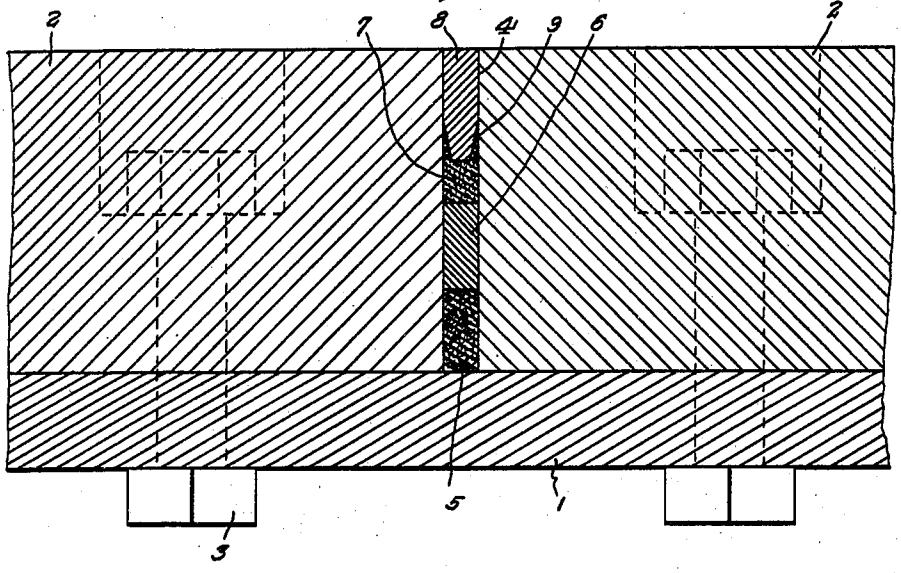
May 9, 1944. W. F. BOYER 2,348,188

SHIP DECKING

Filed Dec. 1, 1942

Fig. 2.



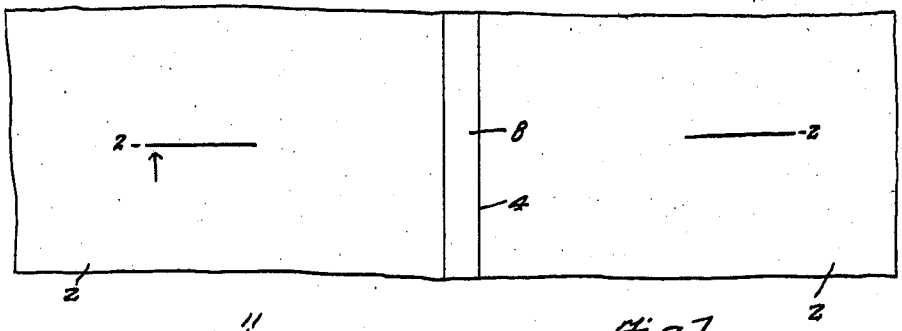


Fig. 1.

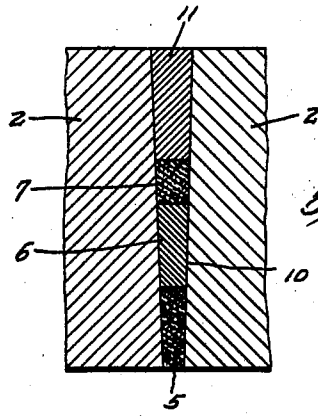


Fig. 3.

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SHIP DECKING

William F. Boyer, Delair, N. J.

Application December 1, 1942, Serial No. 467,523

1 Claim. (Cl. 94—3)

The present invention relates to ship decking, and has for its primary object to provide, in a manner as hereinafter set forth, a novel method for positively preventing the pitch or other material which is customarily used in the joints between the planks from expanding under the influence of heat and marring the surface of the deck.

The foregoing and other objects and advantages of the invention will become apparent from a study of the following specification, taken in connection with the accompanying drawing wherein like characters of reference designate corresponding parts throughout the several views, and wherein:

Figure 1 is a fragmentary view in top plan of a deck constructed in accordance with the present invention.

Figure 2 is a cross sectional view, taken substantially on the line 2—2 of Figure 1.

Figure 3 is a cross sectional view, showing a slightly different form of the invention.

Referring now to the drawing in detail, it will be seen that reference numeral 1 designates a conventional steel deck to which the planks 2 of suitable hard wood are secured, as at 3.

The planks 2 are spaced from each other in a manner to define a groove or channel 4 which is approximately one-quarter of an inch in width. Cotton calking 5 is first packed in the joint at 4, after which oakum calking 6 is inserted. Pitch 7 or some other filler is then placed in the joint over the oakum 6.

A sealing strip 8, of a length corresponding to that of the planks 2, is then driven tightly into the joint, said strip being of suitable hard wood. The lower marginal portion of the sealing strip 8 is tapered, as at 9, to accommodate any excess pitch 7 that may be present when said sealing strip is driven into the joint.

Of course, when inserting the mediums 5, 6 and 7, approximately enough room is left in the upper portion of the joint to accommodate the sealing strip 8. This sealing strip is first driven tightly into the joint and the upper marginal portion thereof is left protruding above the planks 2. The strips 8 are then planed down to a point adjacent the level of the planks 2. The entire surface of the deck is then planed uniformly and finished by painting or varnishing. It will thus be seen that the sealing strip 8 completely closes the joint and positively prevents the pitch 7 from flowing out of the joint and marring the surface of the deck. The pitch 7 is permitted to cool before the sealing strip 8 is inserted.

In the embodiment of Figure 3, the opposed edges of the planks 2 are oppositely beveled in a manner to define a substantially V-shaped groove or channel 10. The calking mediums 5, 6 and 7 are placed in the channel 10, after which a sealing strip 11 of substantially wedge-shaped cross section is inserted. In other respects the embodiment of Figure 3 is substantially similar to that of Figures 1 and 2 of the drawing.

It is believed that the many advantages of a ship deck constructed in accordance with the present invention will be readily understood, and although preferred embodiments are as illustrated and described, it is to be understood that further modifications and changes in the details of construction may be resorted to which will fall within the scope of the invention as claimed.

What is claimed is:

In a ship decking comprising a metallic deck, uniformly spaced planks secured on said deck, and a plastic calking medium between the planks, a sealing strip frictionally secured between the planks and flush with the upper surfaces thereof, said sealing strip including a substantially tapered lower marginal portion spaced from the opposed walls of the planks for the reception of any excess calking medium that may be displaced by said sealing strip.

WILLIAM F. BOYER.