(No Model.)

F. W. RAINEY & T. B. ROGERS.

Freight Vessel.

No. 240,460. **Patented April 19, 1881.**

FIG. 1.

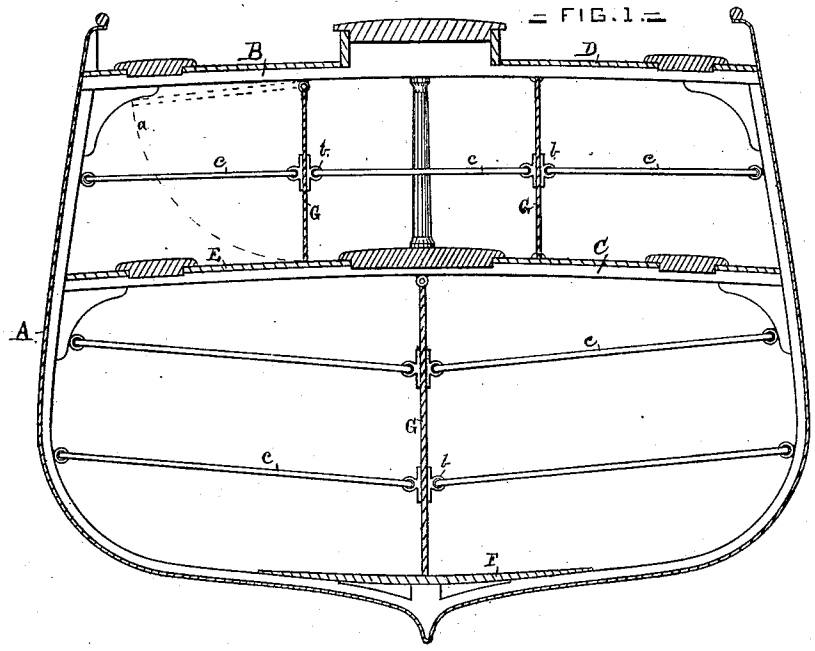


FIG. 2.

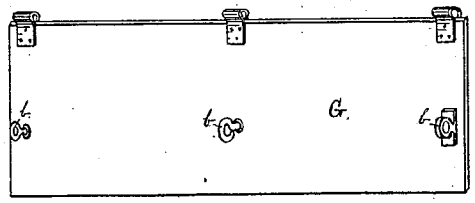
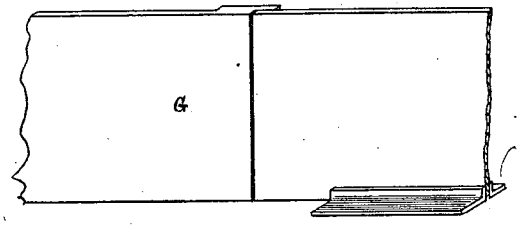


FIG. 3.



Witnesses.

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UNITED STATES PATENT OFFICE.

FRANK W. RAINEY AND THOMAS B. ROGERS, OF NEW ORLEANS, LOUISIANA, ASSIGNORS OF ONE-TENTH TO CHARLES A. CONRAD, OF SAME PLACE.

FREIGHT-VESSEL.

SPECIFICATION forming part of Letters Patent No. 240,460, dated April 19, 1881.

Application filed October 11, 1880. (No model.)

To all whom it may concern:

Be it known that we, FRANK W. RAINEY and THOMAS B. ROGERS, residents of the city of New Orleans, parish of Orleans, and State of Louisiana, have invented a certain new and useful Improvement in Devices for Preventing the Shifting of Cargoes in Vessels; and we do hereby declare the following to be a full, clear, and correct description of the same, reference being had to the annexed drawings, making a part of this specification.

This invention relates to means for dividing the hulls of vessels into longitudinal compartments by means of hinged, sliding, or other adjustable partitions. Its object is to prevent the displacement of cargoes in the careening or rolling of vessels, and also to prevent the spreading of fire or of contagion among live-stock by confining the same to the compartment in which it may originate.

Our invention will, however, be more readily understood by referring to the accompanying drawings, whereon—

Figure 1 is a cross-section of a vessel provided with adjustable partitions. Fig. 2 represents one section of a hinged partition, and Fig. 3 parts of two sliding sections.

A represents the hull of a vessel, B C the deck-frames, and D E F the floors thereof. Our partitions G are made in sections, which are readily fitted between the floors and decks above, either by suspending the same on rods or pivots or by sliding them between suitable grooves or guides. The sections are made of boiler-iron or of any other suitable material, and if suspended can, when not in use, be swung up under their respective decks, as shown in dotted lines at *a*, or the rods or pivots by which they are suspended may be withdrawn, and the different sections laid flat on deck or piled upon the same. If sliding sections are employed, they can be withdrawn from their grooves or guides and be disposed of in the latter way.

To securely brace the sections, we provide the same with eyes *b*, for receiving hooked ends of rods *c*. The rods of the outer compartments have their opposite ends connected, by any suitable means, with the frames of the vessel, and thus, in addition to the purposes above mentioned, serve to strengthen the vessel. When taken down the partitions will be convenient for ballast.

If desirable, the compartments may be shortened or subdivided by fitting cross-sections therein, in the same manner as that above described.

Having described our invention, what we claim as new, and desire to secure by Letters Patent, is—

In combination with the hull of a vessel having two or more deck frames or floors, removable longitudinal partitions arranged vertically between the decks or floors, and provided with eyes *b*, arranged on opposite sides, and bracing-rods *c*, attached to the eyes of the partitions, and supported at the outer ends to the sides of the vessel.

In testimony whereof we have hereunto signed our names.

FRANK W. RAINEY.
THOS. B. ROGERS.

In presence of—
CHAS. A. CONRAD,
J. C. HUBBELL.