

(No Model.)

2 Sheets—Sheet 1.

H. SEE.
FERRY BOAT CONSTRUCTION.

No. 563,075.

Patented June 30, 1896.

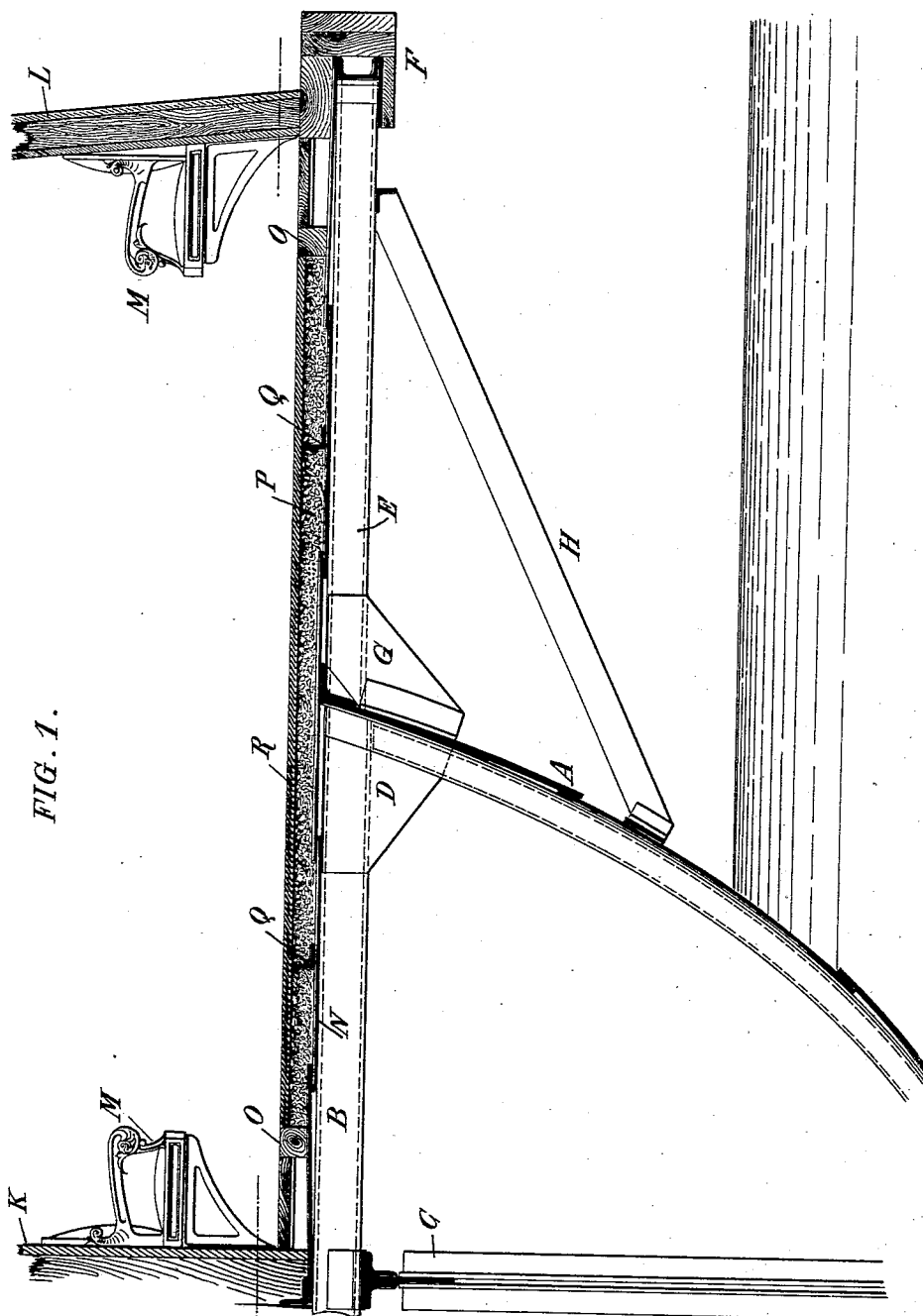


FIG. 1.

WITNESSES:

H. R. Mollen
J. A. Van Wart

INVENTOR

Horace See

BY

Park Benjamin
his ATTORNEY.

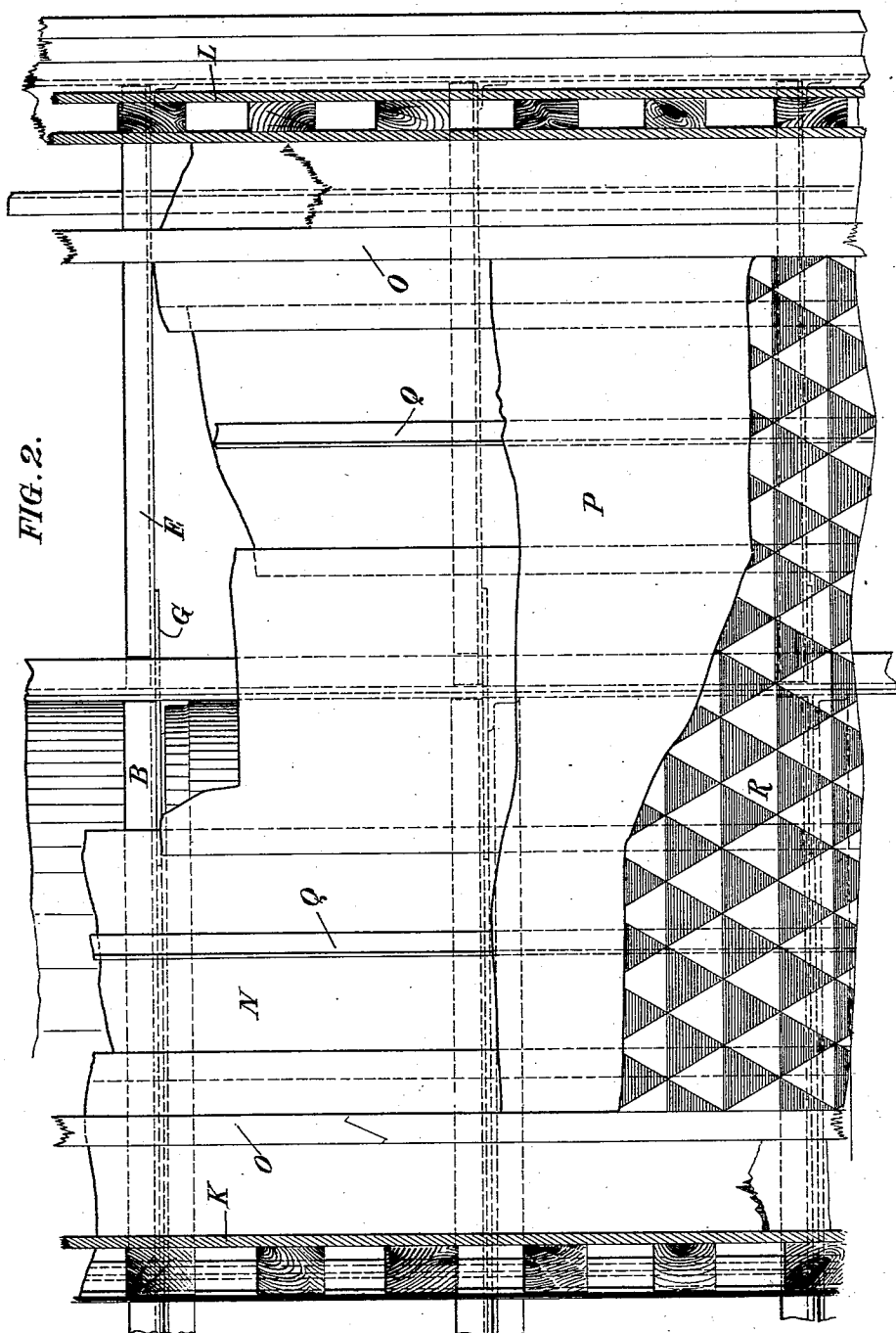
(No Model.)

2 Sheets—Sheet 2.

H. SEE.
FERRY BOAT CONSTRUCTION.

No. 563,075.

Patented June 30, 1896.



WITNESSES:

H. R. Moller
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UNITED STATES PATENT OFFICE.

HORACE SEE, OF NEW YORK, N. Y.

FERRY-BOAT CONSTRUCTION.

SPECIFICATION forming part of Letters Patent No. 563,075, dated June 30, 1896.

Application filed January 21, 1896. Serial No. 576,277. (No model.)

To all whom it may concern:

Be it known that I, HORACE SEE, of the city, county, and State of New York, have invented a new and useful Improvement in Ferry-Boat Construction, of which the following is a specification.

The object of my invention is to improve the construction of the floors of the cabins of ferry-boats, so that the same may be simplified, and so that a floor entirely of concrete or asphalt, or of either or both and tiling, may be used.

In the accompanying drawings, Figure 1 is a partial section of a vessel and cabin, showing my improved floor construction. Fig. 2 is a partial plan view of the same.

Similar letters of reference indicate like parts.

A represents the vessel; B, the deck-beams, which are of metal and are supported upon posts as C, and at their outer ends on brackets as D. At E are additional floor-beams extending outward in prolongation of the beams D. These beams at their outer ends carry the fender F and at their inner ends are supported by brackets G, secured to the skin of the vessel. The beams E are still further supported by struts H, the ends of which are connected to said beams and to the exterior of the vessel by angle-irons, as shown.

K is the interior and L the exterior bulkhead, to which the seats M for the passengers are secured.

Upon the beams B and E are laid metal plates N, which overlap one another, as shown; the outermost plates of the series being se-

cured, respectively, to the fender F and to the bulkheads K. Upon the outer plates of the series rest timbers O, and between such timbers, which form curbs, is packed asphalt or concrete P. In order to secure the asphalt in place and to stiffen the construction, angle-irons Q, forming intermediate partitions, are secured to certain of the plates N, as shown. Finally above the asphalt is laid the tiling R.

The advantage of this construction is its lightness and simplicity and the absence of any wooden supports for either tiling or asphalt.

I claim—

1. The combination in the hull of a vessel of supporting-beams, metal plates thereon, retaining walls or bars O, intermediate partitions, a body of asphalt, concrete or equivalent material resting on said plates and filling the spaces between said walls and partitions and a layer of tiles above said asphalt and said partitions and extending between said walls, substantially as described.

2. The combination in the hull of a vessel of deck-beams B and supporting-brackets therefor within said hull, guard-beams E extending thwartships beyond said hull, brackets G and struts H supporting said beams E, metal plates N resting on said beams B and E, and a flooring of non-metallic fireproof material on said plates N, substantially as described.

HORACE SEE.

Witnesses:

A. H. FRIES,
J. J. MEARA.