(No Model.)

G. HURSON.

CABIN ROOF AND DECK FOR BOATS.

No. 472,884. Patented Apr. 12, 1892.

Fig. 1.

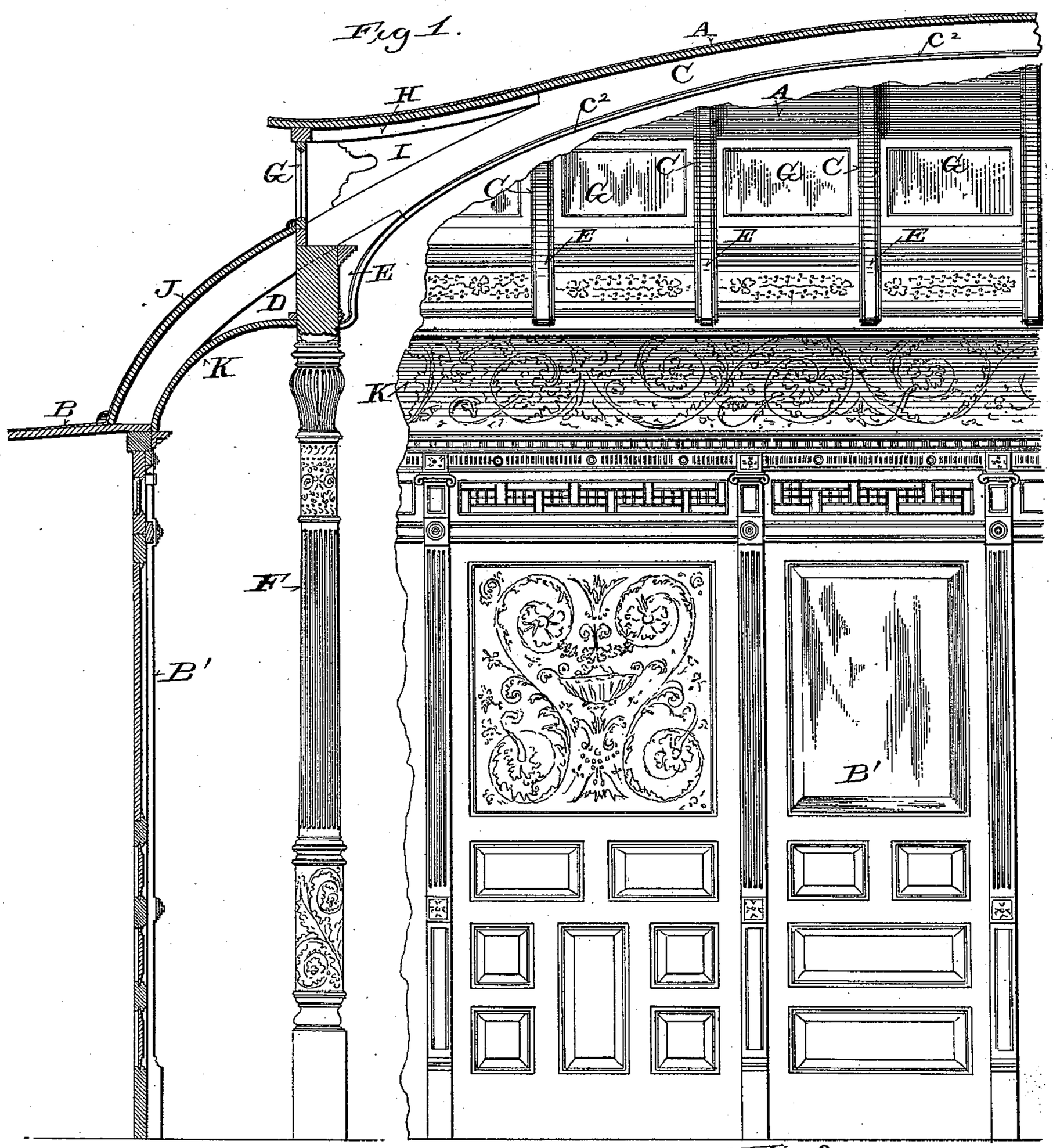
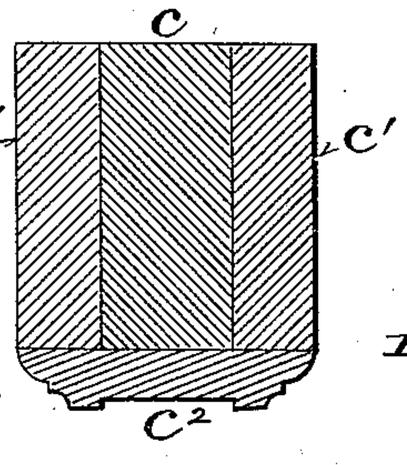


Fig. 2.

Fig. 3.



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UNITED STATES PATENT OFFICE.

GREGORY HURSON, OF MILWAUKEE, WISCONSIN.

CABIN ROOF AND DECK FOR BOATS.

SPECIFICATION forming part of Letters Patent No. 472,884, dated April 12, 1892.

Application filed June 19, 1891. Serial No. 396,826. (No model.)

To all whom it may concern:

Be it known that I, GREGORY HURSON, of Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented certain new and useful Improvements in Cabin Roofs and Decks for Boats; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The main objects of my invention are to provide a strong firm cabin roof and deck to carry rain and spray falling and thrown upon the decks and roofs away from the cabin-windows and to prevent water from settling around said windows and working through the same into the cabin.

It consists, essentially, of certain peculiarities in the construction of the cabin roof and deck and in the arrangement of the windows, hereinafter particularly described, and pointed out in the claims.

In the accompanying drawings like letters designate the same parts in the several figures.

Figure 1 is a cross-section of a portion of a state-room cabin embodying my improvement. Fig. 2 is an interior side elevation of the same; and Fig. 3 is a cross-section, on an enlarged, scale of one of the carlings or deck-supports.

A represents the roof of the cabin, constituting the upper deck, B the state-room roof and deck, and B′ the partition separating the state-rooms from the cabin.

C C are the carlings, which constitute the supports for the roof and deck A. They are more sharply arched than is customary and rest at the ends upon the state-room decks B, to which they are secured in the usual or any suitable manner. By thus constructing the carlings on a sharp curve or arch they afford a stiffer and firmer support for the superimposed deck and bear more directly downward at the ends, with less tendency to spread their end-supporting bearings. Consequently the deck A is made capable of sustaining a much greater load than state-room or similar decks constructed in the ordinary way. Near their ends the carlings rest upon beams D D, which are placed parallel with the partitions B′ or crosswise of the carlings. These beams are preferably supported at intermediate points by columns F F, which may serve, also, as a part of the ornamental finish of the cabin. The carlings are preferably constructed of three strips of timber *c c′ c′*, sandwiched together, as shown in Fig. 3, and reinforced and finished on the under side by molded strips c^2, which are bent to conform with the under sides of the carlings and to preserve the continuity of the grain of the wood, thus greatly increasing the strength of the deck-supports. To the inner sides of the beams D are secured at intervals corresponding with the intervals between the carlings C brackets E E, which are let into the under sides of the carlings and abut at their inner upper terminals against shoulders formed on the carlings and against the ends of the molded strips c^2. They are molded on their inner faces to correspond with the molding of the strips c^2.

G G represent the cabin-windows, which are placed above the beams D above and inside of the ends of the carlings. The window-openings are produced by carrying the deck outwardly from lines between the windows and the center of the deck in planes diverging upwardly from the carlings, as shown in Fig. 1. This construction is made feasible by the sharp arch or curvature of the carlings toward their ends, which are supported upon the state-room decks. The deck or roof A is carried over the windows by supports H, which meet and are joined tangentially to the carlings C. The sharp angles between the supports H and the carlings may be partially filled in by blocks I, which may be molded or carved to give a finished appearance to the work. The space between the bases of the windows G and the state-room decks B is covered by roofs J of a sharp curve or incline, so as to direct water thrown upon the deck away from the windows, and thus prevent its working through into the cabin around the window-frames. On the inside the space between the state-room partitions B′ and the beams D may be finished with coves K of any suitable material appropriately ornamented or decorated to correspond with the interior of the cabin. The deck A will be sufficiently supported by

the carlings C without other supports, and, if desired, the beams D and columns F may be dispensed with, although I prefer to employ them, as they improve the appearance of the cabin.

In details of construction my improvements may be variously modified within the spirit and intended scope of my invention.

I claim—

1. The combination, with the state-room roofs or decks, of an intermediate cabin-deck and carlings supporting said cabin-deck, said carlings being sharply arched and resting directly upon the state-room decks, substantially as and for the purposes set forth.

2. The combination, with the state-room roofs or decks, of a cabin-deck supported by arched carlings and provided with windows placed in said deck inside of and above the ends of the carlings, which rest upon said state-room decks, substantially as and for the purposes set forth.

3. The combination, with the state-room roofs or decks, of an intermediate cabin-deck supported upon arched carlings resting at their ends directly upon said state-room decks, and transverse beams upon which said carlings rest inside of and above the state-room decks, substantially as and for the purposes set forth.

4. In a cabin-roof, the combination of the deck or covering, arched carlings supported at the ends upon the state-room decks, transverse beams upon which said carlings rest near their ends inside of and above said state-room decks, and brackets attached to the inner sides of said beams and abutting at their inner upper extremities against shoulders on said carlings, substantially as and for the purposes set forth.

5. In a cabin-roof, the combination of the covering constituting the deck, arched carlings carrying said deck and supported at the ends upon the state-room decks, a roof-covering of sharp curvature or pitch carried by said carlings between the cabin and the state-room decks, and windows located between the cabin-deck and said curved or inclined roof-coverings, substantially as and for the purposes set forth.

6. In a cabin-roof, the combination of the covering constituting a deck, arched supporting-carlings resting at the ends upon the state-room decks, deck-supports diverging upwardly and outwardly from the carlings and affording window-openings under the edges of the cabin-deck, and roofs of sharp curvature or inclination carried by said carlings between the bases of the windows and the state-room decks, whereby water falling or thrown upon said decks or roofs is carried away from said windows, substantially as and for the purposes set forth.

7. In a cabin-roof, the combination of the deck or covering, arched carlings supported at the ends upon the state-room decks, beams upon which said carlings rest transversely near their ends, and brackets attached to the inner sides of said beams and abutting at their inner upper corners against shoulders on said carlings, substantially as and for the purposes set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

GREGORY HURSON.

Witnesses:

H. S. FOOT,

CHAS. L. GOSS.