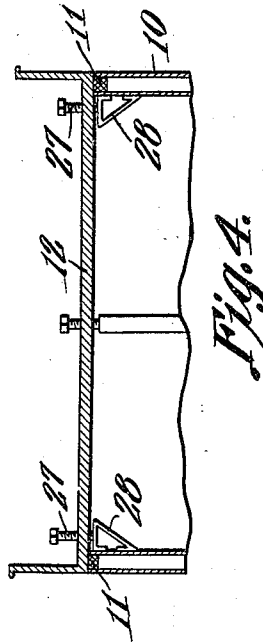
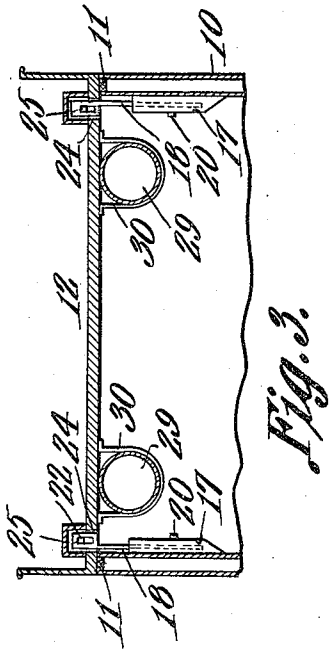
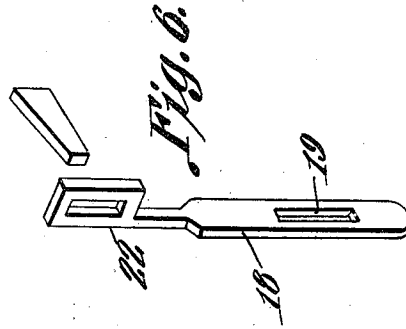
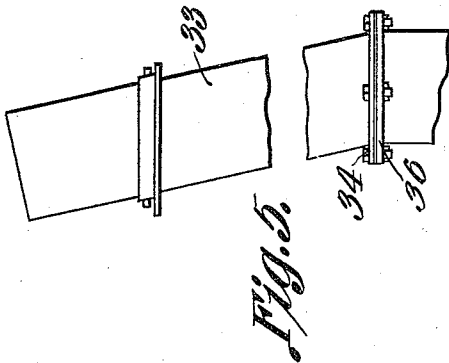


J. W. FOX.
SHIP CONSTRUCTION.
APPLICATION FILED AUG. 9, 1912.

1,052,474.

Patented Feb. 11, 1913.

2 SHEETS—SHEET 2.



Witnesses

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UNITED STATES PATENT OFFICE.

JOHN W. FOX, OF CHERRYVALE, KANSAS.

SHIP CONSTRUCTION.

1,052,474.

Specification of Letters Patent.

Patented Feb. 11, 1913.

Application filed August 9, 1912. Serial No. 714,295.

To all whom it may concern:

Be it known that I, JOHN W. FOX, a citizen of the United States, residing at Cherryvale, in the county of Montgomery and State of Kansas, have invented a new and useful Improvement in Ship Construction, of which the following is a specification.

This invention relates to an improvement in detachable decks for vessels.

The primary object of the invention is to provide a construction in which the deck may form a floating structure should the hull of the vessel become damaged.

With the foregoing and other objects in view which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed, can be made within the scope of what is claimed, without departing from the spirit of the invention.

In the drawings:—Figure 1 is a side elevation partly in section. Fig. 2 is a top plan view. Fig. 3 is a section on line 3—3 of Fig. 2. Fig. 4 is a section on the line 4—4 of Fig. 2. Fig. 5 is a detail view showing the connection of the smoke stack. Fig. 6 is a perspective view of the deck fastening device.

In the drawings 10 designates the hull of the vessel which of the usual construction, there being a packing 11 of plumbago, disposed between the same and the deck 12. The deck 12 rests upon the hull, the same when removed forming a floating structure which is capable of supporting the structure which is normally carried by the same. The invention contemplates a detachable deck which will be securely fastened to the hull, and which should the hull become damaged, may be readily removed. Disposed on either side of the hull fore, aft and amidship of the vessel are sleeves 17 which receive the fastening device 18, said fastening devices consisting of hangers which are provided with slots 19, these slots receiving the pins 20 which pass through the sleeves. The upper terminals of the bars are offset and provided with an eye 22, this apertured portion of the bar, extending through the opening 24 in the deck, a wing pin 25 being passed through said opening, securely locking the deck to the hull. This pin is nor-

mally embraced by the housing 26. When it is desired to detach the deck, this housing is removed and the key forced out of the eye of the bar, thus allowing the deck to be floated off the hull, the plumbago packing with which the deck contacts, preventing the deck from being drawn down by the hull. In order to separate the deck from the hull, jack screws 27 are disposed at various points adjacent the wall of the hull, these jack screws being adapted to contact with brackets 28 which are screwed to the hull. While these jack screws may be manually operated, it will be noted that the same may be operated by compressed air supported in any suitable manner, the jack screws separating the deck from the hull and allowing the same to float free of the hull.

The under face of the deck, is provided with pontoons, which may be in the nature of air-tight tubes, these tubes 29 being supported by brackets 30, the offset terminals of which are secured to the under face of the deck. The deck is provided with ventilator tubes 31, the ventilating funnels 32 being rotatably supported within said tubes. The smoke stack 33 is formed with extensions which may be detached, the collar 36 of the lower portion of the smoke stack, being secured to the collar 34 of the upper portion, these collars being disconnected when it is desired to detach the deck from the hull, it being noted that after the deck has been detached that the smoke stack may be removed from the deck to relieve the same of weight.

It will be noted by this construction that should the hull of the vessel become damaged, the deck may be removed, the construction of the devices which hold the deck to the hull being such as may be readily freed from the hull. While such construction is not shown, it will be noted that the deck may be provided with a suitable motor to drive an auxiliary propeller which may be supported at the stern of the deck.

It will be noted that a construction of this character may be easily and economically manufactured and that the various parts may be readily assembled. It will also be seen that the deck may be formed in sections which construction will allow a portion of the deck to float away, should the impact caused by the contact of the hull with an object twist the hangers so that the same cannot be detached.

What is claimed is:—

A ship construction comprising a removable deck supported by the ship hull, a packing located between said deck and the ship
5 hull, sleeves supported by the hull of the ship, bars disposed for movement within said sleeves, the upper terminals of said bars being apertured and arranged to extend through openings formed in the said deck,
10 wing pins extending through the apertures

in said bars to maintain the deck on said hull.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

JOHN W. FOX.

Witnesses:

C. S. BUTLER,

EDW. E. BELLAMY.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
