

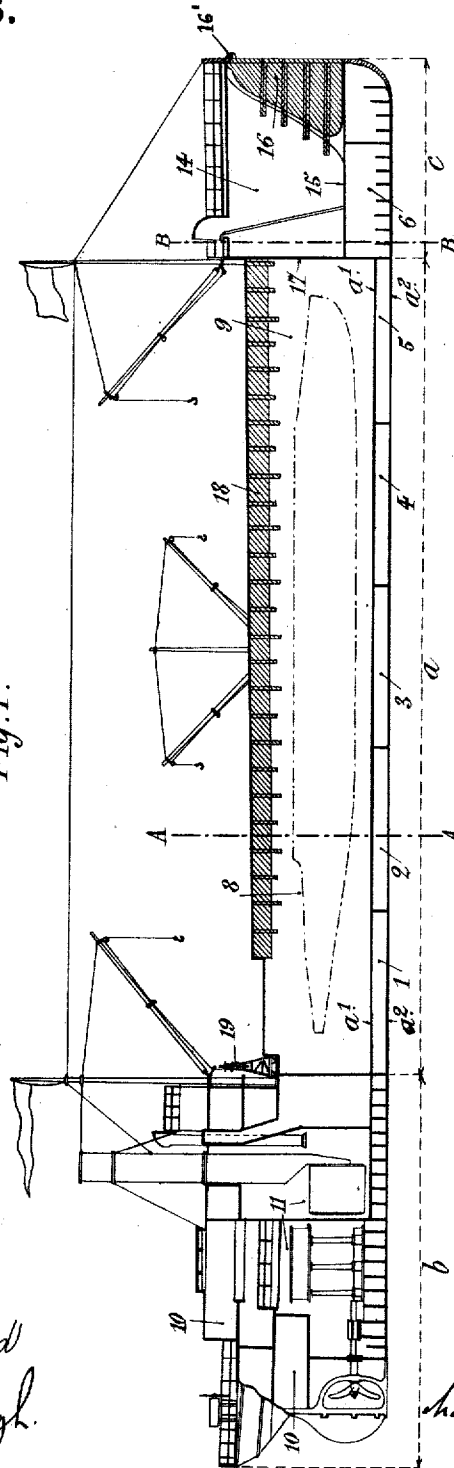
E. SCHNEIDER.
BOAT FOR CARRYING SMALLER VESSELS AND THE LIKE.
APPLICATION FILED NOV. 22, 1910.

1,012,166.

Patented Dec. 19, 1911.

4 SHEETS—SHEET 1.

Fig. 1.



Witnesses:
E. C. Warfield
R. C. Fitzhugh.

Inventor:
Eugene Schneider
by
Lawrence Cameron Lewis, Attorney
Reese Lewis
Att'y.

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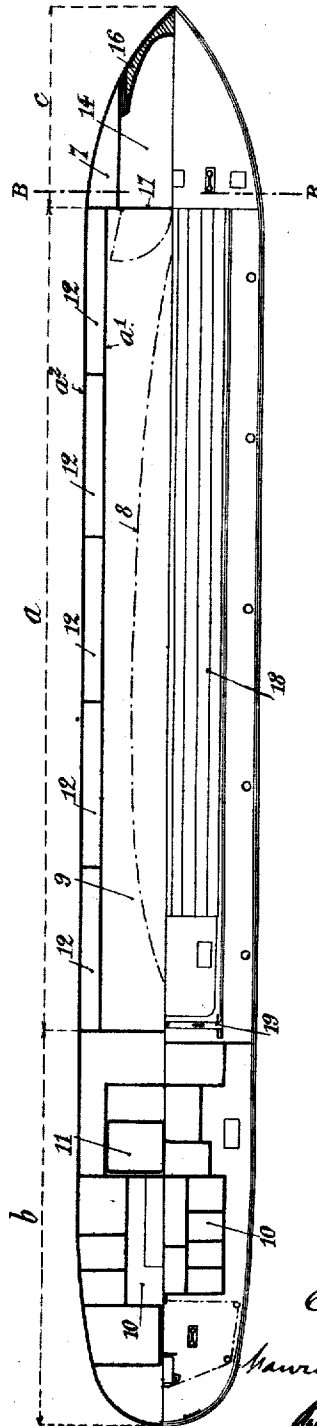


Fig. 2.

Witnesses:

Witnesses:
E. E. Warfield
R. C. Fitzhugh.

R. C. Fitzhugh.

Inventor:

Engine Schmeiser

by
Sharon Lewis Hassie

Paul Lutz.

Атыр.

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Fig. 3.

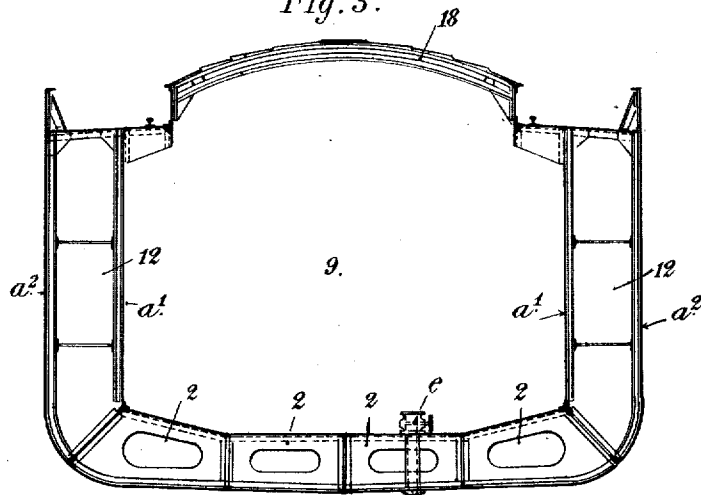
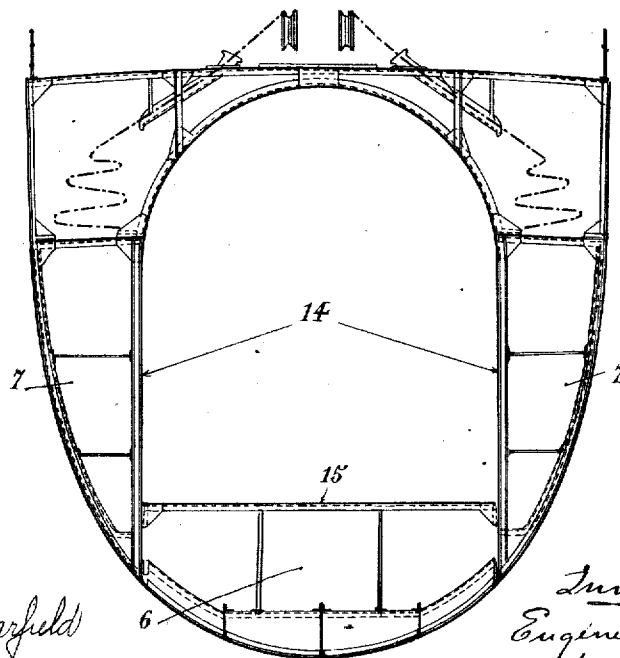


Fig. 4.



Witnesses:
E. O. Warfield
R. C. Fitzhugh.

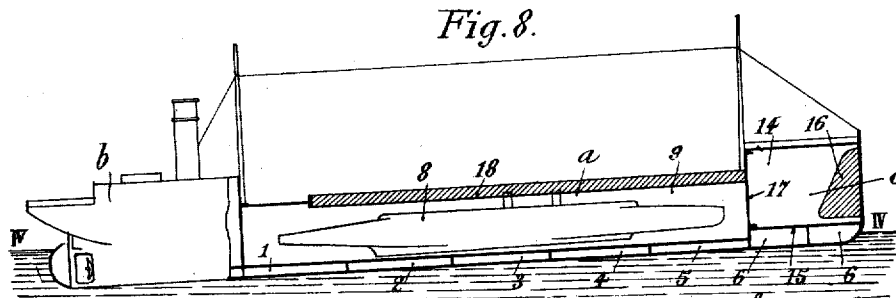
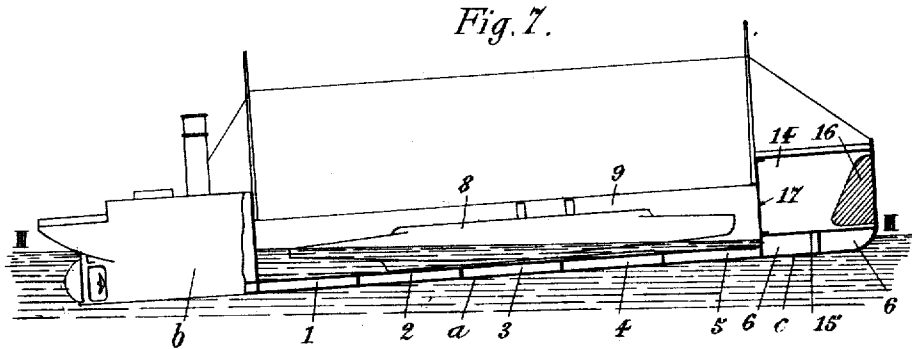
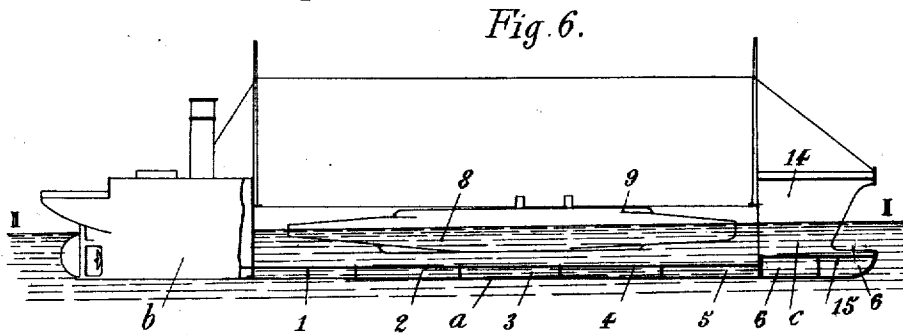
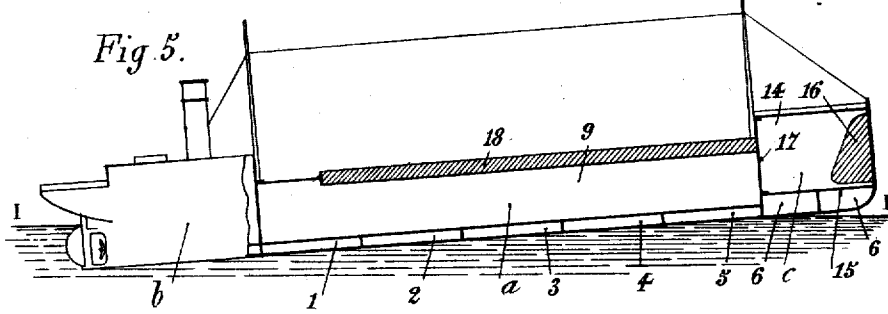
Inventor:
Eugene Schneider
by
Hans. Cameron, for Name.
Paul L. Lurie
Atty.

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4 SHEETS—SHEET 4.



Witnesses
E. O. Harfield
R. C. Fitzhugh

Inventor:
Eugene Schneider.
Charles Camerol, Louis Lassin
Reuel Jones atty.

UNITED STATES PATENT OFFICE.

EUGÈNE SCHNEIDER, OF LE CREUZOT, FRANCE.

BOAT FOR CARRYING SMALLER VESSELS AND THE LIKE.

1,012,166.

Specification of Letters Patent.

Patented Dec. 19, 1911.

Application filed November 22, 1910. Serial No. 593,626.

To all whom it may concern:

Be it known that I, EUGÈNE SCHNEIDER, citizen of the Republic of France, residing at Le Creuzot, Saône-et-Loire, France, have invented new and useful Improvements in Boats for Carrying Smaller Vessels and the Like, of which the following is a specification.

The present invention relates to a cargo boat specially arranged for the transportation of boats such as submarine boats, torpedo boats, scout boats and so forth which are of too small a tonnage and have too small a radius of action for keeping the high seas.

The invention is illustrated in the accompanying drawing in which:—

Figure 1 is a general sectional elevation on the axial plane of the ship. Fig. 2 represents in its upper part a semi-sectional plan on the float line and in the lower part a semi-plan view of the deck. Fig. 3 is a section to a larger scale on the line A—A in Fig. 1. Fig. 4 is a cross section of the front of the boat on the line B—B in Figs. 1 and 2. Figs. 5, 6, 7 and 8 are diagrams showing different positions assumed by the cargo boat successively before and during the loading operations.

The object of the invention is to provide, without any passage through a dock for the loading of the boat to be transported for the transportation of this boat to its destination, and for the launching of the boat so transported at its destination. For this purpose the cargo boat is constituted by three elements: a central element *a* constructed in the manner of a floating dock and intended for the reception of the boat to be transported. This central element is closed at the rear by a second fixed element *b* of similar construction to the ordinary ships' stern and comprising the propeller group, the store rooms and so forth and the quarters of the crew. In front the central element is connected with a third element *c* which comprises a fixed part forming an equilibrium caisson and a channel or tunnel for the passage of the boat to be transported and supports the mooring gear. The same element *c* comprises at its front end a part 16, dismountable in any suitable manner, as by being bodily removed, or by being swung around pivot 16' (Fig. 1) adapted for disengaging the section of the channel or tunnel

for the operation of embarking or disembarking.

The central element *a* of the cargo boat is constituted throughout its entire length by a double hull *a'* *a''* (Fig. 3) open at the upper part, the space comprised between the two hulls forming water ballast tanks 1, 2, 3, 4, 5 in the lower part and air caissons 12 in the sides.

The hold 9 may communicate with the sea either by bottom valves *e* (Fig. 3) operatable from the deck, or in front of the cargo boat by means of the third element *c*. This element is formed with a tunnel or channel limited at its lower part by a sill 15 and laterally by walls 14. The space comprised between the water tight walls 14, 15 of the tunnel and the hull constitutes three watertight compartments 7—7 and 6. The portion of the hull 16 comprised between these walls is dismountable in order to enable the boat 8 to be transported to be introduced; the transverse gage of the boat must of course be smaller than the section of the tunnel 14.

The hatchway of the hold 9 is covered throughout its entire surface with a panel 18 which can be removed in lengths.

The boat to be transported is loaded in the following manner; when the cargo boat is light having its normal supply of reserve water and coal, its float line is at 1—1 as shown in the diagram, Fig. 5. The large panel 18 of the hold is removed by means of a rolling bridge 19 and the detachable front 16 is removed in the same manner. Doors 17 placing the hold 9 in communication with the sea are then opened. The valves *e* for filling the hold and the valves or cocks for filling the water ballast compartments 1, 2, 3, 4, 5 and 6 are then opened in succession. In these conditions of displacement the cargo boat will float along the line II—II (Fig. 6) which should be such as to permit of the entrance of the boat to be transported. This line of flotation can be regulated by means of the water ballast compartments 6 and 7 in the front in the following manner: If the cargo boat is excessively submerged the water ballast compartment 6 is partially emptied, but if on the other hand the height of the water on the sill is insufficient a supplementary volume of water is introduced into the lateral water ballast tanks 7. The possible variations in this

draft of water thus permits of loading or embarking a boat of any type provided only that its transverse volume is less than the cross-section of the tunnel 14. In this position of the cargo boat the boat to be transported is introduced in such a manner as to bring it above appropriate wedging blocks arranged in advance upon the flooring of the hold 9. The water ballast tanks previously filled are then emptied while leaving the hold 9 in communication with the sea through its valves *e*. After emptying the water ballast tanks the cargo boat will float along the line III—III (Fig. 7); the sill 15 emerges and the doors 17 can be closed, the front part 16 raised and the emptying of the hold 9 completed after closing the valves *e* which place it in communication with the sea. This exhaustion having been completed the ship will float along the line IV—IV (Fig. 8).

According to the voyages that the cargo boat has to make, its trim and its stability can be regulated by introducing into certain water ballast tanks the liquid ballast that may be considered necessary.

The same operations are effected in inverse order for launching the boat transported on reaching its destination.

The advantage of this type of cargo boat is that it permits of embarking and disembarking the boat to be loaded merely by the action of liquid ballast without the necessity for having recourse to a dry dock.

Apart from its special purpose the hold 9 of this ship can likewise be utilized for

the transportation of heavy and bulky parts which could not be loaded on ordinary cargo boats.

What I claim and desire to secure by Letters Patent of the United States is:—

1. In a vessel of the character described, a central portion in which the cargo is carried, a suitable flooring provided therein, a forward portion provided with an opening through which the cargo is adapted to pass to the hold, water ballast compartments, and a sill or flooring provided in said forward portion on a higher level than the flooring in the hold so that when said compartments are emptied said sill will be above the water-level.

2. In a vessel of the character described, a central portion in which the cargo is carried, a suitable flooring provided therein, a forward portion provided with an opening through which the cargo is adapted to pass to the hold, water ballast compartments, a sill or flooring provided in said forward portion on a higher level than the flooring in the hold whereby when said compartments are emptied said sill will be above the water line, and movable means engaging said sill and adapted to separate said central and forward portions.

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

EUGÈNE SCHNEIDER.

Witnesses:

BARTLEY F. YOST,
R. DE SEVELINGA.