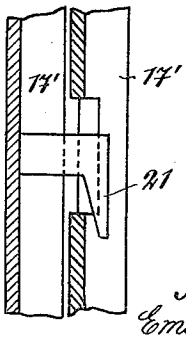


Fig. 9.



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UNITED STATES PATENT OFFICE.

EMIL CASPARY, OF BERLIN, GERMANY.

SHIP'S CABIN.

Application filed December 8, 1921. Serial No. 520,976.

To all whom it may concern:

Be it known that I, EMIL CASPARY, a citizen of Germany, and a resident of Berlin, Germany, have invented certain new and useful Improvements in Ships' Cabins, of which the following is a specification.

This invention relates to ships' cabins and has for its object to provide a portable or removable cabin and thus enable the space to be utilized for the storage of goods in the absence of sufficient passsengers. To this end the parts of the cabin are adapted to be entirely removed without leaving any structural parts between the decks.

According to the present invention the cabin comprises a lower frame and an upper frame with intermediate walls or panels. The lower frame is secured in position upon the deck by means of pins or the like fitting into sockets in the deck. It is therefore only necessary to provide a few sockets in the deck for the reception of the pins in the lower frame, these sockets presenting no inconvenience when the space is utilized for the storage of goods. The upper frame is secured to the deck beams and may be left in position after the cabin is removed, should the nature of the goods to be stored permit thereof.

The upper and lower frames are formed with opposite grooves to receive the panelling which is secured therein against vibration or any self-movement, so that chattering or noises due to the movement and vibration of the vessel are prevented. The panels are also constructed in the form of flat boards without the projections usually necessary for supporting the interior fittings or berths. The flat boards or panels can be packed close together when the cabin is dismantled and the absence of any projections avoids the wear due to the constant rubbing of the parts against each other when stored away.

In order to secure the flat panels in position, their abutting edges are fitted with a pair of metal bars adapted to be fitted into recesses provided therefor in the upper and lower frames, the bars being secured together by automatic catches and secured at their upper ends by clamping means, thus securing the panelling in position. The projections or fittings for supporting the interior furniture of the cabin may be provided on the aforesaid metal bars.

To further provide against "chattering" of the panels and to allow for the usual unevenness or springing of the decks, the walls or panels have their lower edges at an angle to the lower frame or sill so that each panel is held in the sill by one corner only. The groove in the lower frame is also tapered downwardly so that the panels are wedged so firmly therein at this corner that they are incapable of movement whilst the other corner is loose in the groove. As the loose corner is however directly adjacent the fixed corner of the next panel and the two panels are secured together by the aforesaid metal bars, no chattering movement of the loose corner of the panel can occur.

In order that the invention may be more clearly understood reference is hereinafter made to the accompanying explanatory drawings whereon:—

Fig. 1 is a side view of the cabin.

Fig. 2 is a fragmentary plan view thereof.

Fig. 3 is a fragmentary section through one of the deck beams and Fig. 4 a view at right angles thereto.

Fig. 5 is a vertical section through one side of the cabin.

Fig. 6 is a transverse section and Fig. 7 a fragmentary side view showing the abutting edges of two panels and their securing bars.

Figs. 8 and 9 are views corresponding to Figs. 6 and 7 showing the corner panels and bars.

On the drawings, the deck 1 is represented as having a slight inclination to the broken horizontal line 2. The lower frame 3 fits upon the deck 2 by means of pins (not shown) entering sockets in the deck. The upper frame 4 is fitted vertically over the lower frame 3 and is preferably secured as illustrated in Figs. 3 and 4.

The frame 4 is formed with a comparatively deep groove 5 for the reception of the upper edges of the panels 6. The frame 4 is secured to the deck beams 7 by means of angles 8 secured to the latter at suitable intervals, each angle 8 having an aperture 9 in its horizontal web through which protrudes a U-shaped spike 10 carried in the frame 4 as shown in Fig. 3, the parts being secured together by a cotter 11. The space between the upper frame 4 and the upper deck 12 may be filled in with ventilators 13 as in Fig. 1 or it may be left free.

The lower frame 3 (Fig. 5) is formed with a downwardly tapered groove 14 whereas the

groove 5 in the upper frame 4 is rectangular. Where the panels 6 abut against each other the frames 3 and 4 are formed with recesses 15 and 16 for the reception of metal bars 17. The upper recesses 16 are also enclosed by a clamp 18 having a clamping screw 19.

The metal bars 17 are provided at intervals (Figs. 6 and 7) with automatic catches such as an eye 20 and hook 21, the latter having inclined edges such that, when the two bars 17 are brought together, the inclined edges of the hooks 21 will engage the eyes 20 and draw the two bars 17 together with the abutting edges of the panels between them. Preferably two such automatic catches are provided for each pair of metal bars 17 and the panels 6 are notched to accommodate the eyes 20.

The corner panels of the cabin are similarly connected together by means of angle bars 17^1 as shown in Figs. 8 and 9, having hooks 21 preferably projecting through apertures or eyes in one of the angle bars. It will be understood that in the corners of the upper frame the clamps 18 will be of corresponding angular shape and that the clamping screw 19 may be fitted in the corner thereby formed.

After the upper and lower frames 3 and 4 have been fitted in position, the panels 6 are inserted. To this end the groove 5 in the upper frame is made of such a depth that the lower edge of the panels may be passed over the lower frame 3 and dropped into the tapered groove 14. The bars 17 and 17^1 are then similarly inserted. As shown in Fig. 5, the bar 17 carrying the hook 21 may be slightly shorter than the other bar 17 so that, when the bar carrying the eyes 20 has dropped into position, the other bar by its own weight will cause the hooks 21 to firmly secure the two bars together. This may also be ensured by lightly striking the bar carrying the hooks 21 in a downward direction.

One corner of each panel 6 will be firmly secured in the tapered groove 14 owing to the inclination of its lower edge, as indicated at 30 in Fig. 1, whilst the adjacent corner of the next panel which is loose in the groove 14 is prevented from movement by the two bars 17 holding the abutting edges of the panels together. The parts are secured at their upper ends by the screws 19 which clamp the panels 6 between the two bars 17. The cabin is dismantled by reversing the foregoing operations.

From Fig. 2 it will be seen that the berth 23 and its frame 24 may be secured to the bars 17 and 17^1. It will also be seen that the several bars 17 of the cabin afford ample provision for securing any interior furniture. The cabin door 25 as shown in Figs. 1 and 2 is constructed from a single panel either framed or unframed.

Claims.

1. A portable ship's cabin comprising a grooved upper frame, a lower frame having a downwardly tapering groove, panels fitted between said frames in said grooves and so arranged that one corner of each panel is wedged in the downwardly tapering groove in said lower frame whilst the other corner is loose therein and means for securing the vertical abutting edges of said panels together.

2. A ship's cabin as specified in claim 1 having means for clamping the upper end of the securing means within the upper frame.

3. A portable ship's cabin comprising a lower grooved frame adapted to be removably fitted upon the deck, an upper grooved frame adapted to be removably fitted to the upper deck, a series of vertical panels inserted in the grooves in said frames, vertical clamping bars for the abutting edges of said panels and means for clamping the upper ends of said clamping bars within said upper frame.

4. A ship's cabin as specified in claim 3 in which the lower edges of said panels are not cut exactly at right angles to their vertical edges so that one corner only of each panel is secured in the groove in said lower frame.

5. A portable ship's cabin comprising a lower frame having downwardly projecting pins adapted to enter sockets in the deck, said lower frame being formed with a downwardly tapering groove in its upper face, an upper frame having a rectangular groove in its lower face, means for detachably suspending said upper frame from the deck beams, a series of vertical panels adapted to fit in the grooves in said frames, a plurality of vertical clamping bars adapted to clamp the abutting edges of said panels together, a plurality of screw clamps within said upper frame for clamping the upper ends of said clamping bars within said upper frame and a plurality of automatic catches whereby each clamping bar on one side of the panels is adapted to be clamped to the corresponding clamping bar on the other side of the panels, said panels having their lower edges cut not exactly at right angles to their vertical edges, substantially as and for the purpose set forth.

In testimony whereof I hereunto affix my signature.

EMIL CASPARY.