

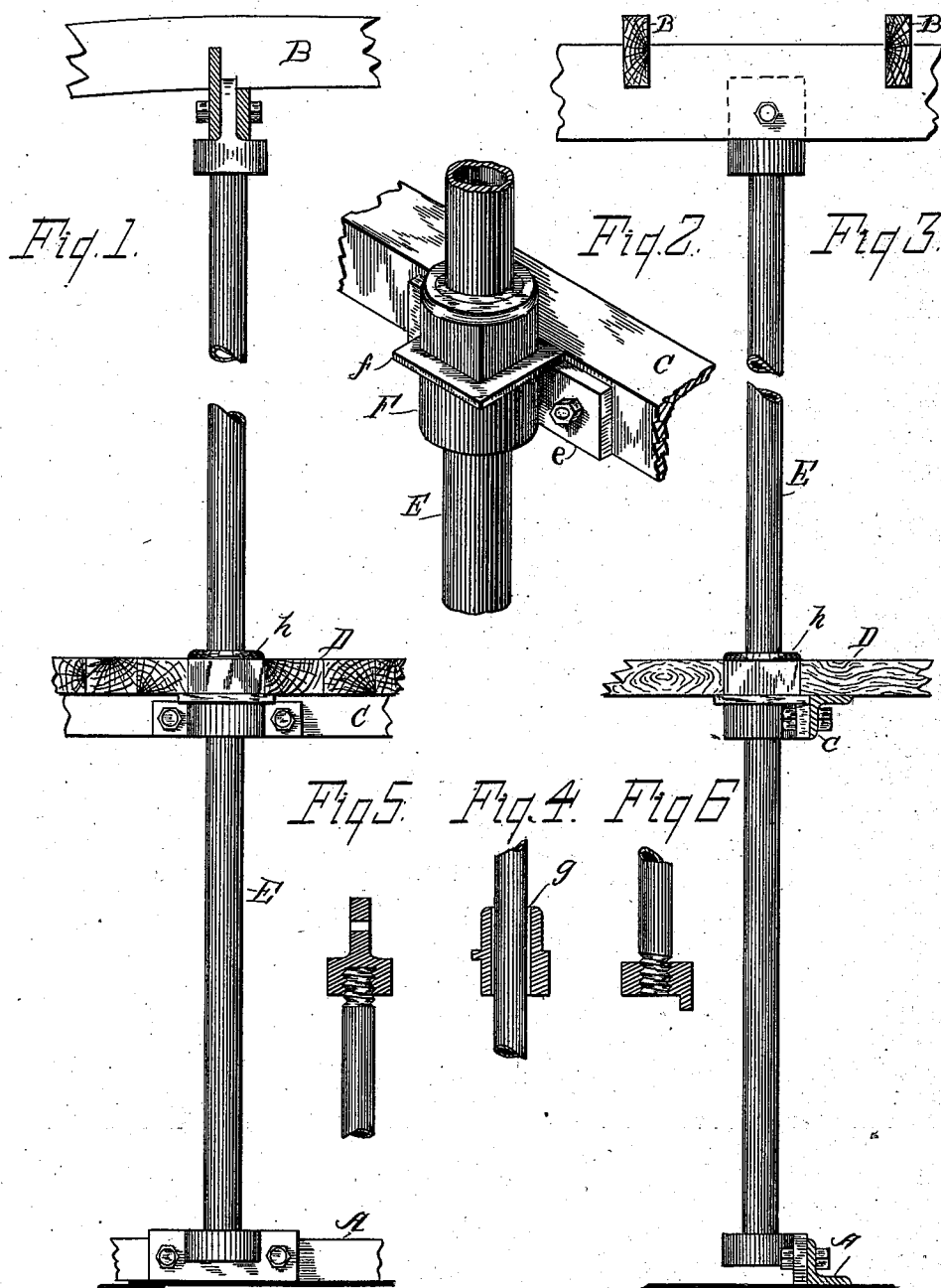
(No Model.)

T. M. REES.

SECURING STANCHIONS OF VESSELS IN PLACE.

No. 382,620.

Patented May 8, 1888.



Witnesses:
Geo H Harvey.
Geo Schnorr

Inventor.
Thomas M. Rees.
By A. C. Johnson.
his attorney.

UNITED STATES PATENT OFFICE.

THOMAS M. REES, OF PITTSBURG, PENNSYLVANIA.

SECURING STANCHIONS OF VESSELS IN PLACE.

SPECIFICATION forming part of Letters Patent No. 382,620, dated May 8, 1888.

Application filed October 21, 1887. Serial No. 253,042. (No model.)

To all whom it may concern:

Be it known that I, THOMAS M. REES, of
Pittsburg, in the county of Allegheny and
State of Pennsylvania, have invented a new
and useful Improvement in Methods of Secur-
ing Stanchions of Vessels in Place; and I do
hereby declare the following to be a full, clear,
and exact description thereof.

In the construction of iron or steel vessels
the employment of the tubular or cylindrical
stanchion which passes through the deck of
the vessel has been found objectionable in that
there is always a leakage around the stanchion,
caused by the frictional action upon the deck-
floor and in placing and keeping the stanchions
in line.

The object of my invention is to obviate
these difficulties and provide means for hold-
ing the stanchions in line and in a fixed posi-
tion with relation to the deck of the vessel and
to avoid all leakage.

To enable others skilled in the art with which
my invention is most nearly connected to make
and use it, I will proceed to describe its con-
struction and operation.

In the accompanying drawings, which form
part of my specification, Figures 1 and 3 rep-
resent side views of the stanchion secured to
the ribs of the hull and the carling of the upper
deck of the vessel. Fig. 2 is a perspective
view of the device I employ for holding the
stanchion in line and in a fixed position with
relation to the deck-floor for preventing leak-
age around the stanchion. Figs. 4, 5, 6 are
detail views.

In the drawings, A represents a section of
a rib of the hull-frame, and B the carling for
the support of the upper deck; C, the beam
which supports the deck-floor D; E, the stan-
chion. These several parts are constructed in
the usual manner and secured in position as
indicated in the accompanying drawings and
well understood by builders of iron and steel
vessels.

I surround the stanchion E with a packing-
sleeve, F, having vertical projecting flanges *e*,
for bolting it to the beam C, which supports
the deck-floor D, and a horizontal projecting
flange, *f*, for forming a support for the deck-
timbers and for the material employed in calk-
ing between the deck-floor and the sleeve above
the horizontal flange *f*, that portion of the
sleeve above the horizontal flange *f* being
quadrangular when viewed in cross-section.
The bore of the sleeve is of greater diameter
than the diameter of the stanchion, as indi-
cated in Fig. 4. When the stanchion is se-
cured in position, with the sleeve F secured
in its position to the beam C and concentric to
the stanchion, molten lead or other suitable
alloy is poured into the space *g* surrounding
the stanchion. The deck-floor D having been
secured to the beam C, the joint formed by
the floor of the deck around the sleeve F is
suitably calked with any of the known calk-
ing materials. By this arrangement of the
sleeve, in combination with the beam C, deck-
floor D, and stanchion E, all leakage around
the latter is avoided, and it is held in line and
in a fixed position with relation to the beam
C and deck-floor D. The advantage will be
apparent to those skilled in building vessels
of iron or steel.

Having thus described my improvement,
what I claim is—

The sleeve F, having flanges *e* and *f*, in com-
bination with the beam C, floor D, and stan-
chion E, substantially as herein described, and
for the purpose set forth.

In testimony whereof I have hereunto set
my hand this 12th day of October, A. D. 1887.

THOMAS M. REES.

Witnesses:

A. C. JOHNSTON,
C. S. JOHNSTON.