

No. 865,155.

PATENTED SEPT. 3, 1907.

T. S. BARWIS.
MARINE VESSEL.

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Fig. 1.

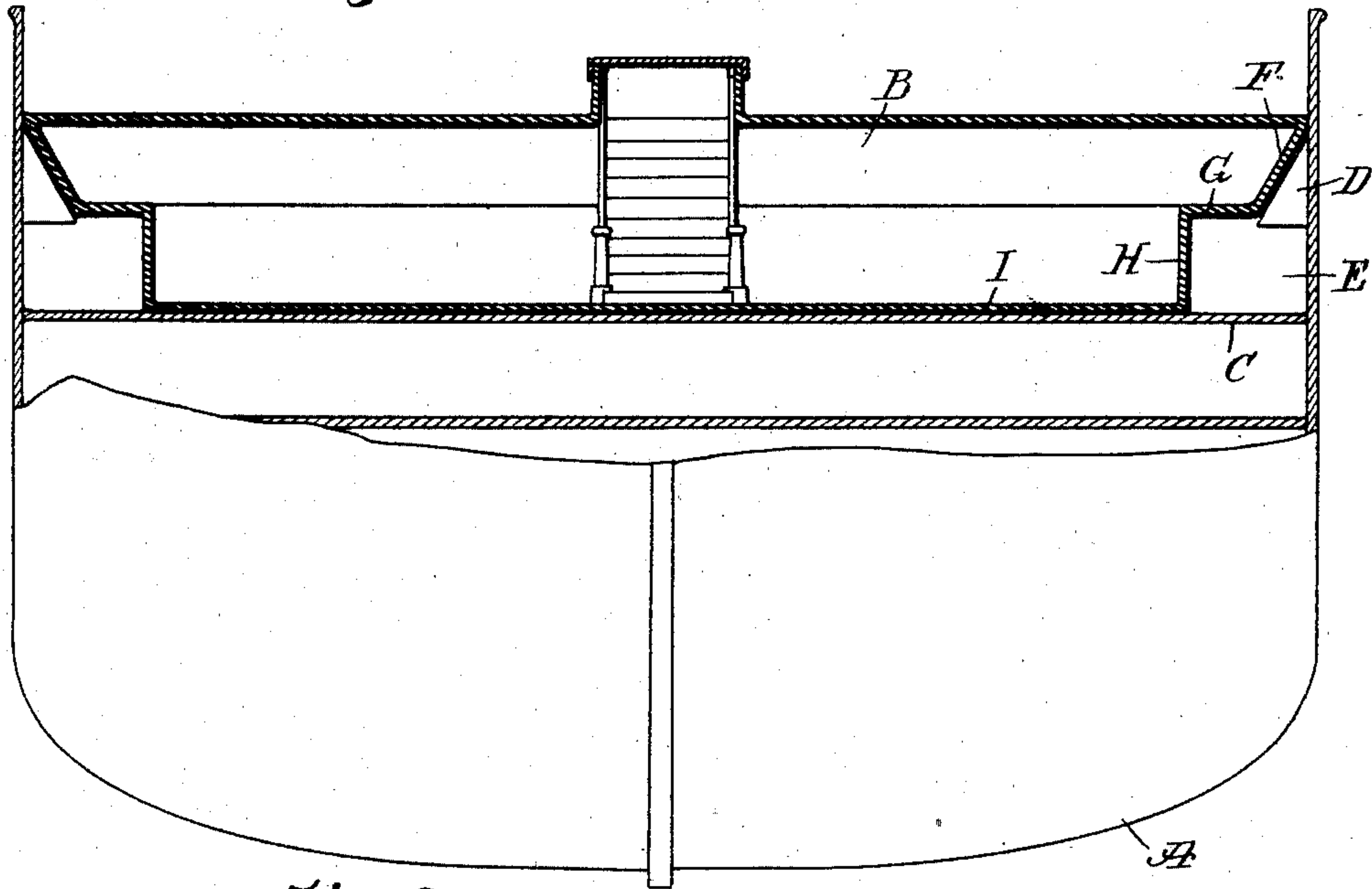
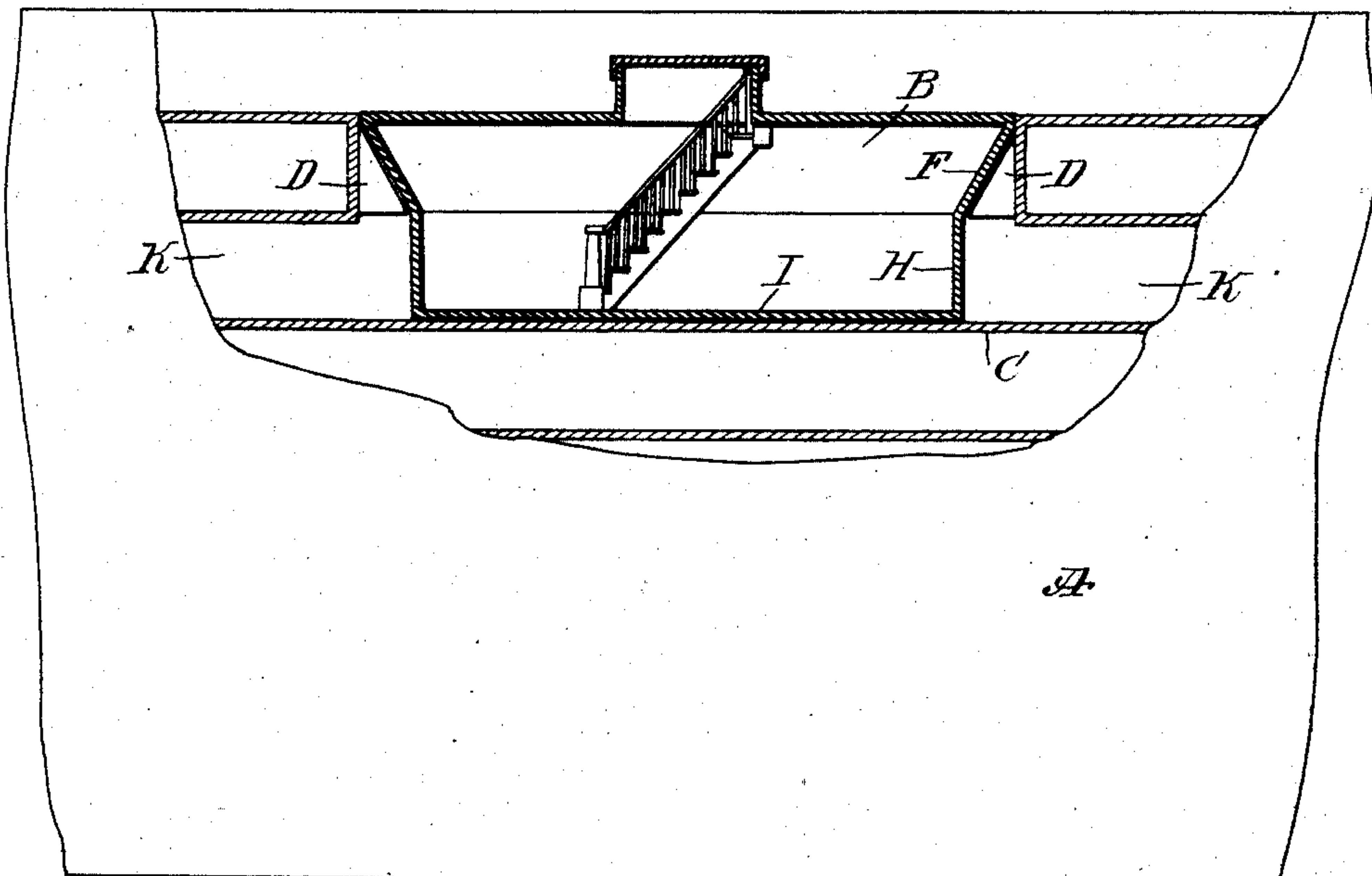


Fig. 2



WITNESSES

L. Sanford Handy
E. B. Marshall.

INVENTOR

Thomas S. Barwis
BY *Mumford Co*
ATTORNEYS

UNITED STATES PATENT OFFICE.

THOMAS SHEPPARD BARWIS, OF VANCOUVER, BRITISH COLUMBIA, CANADA, ASSIGNOR OF ONE-HALF TO FREDERICK COATE WADE, OF VANCOUVER, CANADA.

MARINE VESSEL.

No. 865,155.

Specification of Letters Patent.

Patented Sept. 3, 1907.

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To all whom it may concern:

Be it known that I, THOMAS SHEPPARD BARWIS, a subject of the King of Great Britain, and a resident of Vancouver, in the Province of British Columbia and Dominion of Canada, have invented certain new and useful Improvements in Marine Vessels, of which the following is a full, clear, and exact description.

My invention relates to marine vessels, and has for its principal object to provide a marine vessel with a floatable cabin or deck, which fits in the vessel and is held there solely by gravity, so that it may float out should the vessel founder.

Another object of the invention is to support the sides of the cabin or deck on gussets, with passages thereunder, so that it will be rigid on the vessel when it floats and will also make possible the easy flotation of the cabin or deck should the vessel sink.

One embodiment of the invention is shown in the accompanying drawings forming a part of this application, which embodiment is described in this specification. However I do not limit myself thereto as I consider myself entitled to all embodiments and forms of the invention which may fall within the scope of the appended claims.

Figure 1 is a view of the vessel athwartships, partly in section; and Fig. 2 is a broadside view on a smaller scale, which is also partly in section to show the invention.

Like characters of reference designate corresponding parts in both views.

A represents the vessel on which the floatable cabin or deck B is supported. The floatable cabin or deck B is preferably supported at its bottom on a deck C which is rigidly and permanently secured to the vessel. This deck is flat and offers a satisfactory support for the floatable deck B which is secured in place while the vessel floats, by the gussets D disposed between the floatable cabin or deck B and the body of the vessel to which they are secured. At each side of the vessel is preferably arranged a passage E which is enlarged by constructing the sides of the floatable cabin or deck obliquely and downwardly as at F, from its roof until the gussets are passed, when it is extended horizontally and inwardly as at G a distance to provide a suitable width for the passage E when it is built perpendicular as at H, to its base I which rests on the permanent horizontal deck C. The fore and aft ends of the floating cabin or deck have the oblique portion F, but it is unnecessary to build the floatable cabin or deck to provide for the passage fore and aft, as the floatable cabin or deck does not extend to the bow or the stern of the vessel and there is ample room without encroaching on the floor space of the floatable cabin or deck. The passages E at the sides of the floatable

cabin or deck and the spaces K fore and aft of it, may be used for the passage of the members of the crew, but they are also provided with the view to prevent suction when the vessel sinks and thus to increase the buoyancy of the floatable cabin or deck. Enlarged ports may be built in the sides of the vessel, which when opened will quickly flood the passages E and K, floating the cabin or deck as the vessel sinks and before the water would otherwise reach the passages E and K from below, early enough to release the floatable cabin or deck. It is obvious that the floatable cabin or deck may be built to save the mails and valuables as well as passengers and members of the crew, and that it can be arranged with companion ways, berths, etc., as may be deemed to be best in each case. On the foundering of the vessel the water floats the floatable cabin or deck free from the vessel, thus permitting the passengers, crew, mails and merchandise with which the floatable cabin or deck is loaded, to be saved.

Having thus described my invention I claim as new, and desire to secure by Letters Patent:—

1. A marine vessel provided with a deck, a floatable cabin resting on the deck, the said floatable cabin having sides and ends inclined downwardly and inwardly for a distance, the sides of the floatable cabin being built inwardly below the inclined portion to form passage-ways between the floatable cabin and the sides of the vessel; and gussets on the vessel, which are adapted to fit the tumbled-in sides and ends of the floatable cabin.

2. A marine vessel, provided with a deck and side walls, a floatable cabin resting on the deck, the said floatable cabin extending from wall to wall at its top and having sides inclined downwardly and inwardly for a distance, the said sides of the floatable cabin being built inwardly below the inclined portions to form passage ways between the floatable cabin and the side walls, and gussets on the side walls which are adapted to fit the inclined side of the floatable cabin.

3. A marine vessel, provided with a deck and side walls, a floatable cabin, the said floatable cabin extending from wall to wall and having sides inclined downwardly and inwardly for a distance, the said sides of the floatable cabin being built inwardly below the inclined portions to form passage-ways between the floatable cabin and the side walls, and gussets on the side walls which are adapted to fit the inclined sides of the floatable cabin.

4. A marine vessel, provided with a deck and side walls, a floatable cabin, the said floatable cabin extending from wall to wall and having sides inclined downwardly and inwardly for a distance, the said sides of the floatable cabin being built inwardly below the inclined portions to form passage-ways between the floatable cabin and the side walls, and means to support the floatable cabin on the side walls.

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

THOMAS SHEPPARD BARWIS.

Witnesses:

A. M. THOMPSON,
J. LIDDESS.