

J. W. ISHERWOOD.
CONSTRUCTION OF STATE ROOMS.
APPLICATION FILED, JUNE 6, 1912.

1,052,060.

Patented Feb. 4, 1913

Fig. 1.

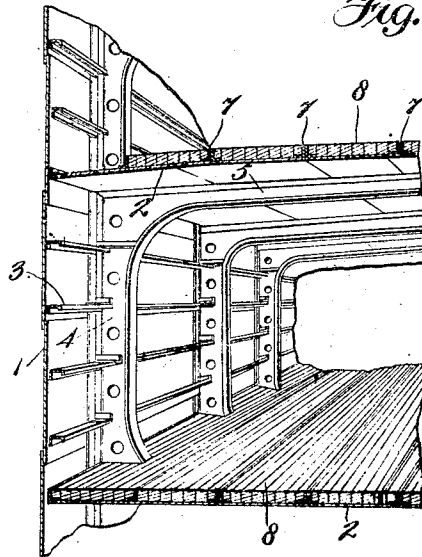
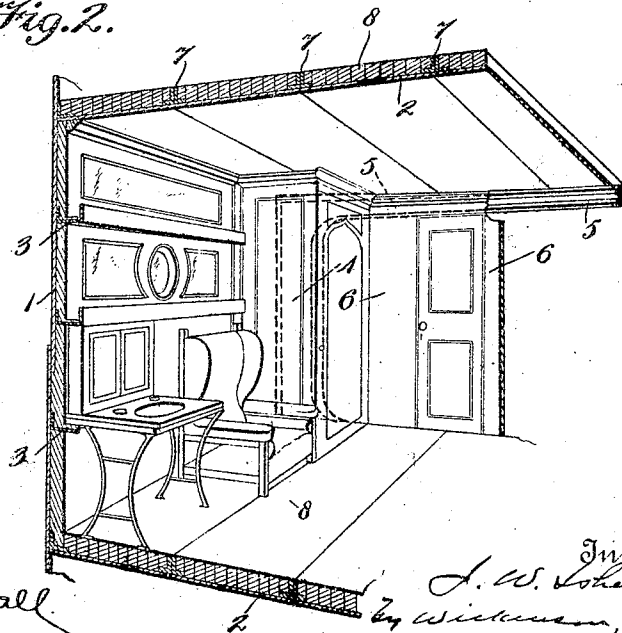


Fig. 2.



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UNITED STATES PATENT OFFICE.

JOSEPH W. ISHERWOOD, OF MIDDLESBROUGH, ENGLAND.

CONSTRUCTION OF STATE-ROOMS.

1,052,060.

Specification of Letters Patent.

Patented Feb. 4, 1913.

Application filed June 6, 1912. Serial No. 702,133.

To all whom it may concern:

Be it known that I, JOSEPH W. ISHERWOOD, a subject of the King of Great Britain, residing at Middlesbrough, county of York, England, have invented certain new and useful Improvements in Construction of State-Rooms; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to passenger ships, and has for its object to provide a construction of vessel of the kind disclosed in my Patent Number 1,029,546, dated June 11, 1912, which will give more internal space in the cabins that is free from obstructions than has heretofore been possible, while at the same time leaving the full strength of the vessel unimpaired.

To these ends the invention consists in the novel details of construction and combinations of parts more fully hereinafter disclosed and particularly pointed out in the claims.

Referring to the accompanying drawings forming a part of this specification in which like numerals designate like parts in all the views:—Figure 1 is a fragmentary cross sectional view of a vessel built in accordance with my invention with the cabins removed; and Fig. 2 is a view similar to Fig. 1 indicating the location of a portion of the cabin woodwork.

1 represents the outer skin of the ship, 2, the deck plating, 3 longitudinal frames, 4 transverse frames, and 5 transverse beams, all of which are of the same or a similar construction as the corresponding members in my said patent above. That is to say, the transverse frames and beams are a plurality of times stronger and are spaced a plurality of times farther apart than has heretofore been customary in the same kind of vessel, and therefore consecutive transverse frames 4 are much deeper than is the case in vessels employing closely spaced transverse frames.

As is well known, it is highly desirable to have all the space in a cabin or saloon as free from obstructions as possible, and in this invention, in order to accomplish this result, I preferably locate my transverse saloon or cabin partitions 6 whenever it is possible, in prolongation of the webs of the transverse frames 4, and of the webs

of the transverse beams 5. The construction set forth in my patent above aids in this result, owing to the wider spacing of these members. But both in the construction of my said patent, and in the construction of all other passenger vessels with which I am familiar, the longitudinal beams 7 have always been placed under instead of over the deck plating 2, and therefore they formed an obstruction in the space inclosed. According to my present invention, however, I place some or all of these longitudinal beams 7 on top of the deck plating 2, instead of underneath the same, and thereby avoid any such obstruction of the free inclosed space. The said beams 7 are also preferably inclosed in the deck sheathing or flooring 8 so as to be entirely out of the way.

It is of course obvious that all the transverse 4 and 5 need not coincide with a saloon or cabin wall 6, nor need all the longitudinal beams 7 be placed above the deck plating 2 instead of below it, for considerable unobstructed over-head room would be provided if only some of said beams 7 are so placed, but it is preferable to place the members as illustrated whenever practicable.

What I claim is:—

1. In a ship provided with transverse frames and beams; side and deck plating secured directly to said frames and beams respectively; a partition coinciding with one of said transverse frames and beams; and a longitudinal beam located above the free space inclosed by said partition, and located above said deck plating thereby leaving the said inclosed free space unobstructed by said longitudinal beam, substantially as described.

2. In a ship provided with transverse frames and beams a plurality of times stronger and spaced a plurality of times farther apart than has heretofore been customary in the same type of vessel; skin and deck plating directly attached to said frames and beams respectively; longitudinal and relatively closely spaced frames directly attached to the inside of said skin plating; longitudinal beams directly attached to the top side of said deck plating; and a partition coinciding with one of said transverse frames and beams, substantially as described.

3. In a ship provided with transverse

frames and beams a plurality of times
stronger and spaced a plurality of times
farther apart than has heretofore been cus-
tomary in the same type of vessel; skin and
5 deck plating directly attached to said
frames and beams respectively; longitudinal
and relatively closely spaced frames di-
rectly attached to the inside of said skin
plating; longitudinal beams directly at-
10 tached to the top side of said deck plating;

a partition coinciding with one of said
transverse frames and beams; and a deck
flooring inclosing said longitudinal beams,
substantially as described.

In testimony whereof, I affix my signa- 15
ture, in presence of two witnesses.

JOSEPH W. ISHERWOOD.

Witnesses:

WM. A. TAYLOR,

T. A. WITHERSPOON.