

J. T. L'ANGELOIS.
SHIP CONSTRUCTION.
APPLICATION FILED AUG. 16, 1912.

Patented Jan. 21, 1913.

1,051,127.

Fig. 1.

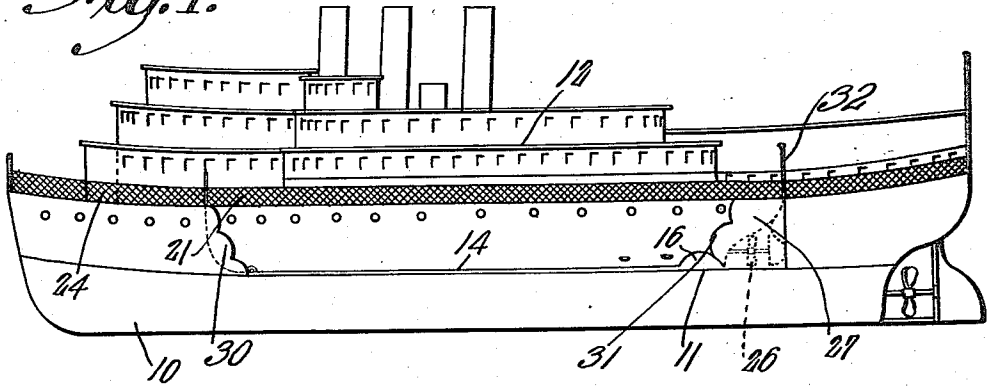


Fig. 2.

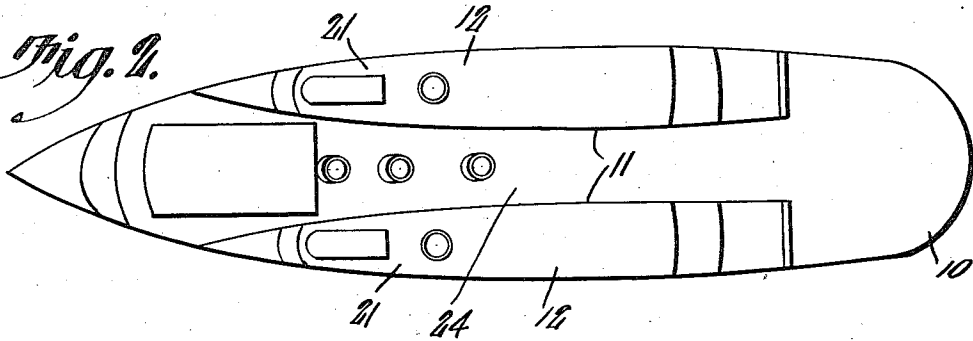


Fig. 3.

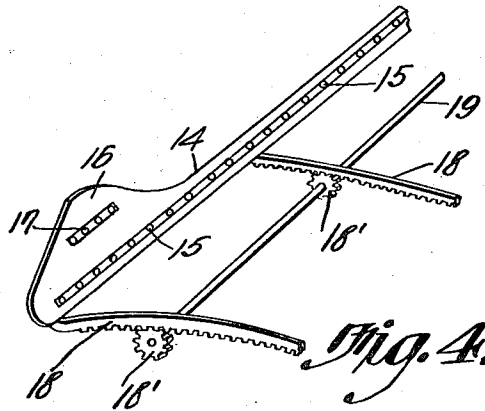
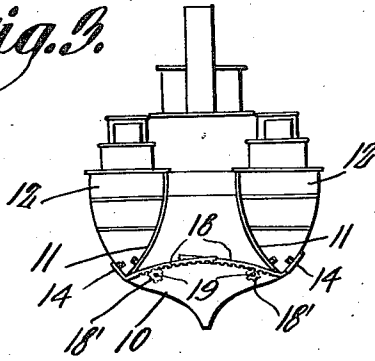


Fig. 4.

Witnesses

J. P. Tomlin
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UNITED STATES PATENT OFFICE.

JOSEPH T. L'ANGLOIS, OF RENO, NEVADA, ASSIGNOR OF ONE-HALF TO BERT H. BRIGGS,
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SHIP CONSTRUCTION.

1,051,127.

Specification of Letters Patent.

Patented Jan. 21, 1913.

Application filed August 16, 1912. Serial No. 715,466.

To all whom it may concern:

Be it known that I, JOSEPH T. L'ANGLOIS, a citizen of the United States, residing at Reno, in the county of Washoe and State of Nevada, have invented a new and useful Ship Construction, of which the following is a specification.

This invention relates to improvements in ship constructions.

10 The primary object of the invention is to provide a ship which, in the event that the hull becomes damaged, certain portions of the ship will float, as independent structures.

15 A further object of the invention is to provide means for retaining the floating structures in contact with the hull, said means being movable with respect to the hull to allow the floating structures to be moved with respect to the same, the members being provided with rollers and serving to assist in the launching of the floating structure.

25 With the foregoing and other objects in view which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed, can be made within the scope of what is claimed, without departing from the spirit of the invention.

30 In the drawings:—Figure 1 is a side elevation of a ship. Fig. 2 is a top plan view. Fig. 3 is a transverse section. Fig. 4 is a detail view of the means which normally retains the floating structure in contact with the ship, and, when actuated, assists in the locking of the structure.

40 In the drawings, 10 designates the hull, which is formed on either side with concavities 11 which are of such a curvature as to conform to one side of a boat 12. The boats 12 are received by the concaved portion of the ship, the same while being independent vessels, being utilized as part of the ship while secured to the same. The boats 12 on their sides remote from the hull are supported by longitudinally disposed beams 14 which are provided with rollers 15

and at points adjacent their ends with the enlarged portions 16 which are provided with rollers 17. A plurality of rack bars 18 55 are secured to each of the beams 14, the said bars extending below the boat. A plurality of pinions 18' mesh with said rack bars, said pinions being mounted upon a shaft 19 is rotated by any suitable mechanism when 60 it is desired to launch the boat.

When the hull of the vessel becomes damaged or it is desired to leave the hull, should the vessel ground, the shaft 19 is rotated, to move the beams 14 away from the hull. The 65 rear rack bar is flat while the front rack bar is curved so that when the shaft 19 is rotated the rear of the boat is swung away from the hull and lowered with respect thereto. The front end of the boat remains 70 behind the overlapping end 30 of the hull of the boat, which action will provide for and insure that the boat will be launched rearwardly, being assisted in its launching by means of the rollers 15 and 17. The over- 75 lapping end 31 of the hull is hinged at 32 to allow the rear end of the boat to be swung outwardly. The deck 21 of the boat 12 is secured along its upper edge to the deck 24 which is permanently secured to the hull, 80 the fastening device which holds the boat to the main deck being released before the shaft 19 is rotated.

The many advantages of a construction of this character will be clearly apparent as 85 it will be noted that should the hull become damaged the boats 12 may be readily detached from the hull and float as independent structures.

It will be noted that the construction is 90 such as may be easily and economically manufactured and that the launching of the boat may be readily accomplished. The boats 12 are provided with power, the propellers 26 of said boat, being housed by 95 members 27 which are pivotally connected to the main deck at one end of the concavities which receive the boats.

What is claimed is:—

In a ship construction, a hull, the sides 100 of which are concaved to conform to the curvature of the sides of a boat, boats arranged on each side of said hull, beams supporting said boats on their sides remote

from the hull, rack bars connected to said beam, shafts disposed longitudinally of said boats, pinions arranged on said shafts and meshing with said rack bars, said shafts
5 when rotated, moving said beams with respect to said hull, said beams being provided with rollers.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

JOSEPH T. L'ANGLOIS.

Witnesses:

A. A. SHEA,
GEO. S. GREEN.