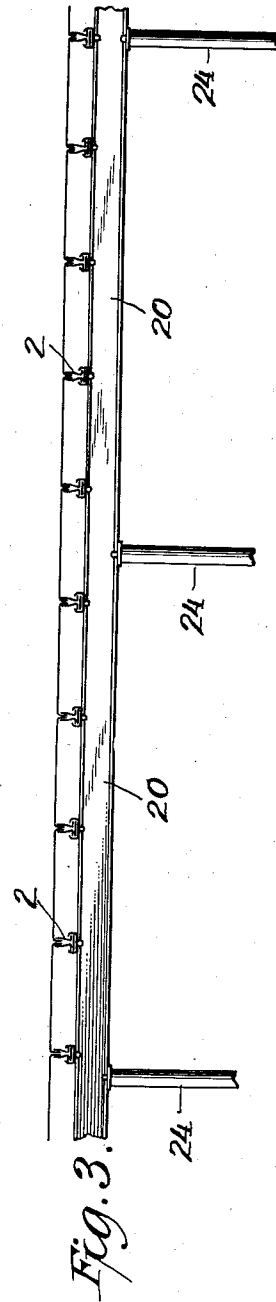
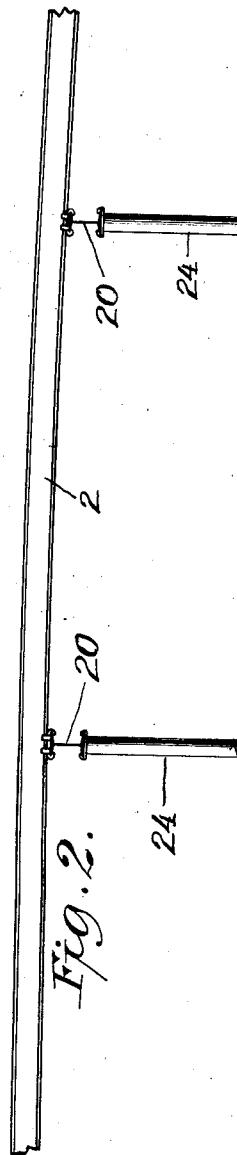
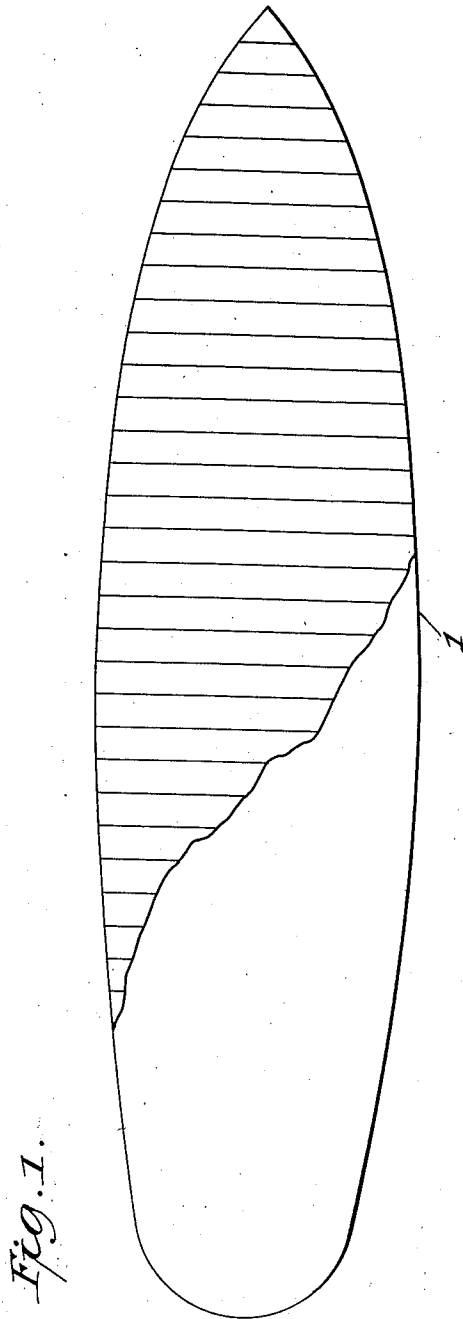


W. T. DONNELLY.
 COMBINED DECK AND CARLINE FOR SHIPS.
 APPLICATION FILED JUNE 8, 1912.

1,049,685.

Patented Jan. 7, 1913.

2 SHEETS—SHEET 1.



Witnesses:
A. R. Appleman
W. O. Blackwood

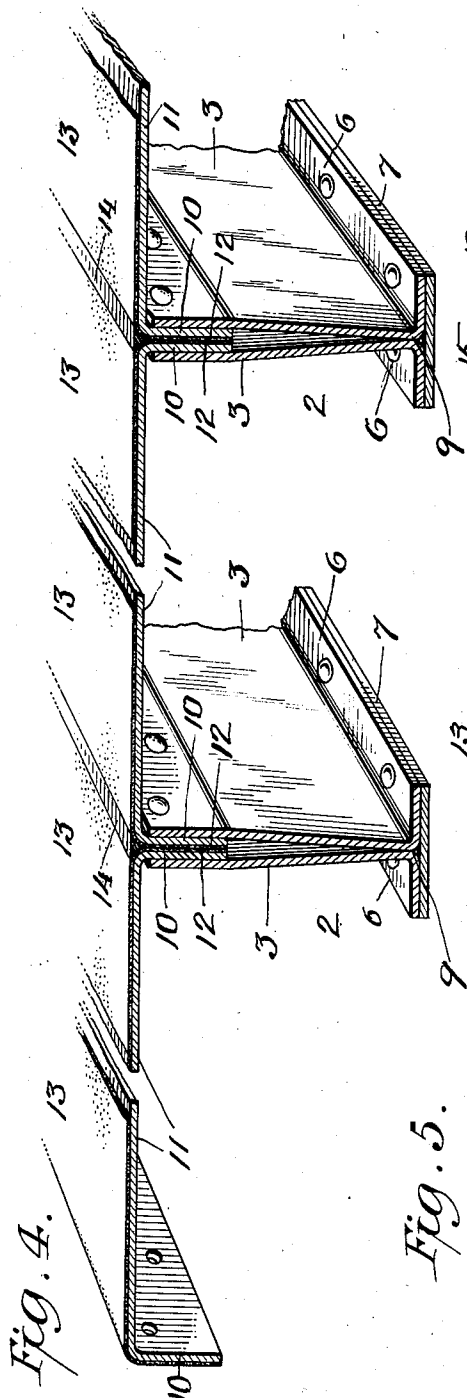
Inventor
William Thomas Donnelly,
 By *his Attorneys*
Blackwood Bros.

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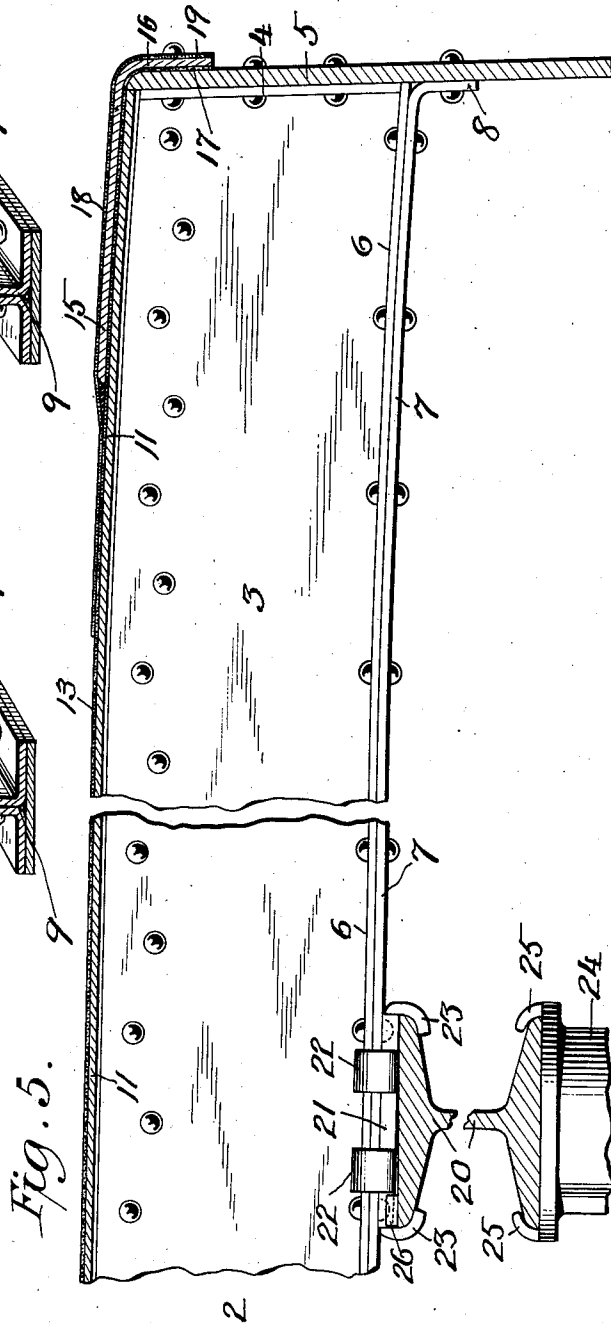
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UNITED STATES PATENT OFFICE.

WILLIAM THOMAS DONNELLY, OF BROOKLYN, NEW YORK.

COMBINED DECK AND CARLINE FOR SHIPS.

1,049,685.

Specification of Letters Patent.

Patented Jan. 7, 1913.

Application filed June 8, 1912. Serial No. 702,493.

To all whom it may concern:

Be it known that I, WILLIAM THOMAS DONNELLY, a citizen of the United States, residing at Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Combined Decks and Carlines for Ships, of which the following is a specification.

My invention relates to combined deck and carlines for ships.

It has for its object to combine the deck and carlines of a ship to form a strong, rigid and light structure.

It has for a further object to form the combined deck and carline structure of sections so as to permit it to be constructed to furnish the required strength at the desired points.

It has for a still further object to insert the deck covering between the deck plates to secure said covering and form watertight joints between said deck plates.

In the drawings: Figure 1 is a diagrammatic plan view of a ship showing my invention applied. Fig. 2 a diagrammatic fragmentary view, taken transversely of the ship. Fig. 3 a diagrammatic fragmentary view, taken longitudinally of the ship. Fig. 4 a fragmentary perspective view, on an enlarged scale, partly broken away and in section. Fig. 5 a fragmentary sectional view, taken transversely of the ship.

Referring to the drawings, in which like reference characters designate corresponding parts, 1 designates the hull of a ship having my combined deck and carline structure applied. The carlines 2, of this combined structure, are spaced longitudinally of the ship and extend transversely thereof and each is composed of upwardly extending plates 3 having vertically extending flanges 4 riveted to the plates 5 and horizontally extending base flanges 6 riveted to a plate 7, extending transversely of the ship and provided with downwardly extending flanges 8 riveted to the side plates 5. The lower ends of the plates 3 contact with each other at 9 and the flanges 10 of the deck plates 11 and the edges 12 of the sections 13 of the canvas deck covering are secured between the upper ends of the plates 3 by rivets.

The spaces between the strips of the canvas deck covering, at the points of juncture of the deck plates, are filled with cement 14, flush with the canvas deck covering, form-

ing therewith a continuous deck surface. The joints between the ends of the deck plates 11 and the side plates 5 are protected by means of flashings formed by plates 15, placed on top of the canvas deck covering over said joints, provided with flanges 16 bearing against the ends 17 of the canvas deck covering. The plates 15 are covered by strips of canvas 18, the ends 19 of which extend over the flanges 16 of the plates 15, and said flanges 16 and the ends 17 and 19 of the canvas strips are secured together and to the side plates 5 of the ship by rivets.

The carlines 2 are supported upon girders 20, extending longitudinally of the ship, and secured to said girders by interposed plates 21 having upwardly extending lugs 22 engaging the base flanges 6 of the carlines and the edges of the plates 7 and downwardly extending lugs 23 engaging the upper flanges of the girders 20. The girders 20 are supported upon stanchions 24 and secured thereto by lugs 25, extending upwardly from the stanchions and engaging the lower flanges of the said girders. Wedges 26 are fitted in the spaces left, by reason of the crown of the combined deck and carlines, between the plates 7 and the top flanges of the girders and are secured therein by turning up their ends.

It will be understood that by reason of the carlines, of the combined structure, being formed as herein described each part thereof may be made of the material and thickness of material necessary, thereby rendering it possible to furnish, at the points desired, carlines of the strength required, that by reason of the deck plates having flanges secured between the ends of the upwardly extending plates of the carlines, extra strength is thereby provided without adding to the weight of the structure, and that, by reason of the edges of the sections of the canvas deck covering being secured between the flanges of the deck plates the joints between said plates are rendered watertight.

I do not desire to be understood as limiting myself to the specific details of construction and arrangement as herein described and illustrated, as it is manifest that variations and modifications may be made in the features of construction and arrangement, in the adaptation of the device to various conditions of use, without departing

from the spirit and scope of my invention and improvements. I therefore reserve the right to all such variations and modifications as properly fall within the scope of my invention and the terms of the following claims:

I claim:

1. In a combined deck and carlines for ships, deck plates provided with depending flanges and carlines embracing the flanges of the deck plates and secured thereto, substantially as described.

2. In a combined deck and carlines for ships, deck plates provided with depending flanges and carlines having plates between which the flanges of the deck plates are secured, substantially as described.

3. In a combined deck and carlines for ships, deck plates provided with depending flanges and carlines having plates, between which the flanges of the deck plates are secured, provided with base flanges, substantially as described.

4. In a combined deck and carlines for ships, deck plates provided with depending flanges and carlines having plates, between which the flanges of the deck plates are secured, provided with base flanges and plates connecting said base flanges, substantially as described.

5. In a combined deck and carlines for ships, deck plates provided with depending flanges, deck covering secured between the flanges of the deck plates and carlines secured to said flanges, substantially as described.

6. In a combined deck and carlines for ships, deck plates provided with depending flanges, deck covering secured between the flanges of the deck plates and carlines embracing the flanges of the deck plates and secured thereto, substantially as described.

7. In a combined deck and carlines for ships, deck plates provided with depending flanges, deck covering secured between the flanges of the deck plates and carlines having plates between which the flanges of the deck plates are secured, substantially as described.

8. In a combined deck and carlines for ships, deck plates provided with depending flanges, deck covering secured between the flanges of the deck plates and carlines having plates between which the flanges of the deck plates are secured, provided with base flanges, substantially as described.

9. In a combined deck and carlines for ships, deck plates provided with depending flanges, deck covering secured between the flanges of the deck plates and carlines having plates, between which the flanges of the deck plates are secured, provided with base flanges and plates connecting said base flanges, substantially as described.

10. In a combined deck and carlines for ships, deck plates provided with depending flanges, deck covering secured between the flanges of the deck plates, carlines secured to said flanges and means for filling the spaces in the deck covering at the points of juncture of the deck plates, substantially as described.

In testimony whereof I have signed my name in the presence of two subscribing witnesses.

WILLIAM THOMAS DONNELLY.

Witnesses:

GEORGE W. EISENHOUR,
GUNNAR C. LUGSTRAND.