

No. 676,986.

Patented June 25, 1901.

A. LAMBIE.
METHOD OF BUILDING SHIPS.

(No Model.)

(Application filed Dec. 4, 1900.)

2 Sheets—Sheet 1.

FIG. 1.

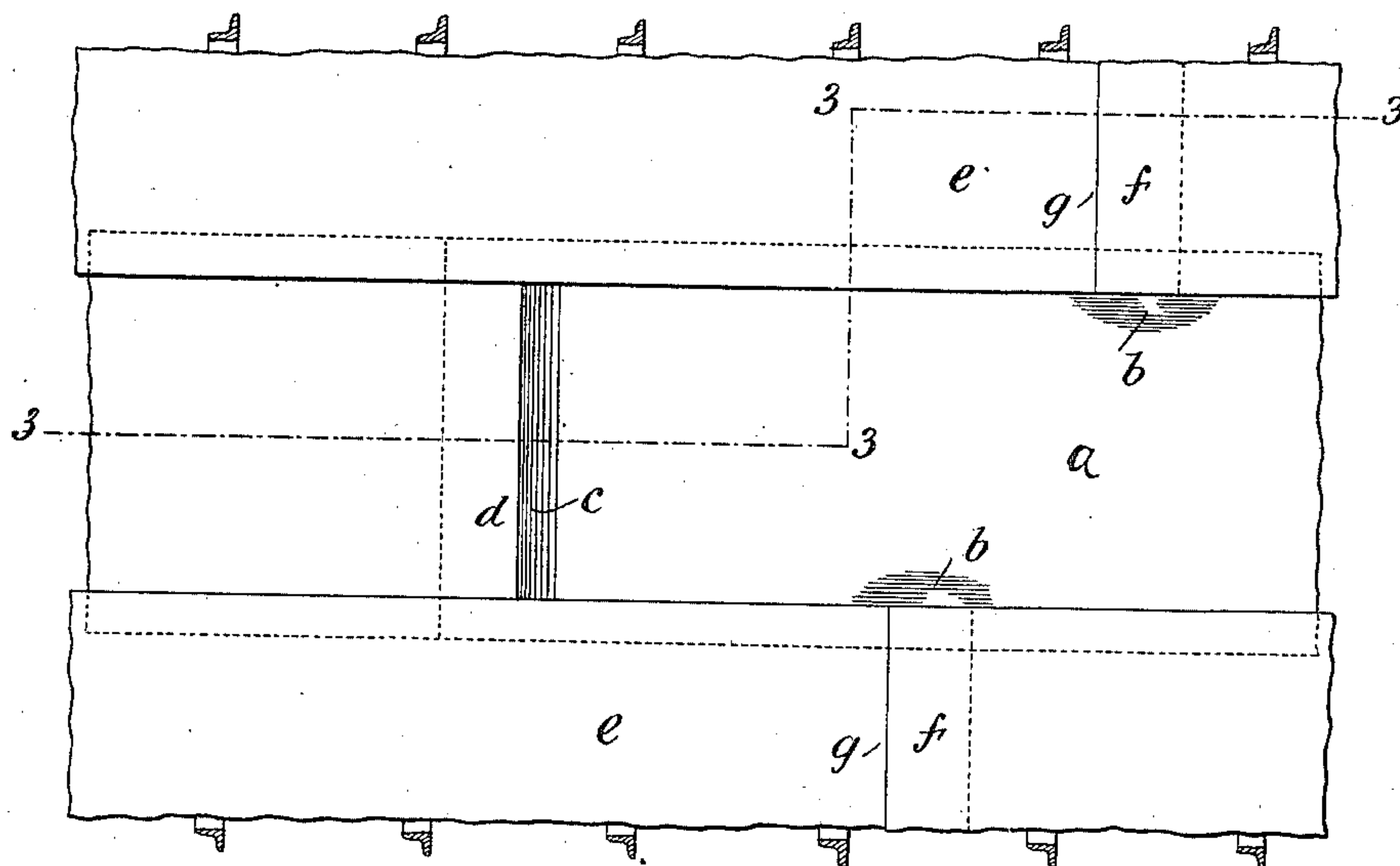
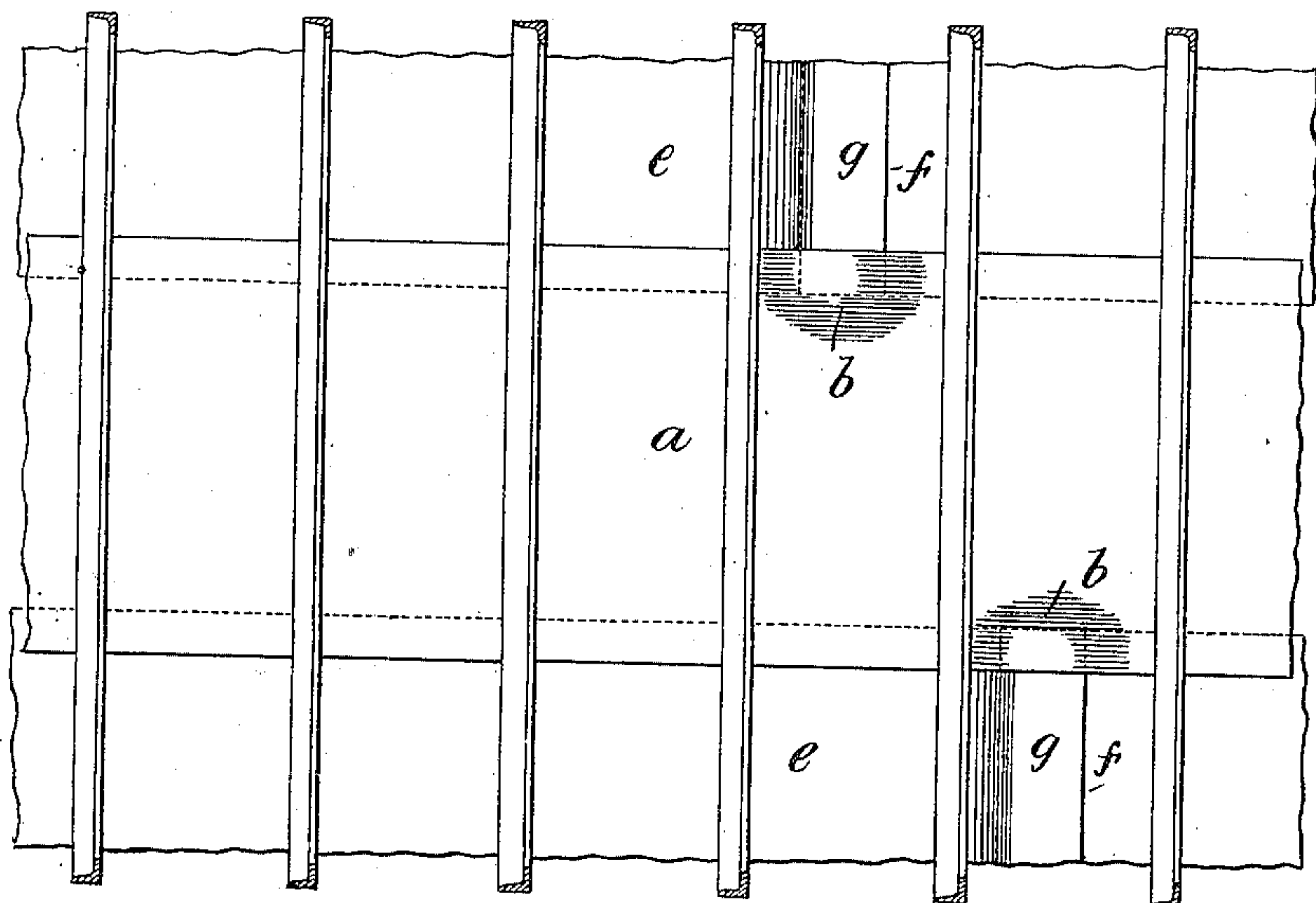


FIG. 3.



FIG. 2.



WITNESSES:

G. W. Wright
J. C. Connor

INVENTOR

ALEXANDER LAMBIE

BY Howson and Howson
HIS ATTORNEYS.

No. 676,986.

Patented June 25, 1901.

A. LAMBIE.
METHOD OF BUILDING SHIPS.

(No Model.)

(Application filed Dec. 4, 1900.)

2 Sheets—Sheet 2.

FIG. 4.

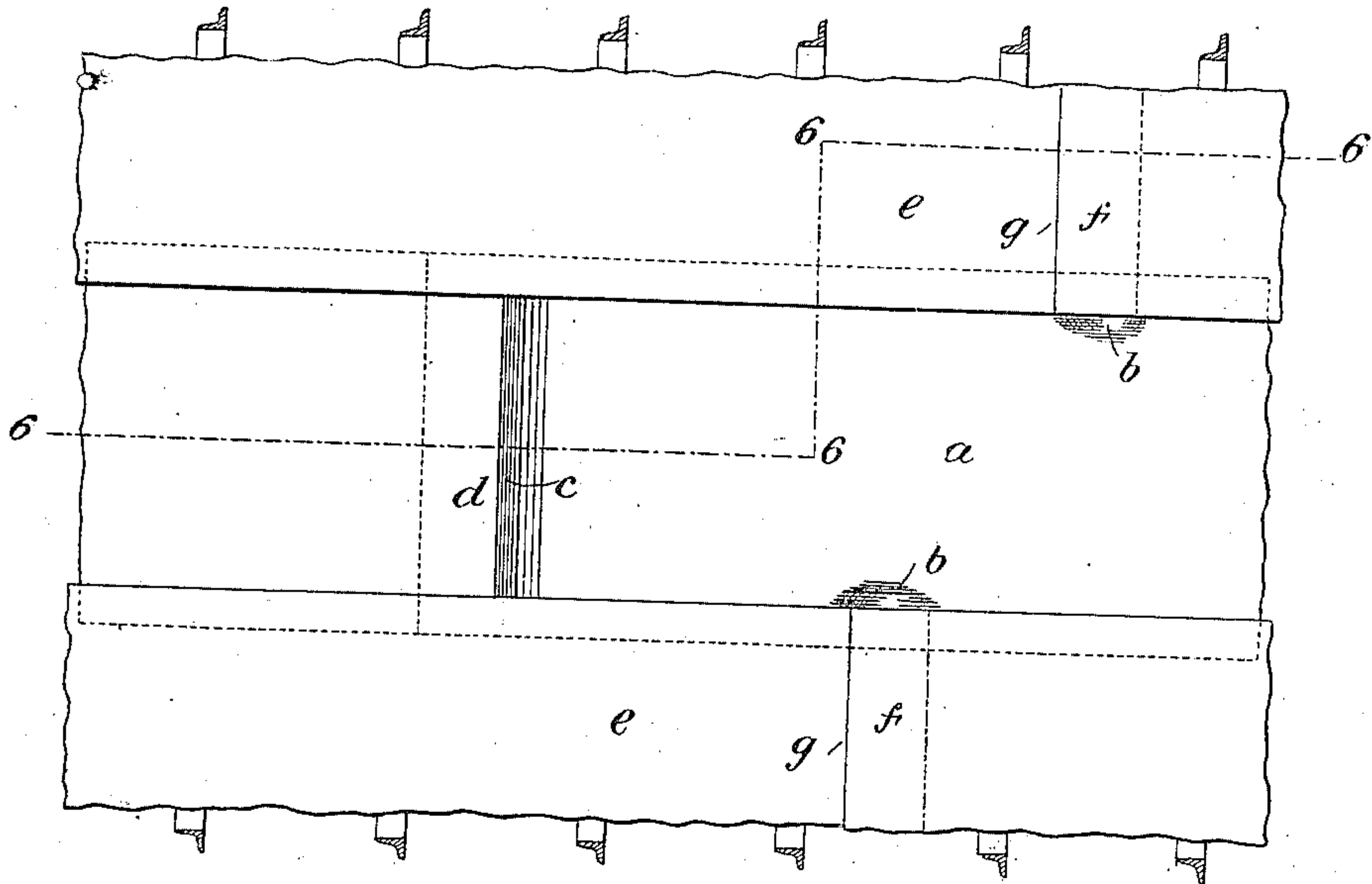
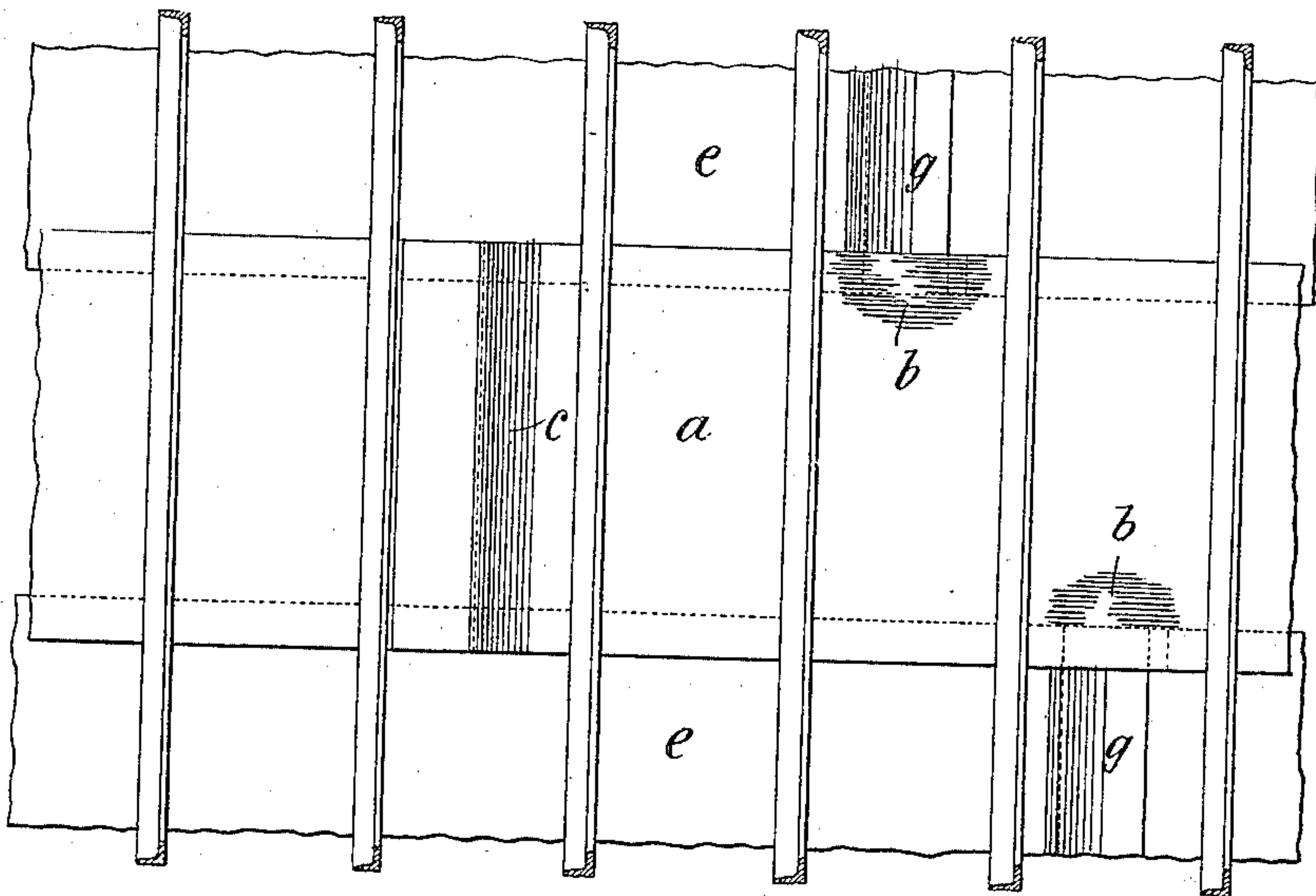


FIG. 6.



FIG. 5.



WITNESSES

G. W. Wright.
S. C. Connor

INVENTOR

ALEXANDER LAMBIE

BY *Horton and Horton*
HIS ATTORNEYS

UNITED STATES PATENT OFFICE.

ALEXANDER LAMBIE, OF PORT GLASGOW, SCOTLAND.

METHOD OF BUILDING SHIPS.

SPECIFICATION forming part of Letters Patent No. 676,986, dated June 25, 1901.

Application filed December 4, 1900. Serial No. 38,679. (No model.)

To all whom it may concern:

Be it known that I, ALEXANDER LAMBIE, ship-builders' manager, a subject of the Queen of Great Britain and Ireland, and a resident of Ravenshall, Shankland road, Port Glasgow, county of Renfrew, Scotland, have invented a certain new and useful Improved Method of Building Ships and Like Floating Structures, of which the following is a specification.

This invention has reference to an improved method of building ships and like floating structures; and it consists, essentially, in the use of joggled or double-bent lap-joints for the shell-plating of steamers and sailing vessels, and whereby a great saving of labor and material is effected, as well as increased efficiency in workmanship.

The method hitherto employed in building steamers and sailing vessels has been the fitting of liners or packing-pieces in way of the shell-landings at the overlap shell-butts or lap-joints, which has the effect of causing an unfair line in way of the outside strake-landings of the shell-plating.

In order that my said invention and the manner of carrying same into practice may be properly understood, I have hereunto appended three sheets of explanatory drawings, in which the same reference-letters are used to indicate corresponding parts in all the figures where shown.

Figure 1 is an outside elevation, and Fig. 2 an inside elevation turned around, of part of a ship's shell-plating as joggled and jointed in accordance with my improvements; and Fig. 3 is a transverse section as taken on the irregular line 3 3 in Fig. 1. Figs. 4 and 5 are views similar to Figs. 1 and 2, illustrative of a modification of my improved method; and Fig. 6, a transverse section as taken on the line 6 6 of Fig. 4.

Referring to Figs. 1 to 3 of the drawings, the shell-landing *b* of inside strake *a* of plating is joggled at spaced distances apart in

way or at the parts where the overlap butt-joint *f* of outside strakes *e* of plating takes place, so as to have a "fair" line of plating on outside of vessel, and the alternate ends *c g* of each plate *a e* are joggled, so that theunjoggled end *f* or *d* of the adjacent plate fits into same.

In the modification shown in Figs. 4 to 6 both ends *f g* of outside strakes *e* of plating are joggled or double bent; but inside strake *a* is joggled at *c* and *b* in the same manner as in Figs. 1 to 3, the ends *d* of adjoining inside strake-plate *a* being formed of a plain surface.

Having now described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The herein-described improvement in the structure of ships, comprising inside and outside strake-plates, the inside strake-plates each having one of its ends formed with a joggled or bent lap-joint to overlap the end of the next plate on the inside of the ship, the outside strake-plates having overlapping end joints and the shell-landing of the inside strake-plates being joggled at the points adjacent to the overlapping joints of the outside strake-plates, substantially as described.

2. The herein-described improvement in the structure of ships, comprising inside and outside strake-plates, both the inside and outside plates being each formed at one end with a double-bent lap-joint to overlap the end of the next plate, in line with it, on the inside of the vessel, the shell-landing of the inside plates being joggled at points adjacent to the joints of the outside strake-plates, as and for the purpose set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

ALEXANDER LAMBIE.

Witnesses:

R. C. THOMSON,
WM. RUTHERFORD.