(No Model.)

E. L. HAZARD.

STATEROOM FOR VESSELS.

No. 587,482. Patented Aug. 3, 1897.

Fig-1

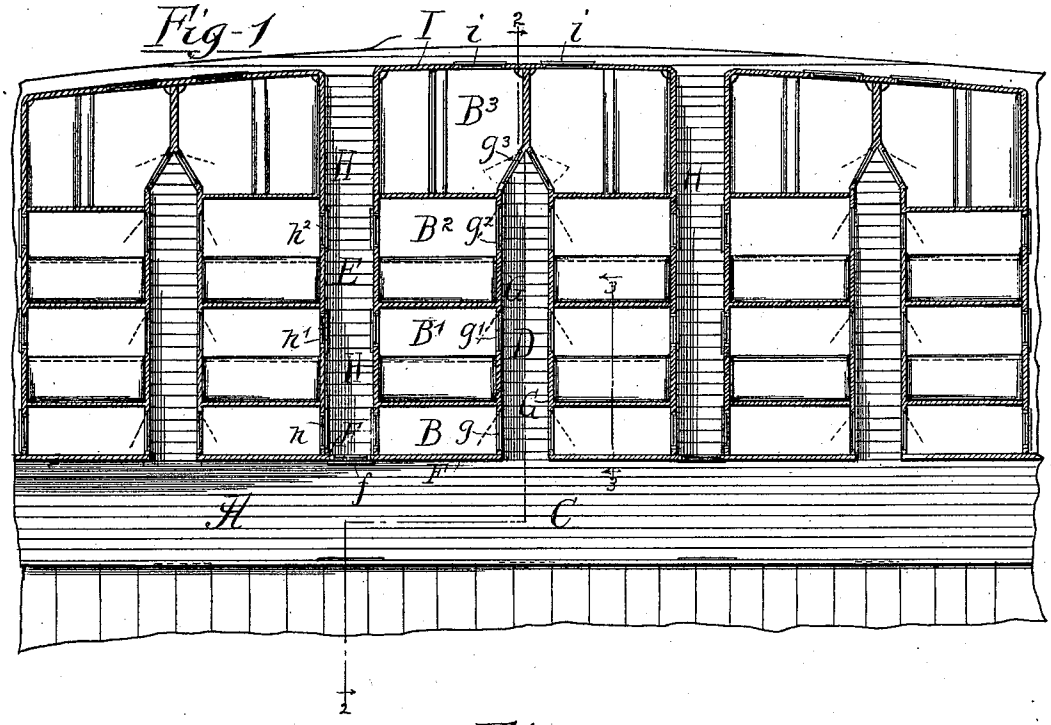


Fig-2

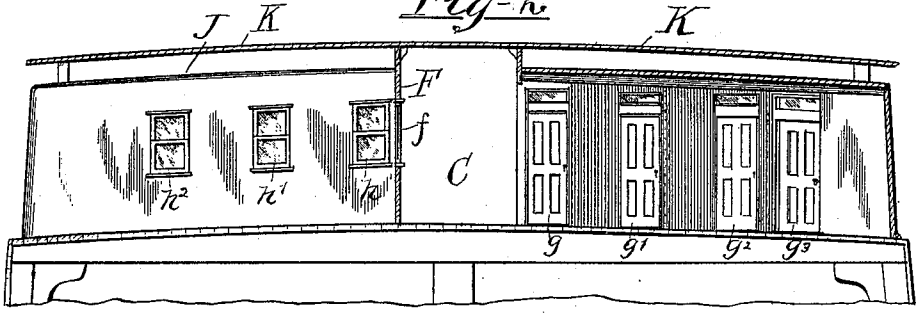
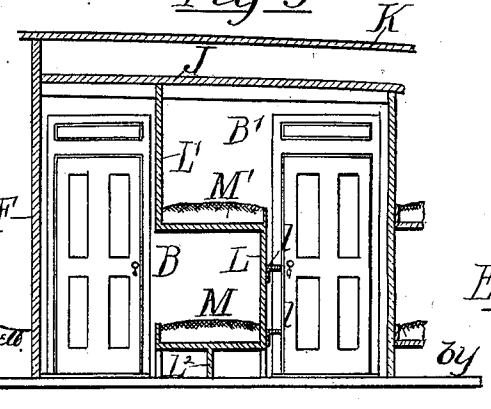


Fig-3



Witnesses
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UNITED STATES PATENT OFFICE.

EUGENE L. HAZARD, OF CHICAGO, ILLINOIS.

STATE-ROOM FOR VESSELS.

SPECIFICATION forming part of Letters Patent No. 587,482, dated August 3, 1897.

Application filed January 18, 1897. Serial No. 619,670. (No model.)

To all whom it may concern:

Be it known that I, EUGENE L. HAZARD, of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in State-Rooms for Vessels; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to improvements in the construction of state-rooms for passenger vessels, having reference both to the general arrangement of the state-rooms and to the internal construction thereof.

The invention consists in the matters hereinafter described, and pointed out in the appended claims.

In the accompanying drawings, which illustrate my invention, Figure 1 is a sectional plan view of a part of a deck of a vessel, showing the state-rooms arranged in accordance with my invention. Fig. 2 is a view thereof in cross-section, taken on the indirect line 2 2 of Fig. 1. Fig. 3 is an enlarged detail section through one of the state-rooms, taken on line 3 3 of Fig. 1.

As illustrated in said drawings, A indicates the deck of a vessel on which the state-rooms are constructed, this deck being what is known as the "spar-deck" or the one above the hull of the vessel, although it may be the main deck or the second or hurricane deck.

B B′ B^2 B^3 indicate state-rooms, which are arranged in rows extending transversely of the vessel on either side of a central cabin or passage C. In the particular construction shown said passage takes the place of the wide cabin or saloon usually present in passenger vessels, the intent being that in narrow vessels the state-rooms shall occupy practically the full width of the vessel in certain parts of its length, in which case the cabin or saloon will be located at other parts of the vessel, either fore or aft of the state-rooms or on a deck above the state-rooms, and the passage C will serve merely as a means of approach to the state-rooms. In wider vessels the cabin may be of usual width and the rooms arranged outside of the same. The rows of state-rooms mentioned are separated from each other by transversely-arranged passages D E, which are arranged in alternation to each other between the several rows. The said passages D open into the central passage or cabin C and constitute hallways affording access therefrom to the rooms in the rows in either side thereof, while the passages E are open to the outer air at their outer ends and serve as a means of affording light and air to the several rooms. Said passages E are closed at their inner ends by the longitudinal wall or partition F, which forms the side of the central passage C, but windows *f* are preferably arranged in said wall at the inner ends of said passages for the purpose of lighting the main passage or cabin and ventilating the same when desired. The transverse walls G G, which form the sides of the passages or hallways D, are provided with doors *g g′* g^2 g^3, leading into the several state-rooms, while the walls H, which form the sides of the passages E, are provided with windows *h h′* h^2, which afford a supply of air and light to all the rooms, excepting the exterior one B^3 of the row, the outer walls of which latter are formed by the exterior walls I and are provided with windows *i*, which are usually formed in said exterior walls, but which may be located in the air-passages E, if desired.

I prefer to employ separate decks or ceilings J below the upper deck K, said ceilings J extending only between the walls H H, which form the air-passages, so that a horizontal air-space is formed between the ceilings and the deck, which air-space is in communication with the air-passages E. This space tends to promote circulation of air in the air-passages and also serves in summer as a means of keeping cool the state-rooms.

The general arrangement of state-rooms described has the advantage of providing a large number of rooms and at the same time making every room accessible from the cabin or interior of the vessel and placing it in communication with the outer air by means of a window or ventilating-aperture. Moreover, all the state-rooms are lighted from the outside of the boat and in no case depend entirely upon artificial light or light coming from the cabin. The construction described, therefore, affords a number of state-rooms

largely in excess of that which is possible to obtain in the arrangements heretofore used on vessels, while at the same time making all rooms accessible from the interior of the vessel and with outside windows.

Referring now to the novel features of construction in the interior arrangement of the state-rooms, these are shown in Fig. 1, and more particularly in the sectional view, Fig. 3, as applied to the innermost state-rooms B B′ of the vessel. These state-rooms are so arranged that each contains one berth, while the berths of the two rooms are arranged one above another. As shown in the drawings, the lower berth M belongs to the state-room B, while the upper berth M′ belongs to the state-room B′. In connection with the berths so arranged the partition-wall between the two state-rooms is formed by means of two bulkheads L and L′, of which one is offset from the other a distance equal to the width of the berth, the bulkhead L extending from the lower to the upper berth at the sides of said berths adjacent to the room B′ and the bulkhead L′ extending from the opposite side of the upper berth, or that nearest the state-room B, upwardly to the ceiling over the rooms. Below the lower berth the partition between the rooms may be continued by a bulkhead L^2, located at either side or at the middle of the lower berth. As herein shown, such bulkhead L^2 is arranged at the center of the lower berth, this construction affording beneath the lower berth storage-spaces to receive packages, life-preservers, or other articles for both state-rooms. To facilitate access to the upper berth M′, steps having the form of brackets *l* may be applied to the face of the bulkhead L; but obviously an ordinary step-ladder or other means may be used for the same purpose, if desired.

The arrangement of berths described has the important advantage of enabling individual passengers to have separate state-rooms while at the same time utilizing all berths for sleeping purposes. Such separate state-rooms may thus be provided at practically the same cost to the passenger as when two passengers occupy the same room and with little, if any, loss of income to the vessels, for the reason that the two state-rooms each having single berths arranged as described may be placed in practically the same space that would be occupied by a single large state-room having two berths. As shown in the drawings, the two state-rooms B and B′ occupy about the same space as the outermost or larger double state-rooms B^3, which contain a double lower berth and a narrower or single upper berth. Two such state-rooms may, however, be arranged to occupy still less room without curtailing the standing-room to a point beyond practical usefulness, and by narrowing the floor-space in each room two rooms like B and B′ may be provided in a space little, if any, larger than that occupied by the state-rooms B^2, which contain two single berths.

When the state-rooms are arranged at either side of air-passages, as hereinbefore described, the plumbing connections and electric wiring for the rooms may be located in said air-passages with the important advantages that the same will be easily accessible for changes or repairs from said air-passages.

I claim as my invention—

1. A vessel provided with state-rooms arranged in single transverse rows and having laterally-extending passages between the rows, of which the alternate passages form hallways leading from the central passage or cabin to the several state-rooms on either side thereof while the passages intermediate thereto are open to the air at their outer ends and afford light and ventilation to all the state-rooms.

2. A vessel provided with a central, longitudinal passage or cabin, state-rooms arranged in single transverse rows at either side thereof, and laterally-extending passages between the rows, said passages forming hallways and air-passages of which said hallways lead outwardly from the central passage or cabin and are arranged in alternation with the air-passages, and the latter are open at their outer ends and terminate at their inner ends at the side walls of the central passage or cabin, said walls having windows at the inner ends of said air-passages to light the central passage or cabin.

3. A vessel provided with state-rooms arranged in single transverse rows, having laterally-extending passages between the rows, of which the alternate passages form hallways and the intermediate ones form air-passages, said state-rooms being covered by ceilings located below the deck which extends over the state-rooms and forming an air-space which is in communication with the said air-passages.

In testimony that I claim the foregoing as my invention I affix my signature, in presence of two witnesses, this 14th day of January, A. D. 1897.

EUGENE L. HAZARD.

Witnesses:
C. CLARENCE POOLE,
R. CUTHBERT VIVIAN.