

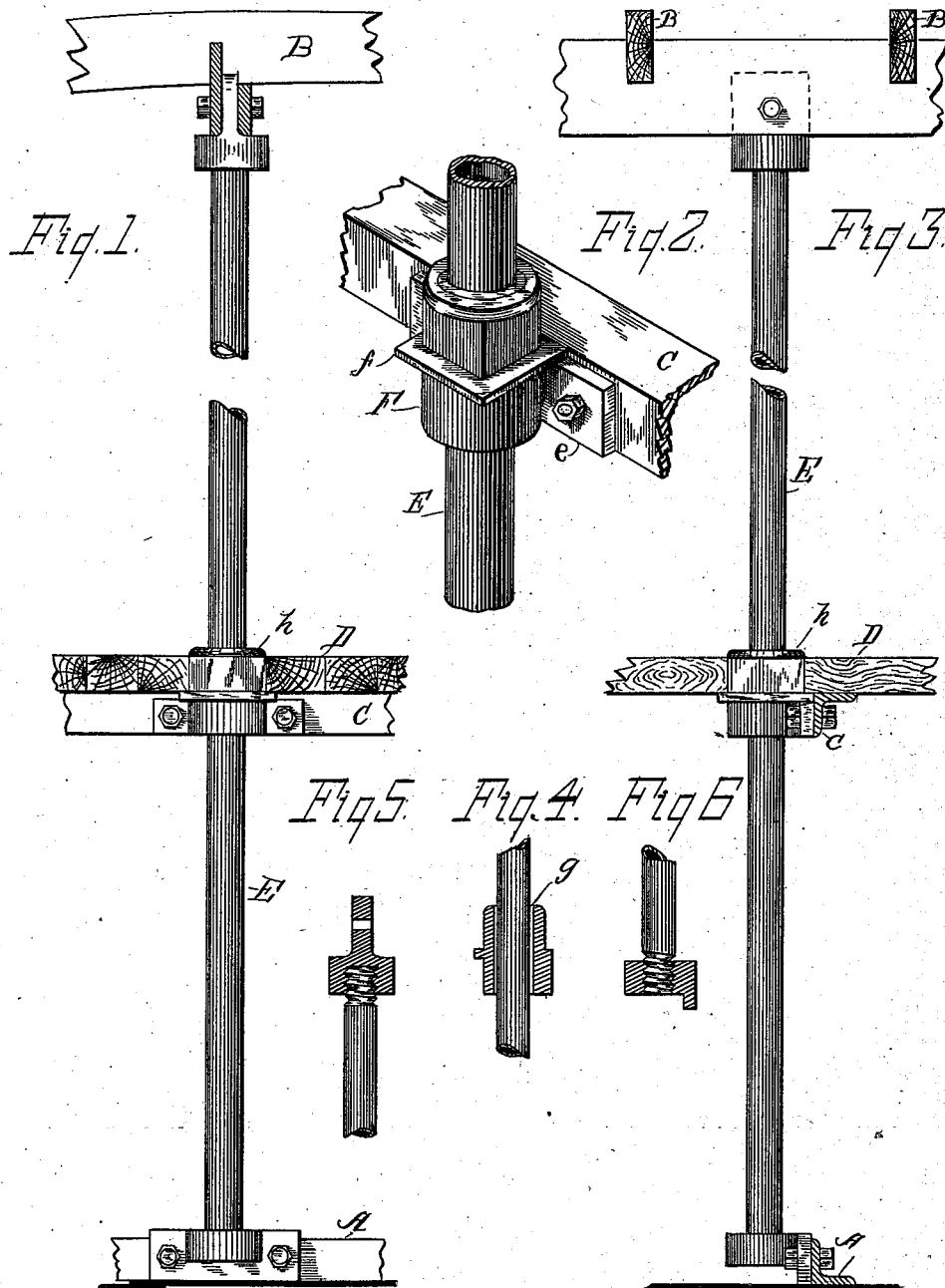
(No Model.)

T. M. REES.

SECURING STANCHIONS OF VESSELS IN PLACE.

No. 382,620.

Patented May 8, 1888.



Witnesses:
Geo H Harvey.
Geo Schnorr

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UNITED STATES PATENT OFFICE.

THOMAS M. REES, OF PITTSBURG, PENNSYLVANIA.

SECURING STANCHIONS OF VESSELS IN PLACE.

SPECIFICATION forming part of Letters Patent No. 382,620, dated May 8, 1888.

Application filed October 21, 1887. Serial No. 253,042. (No model.)

To all whom it may concern:

Be it known that I, THOMAS M. REES, of Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented a new and useful Improvement in Methods of Securing Stanchions of Vessels in Place; and I do hereby declare the following to be a full, clear, and exact description thereof.

In the construction of iron or steel vessels the employment of the tubular or cylindrical stanchion which passes through the deck of the vessel has been found objectionable in that there is always a leakage around the stanchion, caused by the frictional action upon the deck-floor and in placing and keeping the stanchions in line.

The object of my invention is to obviate these difficulties and provide means for holding the stanchions in line and in a fixed position with relation to the deck of the vessel and to avoid all leakage.

To enable others skilled in the art with which my invention is most nearly connected to make and use it, I will proceed to describe its construction and operation.

In the accompanying drawings, which form part of my specification, Figures 1 and 3 represent side views of the stanchion secured to the ribs of the hull and the carling of the upper deck of the vessel. Fig. 2 is a perspective view of the device I employ for holding the stanchion in line and in a fixed position with relation to the deck-floor for preventing leakage around the stanchion. Figs. 4, 5, 6 are detail views.

In the drawings, A represents a section of a rib of the hull-frame, and B the carling for the support of the upper deck; C, the beam which supports the deck-floor D; E, the stanchion. These several parts are constructed in the usual manner and secured in position as indicated in the accompanying drawings and well understood by builders of iron and steel vessels.

I surround the stanchion E with a packing-sleeve, F, having vertical projecting flanges *e*, for bolting it to the beam C, which supports the deck-floor D, and a horizontal projecting flange, *f*, for forming a support for the deck-timbers and for the material employed in calking between the deck-floor and the sleeve above the horizontal flange *f*, that portion of the sleeve above the horizontal flange *f* being quadrangular when viewed in cross-section. The bore of the sleeve is of greater diameter than the diameter of the stanchion, as indicated in Fig. 4. When the stanchion is secured in position, with the sleeve F secured in its position to the beam C and concentric to the stanchion, molten lead or other suitable alloy is poured into the space *g* surrounding the stanchion. The deck-floor D having been secured to the beam C, the joint formed by the floor of the deck around the sleeve F is suitably calked with any of the known calking materials. By this arrangement of the sleeve, in combination with the beam C, deck-floor D, and stanchion E, all leakage around the latter is avoided, and it is held in line and in a fixed position with relation to the beam C and deck-floor D. The advantage will be apparent to those skilled in building vessels of iron or steel.

Having thus described my improvement, what I claim is—

The sleeve F, having flanges *e* and *f*, in combination with the beam C, floor D, and stanchion E, substantially as herein described, and for the purpose set forth.

In testimony whereof I have hereunto set my hand this 12th day of October, A. D. 1887.

THOMAS M. REES.

Witnesses:

A. C. JOHNSTON,
C. S. JOHNSTON.