



# UNITED STATES PATENT OFFICE.

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## VESSEL FOR CARRYING PASSENGERS.

SPECIFICATION forming part of Letters Patent No. 658,202, dated September 18, 1900.

Application filed June 4, 1900 Serial No. 19,090. (No model.)

*To all whom it may concern:*

Be it known that I, ARTHUR WILSON BIBBY, a subject of the Queen of Great Britain, residing at Liverpool, in the county of Lancaster, England, (whose post-office address is Chapel street, Liverpool, aforesaid,) have invented certain new and useful Improvements in Vessels for Carrying Passengers, of which the following is a specification.

10 This invention has for its object an arrangement of state-rooms or compartments of berths on board a steamer so that there shall be two ranges of rooms on either or both sides of the ship, and yet all these state-rooms shall have  
15 port-holes at the side, so that they shall have outside light and ventilation with no appreciable waste of space or any serious increase in expense. The plan which has up to the  
20 present been generally adopted is to have, where the beam admits, two rows of state-rooms ranged against the ship's side, those on the outside with a port-hole in each, those on the inside being lighted artificially and ventilated by mechanical appliances, if at all;  
25 but it is obvious that this system (in tropical climates especially) is objectionable, and the problem has been how to utilize the steamer's beam and yet provide each state-room with a port-hole opening on the side of the ship.  
30 The present invention solves this problem.

The invention will be understood from the following description, reference being had to the accompanying drawing, in which two ranges of state-rooms on one side of the ship  
35 are shown in plan.

The arrangement consists in forming the state-rooms throughout each range in groups of four state-rooms each, each group comprising two front state-rooms A at the side of the  
40 ship and two back state-rooms B, adjoining them at the rear, which are by my invention both lighted and ventilated from the outside by port-holes in the side of the ship by the arrangement now to be described. The state-rooms in each group open into a single central  
45 passage C, arranged at right angles to the axis of the ship, which passage is itself lighted by the port-hole C'. Access is thus had to a group of four state-rooms from one  
50 single passage.

F indicates the port-holes, that light the front state-rooms in each group.

H indicates the main partitions, running the full width of the two ranges of state-rooms A and B between each group. I stop off those  
55 state-rooms A in each group which are nearest the side of the vessel by providing each of them with a somewhat-sloping partition E, and I place an additional port-hole D between this partition and the main partition H. By this  
60 means the back state-rooms B are provided with an additional space G, which admits light and ventilation from the outside of the vessel, and thus makes the back state-rooms  
65 as good as the front ones. The widening portion (marked G) provides room for a seat, washstand, or other convenience *g* under the port-hole D, the space G increasing in width from the port-hole D until it opens into the  
70 main portion of the state-room B. On the other side of the partition H is the next group of state-rooms A B, and so on throughout the entire range.

I I are the berths, and *c* the doors by which access is had from the passage C to the state-  
75 rooms.

It is obvious that the state-rooms may be arranged in pairs of two rooms each instead of in groups of four, if so desired.

In thus describing my invention, I do not  
80 bind myself to the exact arrangement, nor do I confine myself to the exact positions specified, of the berths and doors, and the parallel partition H can be started at any desired  
85 point to allow the various state-rooms to have such different accommodations as regards the number of berths, &c., as may suit the particular demands of passengers and the beam of the particular ship. It is obvious that the  
90 partition E between the state-room A and the port-hole passage G to the state-room B might be at right angles to the axis of the ship instead of somewhat sloping, as shown, and where single-berth rooms only are wanted the berth in one state-room might be arranged  
95 under the berth in the adjoining room.

I claim as my invention—

1. A passenger vessel having a transverse passage C, a port-hole C', opening into same, a shorter state-room A, next the side of the  
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vessel, a port-hole F opening into same, a longer state-room B, adjoining the room A at its side farthest from the side of the vessel, a passage G, extending from the room B past the end of the room A to the side of the vessel, a port-hole D opening into said passage G, and separate entrance-doors to the rooms A and B, substantially as and for the purposes set forth.

2. A passenger vessel having transverse passages C, leading to the side of the vessel, port-holes C', opening into the respective passages C, a transverse partition H dividing the space between the passages C, two short state-rooms A next to the side of the vessel and having doors opening to the respective passages C, port-holes opening into the respective rooms A, long state-rooms B, adjoining the respective rooms A at their sides farthest from the side of the vessel and having doors opening to the respective passages C, passages G, leading from the respective rooms B, between the rooms A and partition H, to the

side of the vessel, and port-holes D at the ends of the respective passages G, substantially as and for the purpose set forth.

3. A passenger vessel having a transverse passage C, leading to the side of the vessel, a port-hole opening into same, an outer state-room next the side of the vessel with a door opening to the passage C, a port-hole opening into said outer state-room, an inner state-room, adjoining the outer room and of greater length than the latter, a passage extending from the prolongation of said inner room, back of the outer room, to the side of the vessel, and a port-hole opening into said passage, substantially as and for the purpose set forth.

In witness whereof I have hereunto signed my name this 23d day of April, 1900, in the presence of two subscribing witnesses.

ARTHUR W. BIBBY.

Witnesses:

G. C. DYMOND,

ALBERT C. B. HENRI.