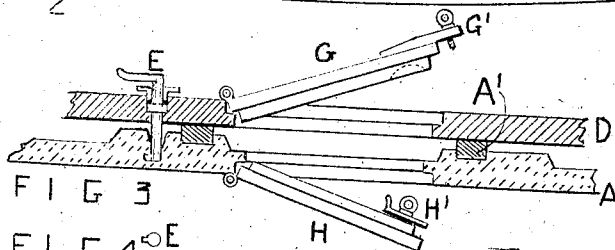
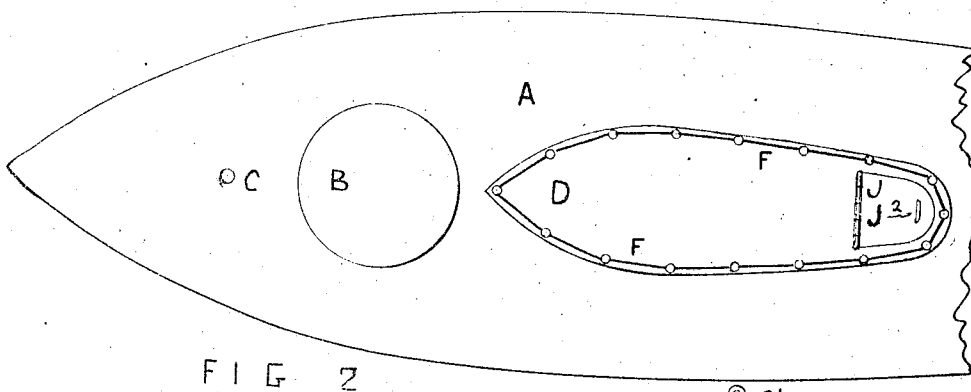
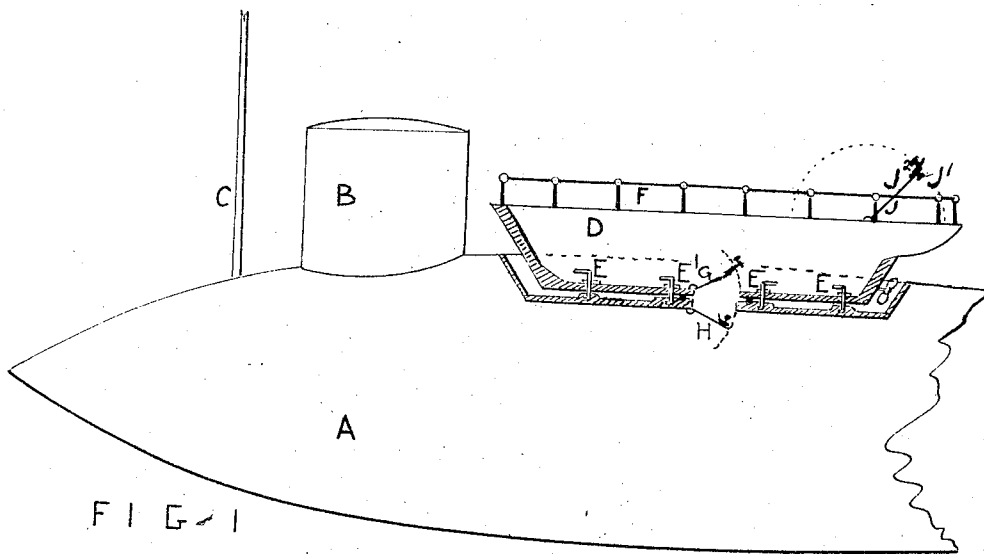


H. J. WALLLES.
LIFE BOAT FOR SUBMARINE VESSELS.
APPLICATION FILED MAR. 26, 1906.

932,921.

Patented Aug. 31, 1909.



Witnesses:

J. B. Kuder
C. D. Kester

Inventor
Henry J. Wallles
By *James L. Norris*

att'y

UNITED STATES PATENT OFFICE.

HENRY JAMES WALLIS, OF COAL CREEK, NEAR ROXBURGH, NEW ZEALAND.

LIFE-BOAT FOR SUBMARINE VESSELS.

932,921.

Specification of Letters Patent. Patented Aug. 31, 1909.

Application filed March 26, 1906. Serial No. 303,101.

To all whom it may concern.

Be it known that I, HENRY JAMES WALLIS, engineer, of Coal Creek, near Roxburgh, New Zealand, a subject of the King of Great Britain, residing in the British Colony of New Zealand, have invented certain new and useful Improvements in Life-Boats for Submarine Vessels, of which the following is a specification.

The object of this invention is to provide means of escaping from submarine vessels either in cases where the said vessel is unable to rise to the surface of the water, or in cases where some of the men are required to leave the said vessel for the surface at any time.

For this purpose I build a boat furnished with any required means of propulsion when on the surface but which normally is secured to the submarine vessel so that free communication can be had between the vessel and boat at all times if needed. The boat is secured to the hull of the vessel preferably perhaps to the top and it may be partly sunk or placed in a depression formed in the hull, though this is merely for offering less resistance to the passage of the vessel when submerged and its being more snug and secure in such position.

Referring to the accompanying drawing:— Figure 1 is part outline and part section of any submarine vessel with the attached boat in position. Fig. 2 is a plan of same. Fig. 3 is a detail to a larger scale of the communication doors showing a method of working same and Fig. 4 is a section through one of the securing bolts showing the key.

A is any shaped submarine vessel and B is the usual conning tower.

C is the usual periscope and D is my boat shown as secured in and to a depression in the hull. If in about the position shown, the boat's deck may form the vessel's deck or part of it.

E are packed bolts which are so arranged that part of a turn loosens their hold while from the well known sloping recess for the key, the movement of the handle-lever of E tightens the boat against the bed formed on or in the hull.

E¹ may be a centrally situated but similar bolt to the bolts E, so that all, but E¹ may be loosened and finally E¹, so that the rising on an even keel is assured.

A¹ is a rubber or leather ring to provide that the boat and vessel are watertight at the communication doors.

F are stanchions that might form the usual deck ones or part thereof, they would fold down if needed in the usual way.

G is the hinged watertight door in the part of the boat next the vessel and H is the same in the part of the vessel next the boat. These would be open normally and so the vessel's atmosphere would extend to the boat which would be fitted up with emergency stores and such gear as would be necessary for use when same was detached which would be done by shutting H

and then G and subsequently releasing the bolts E and E¹, any desired number of which being situated in any desired location, between the boat and vessel, to thoroughly secure same together. Any usual door fixings may be adopted or such as set forth, where door G is secured by several screws G¹, and door H by screws and sliding slotted washers H¹. The boat also is provided with a door in suitable position J, capable of being opened or shut from both sides by the fastening J¹ J² so that when the crew arrived at the surface said door would be opened and the boat would be navigated as desired.

It is obvious that should said boat be needed away from said vessel when latter was still on the surface, it could be detached and lifted off as other boats. Said boat would be of sufficient flotation for the needs it would be designed for, and it is obvious that it could be attached subsequently when the vessel was on the surface. It will be seen that a boat thus set forth can be ready at short notice, that no complicated provision for air is necessary though air under pressure could be stored if deemed necessary.

In this invention any suitable materials, sizes; clip or screw fasteners or form of airtight doors may be adopted.

Having described my invention, what I claim and desire to obtain by Letters Patent of the United States, is:—

1. The combination with a submarine vessel having a depression formed in the hull thereof, the wall of the depression being provided with a communication opening; of a lift boat adapted to fit in upright position into the said depression and having a communication opening in the bottom thereof arranged to register with that in the vessel, doors for closing said openings, a set of locking devices cooperating with the bottom of the life boat for detachably securing the life boat to the vessel at several points, and

a supplemental centrally located locking device also cooperating with the bottom of the life boat and operable from the interior of the latter and adapted to be released subsequent to the release of the locking devices first mentioned for permitting the life boat to rise on an even keel.

2. The combination with a submarine vessel having a depression formed in the upper wall thereof, said wall being provided with a communication opening, of a life boat adapted to fit in upright position into the said depression and having a communication opening in the bottom thereof registering with that in the vessel, doors for controlling said openings, a packing interposed between the vessel and the bottom of the life boat and surrounding said communication openings, and locking devices operable from the interior of the life boat and serving to detachably secure the life boat to the vessel and to compress the packing to prevent leakage between the boat and vessel.

3. The combination with a submarine vessel having a depression formed in the hull thereof, the wall of the depression being provided with a communication opening, of a life boat adapted to partially fit into said depression in upright position and having a

deck projecting above the top of the vessel to provide an elevated platform or deck for the vessel, the bottom of the boat having a communication opening registering with that in the wall of the vessel, doors for controlling the respective openings, and fastening devices for the doors operable, respectively, from the interior of the vessel and the life boat.

4. The combination with a submarine vessel having a depression formed in the hull thereof, the wall of the depression being provided with a communication opening, of a life boat adapted to fit partially into the said depression and having a deck projecting above the top of the latter to provide an elevated deck for the vessel, doors for controlling said communication openings, a door in the deck of the life boat, and securing devices for the latter door operable from above and below the deck thereof.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

HENRY JAMES WALLS.

Witnesses:

HENRY BRADY,
ROBERT COCKBURN.