

April 5, 1927.

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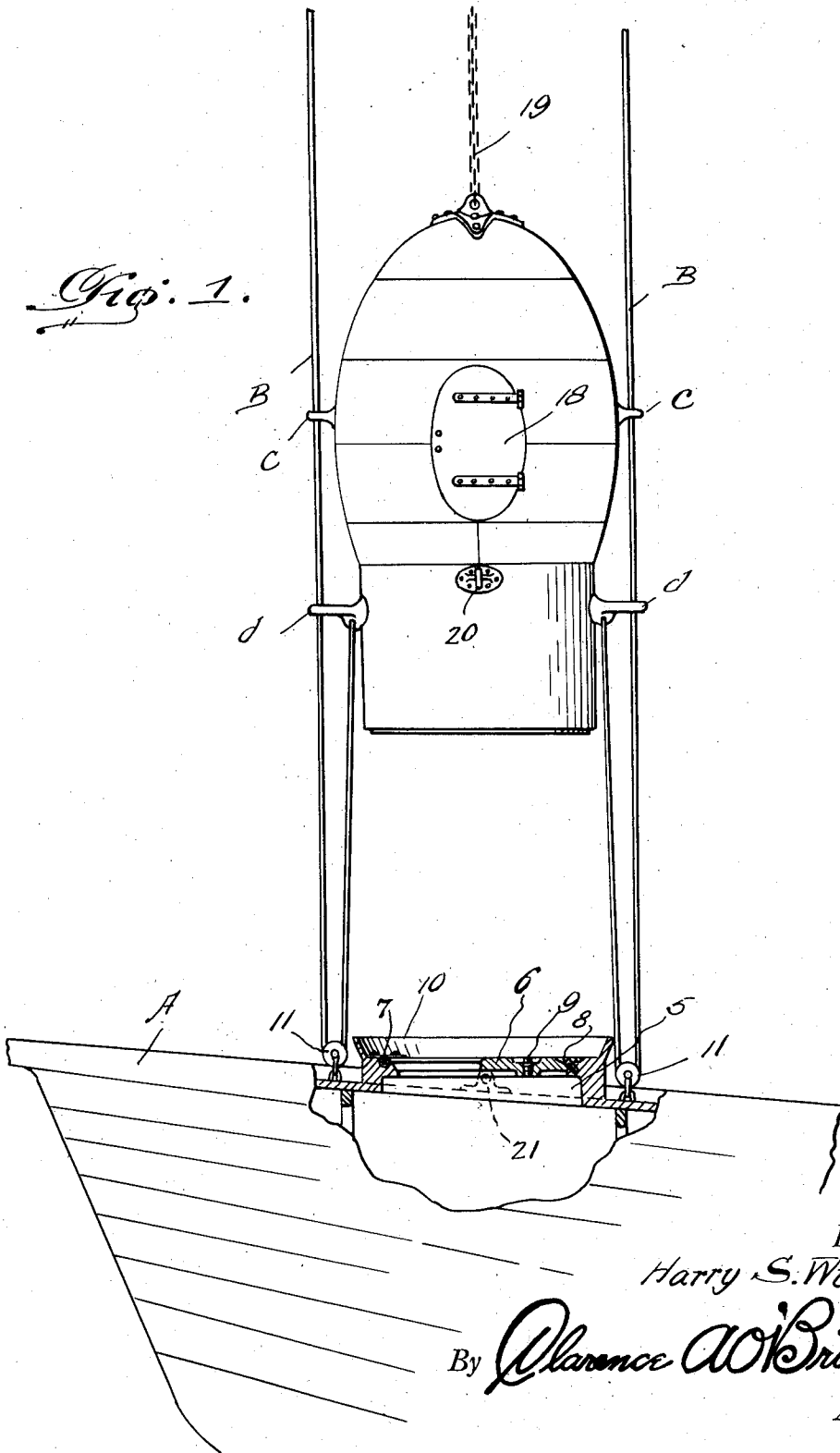
H. S. WILSON

RESCUING DEVICE FOR SUNKEN SHIPS

Filed Jan. 9, 1926

2 Sheets-Sheet 1

Fig. 1.



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2 Sheets-Sheet 2

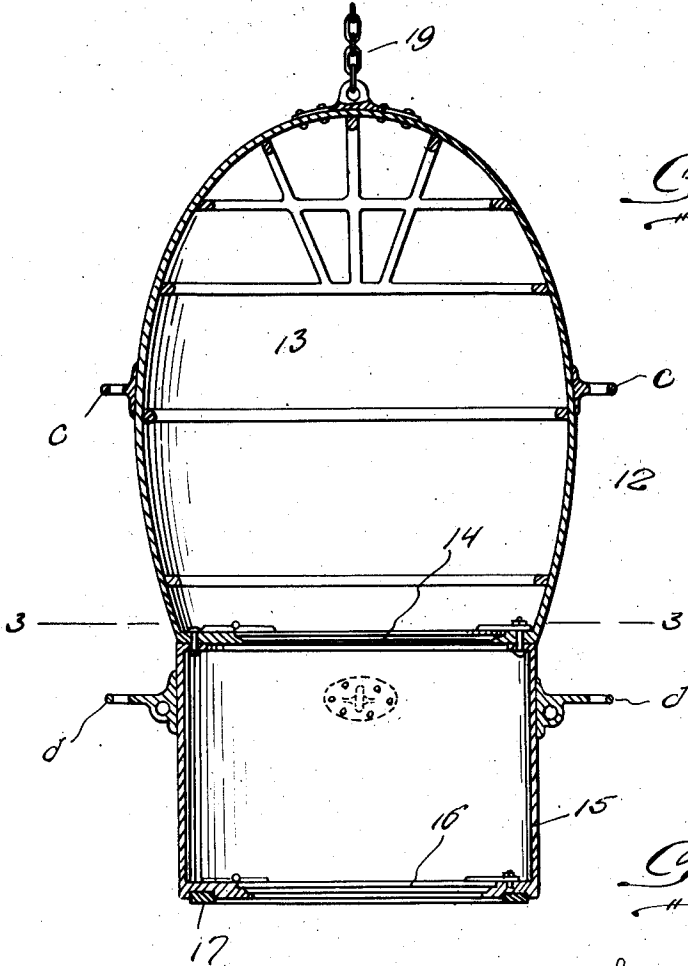


Fig. 2.

Fig. 4.

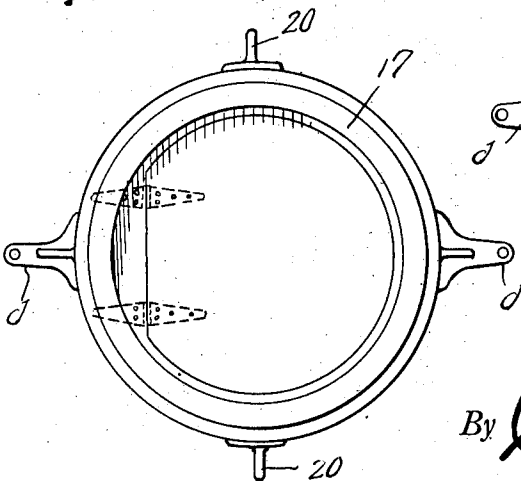
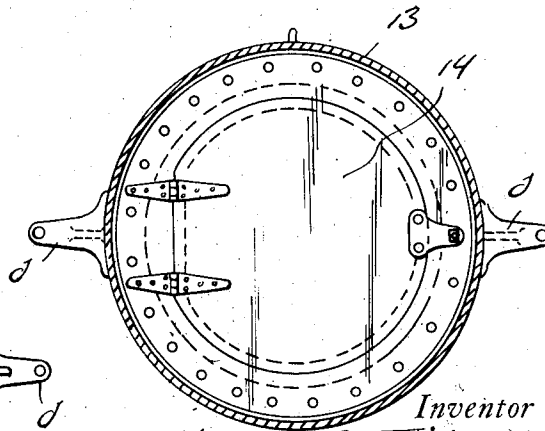


Fig. 3.



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UNITED STATES PATENT OFFICE.

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RESCUING DEVICE FOR SUNKEN SHIPS.

Application filed January 9, 1926. Serial No. 80,261.

This invention relates to a rescuing device for sunken ships, and has for its primary object to provide means whereby persons entrapped within sunken ships, such as submarines and the like, may be removed therefrom, and this especially in the event the ships have not become entirely filled with water which is usually the case in ships of the submarine and other similar designs.

A further and important object is to provide such a rescuing device that may be employed in conjunction with cooperatively constructed ships in order that the crew and passengers may be quickly removed after the sinking of the vessel and this without requiring the partial or total raising of the vessel, and without requiring the use of complicated and expensive mechanism.

With the foregoing and other objects in view as the nature of the invention will be better understood, it is to be understood that minor changes in the size, shape, and arrangement of parts may be resorted to without departing from the spirit of the invention, and the scope of the appended claim.

In the drawings wherein like reference characters indicate corresponding parts throughout the several views:

Figure 1 is a view partly in side elevation and partly in cross section of a rescuing device constructed in accordance with the present invention, the same being shown as in actual use.

Figure 2 is a detail vertical section of the diving unit of the device.

Figure 3 is a longitudinal section taken substantially upon the line 3—3 of Figure 2, and

Figure 4 is a bottom plan view of the lower compartment of said unit.

In carrying out my invention, a vessel A with which my device may be employed in rescuing the passengers and crew therefrom must be provided in its upper deck with a circular hatch opening 5 that is normally closed and this in a water tight manner through the medium of a door 6, which is hinged at 7 and is secured in closed position through medium of any exteriorly controlled locking means such as is shown at 8. This door 6 is also provided with a relatively small threaded opening within which is a threaded plug 9 removable from the outer side thereof. Said hatch opening is also provided at its upper outer edge with a flar-

ing guide flange 10 for a purpose hereinafter more fully described.

The deck of the ship A is provided at diametrically opposed sides of the hatch opening with pivoted pulleys 11—11 also for a purpose hereinafter more fully described.

My novel rescuing device further constitutes the provision of a diving and crew and passenger elevating unit 12 that consists of a relatively large and substantially oval shaped housing 13 of sheet metal suitably interiorly reinforced as shown in Figure 2 in order that the same will withstand great pressures encountered beneath the surface of the water. The lower end of the housing 13 is of plane configuration and is equipped with an interiorly opening normally closed door 14.

Rigidly secured to the lower plane end of the housing 13 is a circular metallic chamber 15 open at its upper end and access to which may be gained through the door 14 in the lower end of the housing 13, shown in Figure 2.

The bottom wall of the chamber 15 is provided with an opening that is normally closed through the medium of a hinged interiorly swinging door 16 normally maintained in closed water tight position, said bottom wall of the chamber being provided with a packing ring 17 that surrounds said opening and said door 16, as shown more clearly in Figures 2 and 4.

The housing 13 is provided with a water tight entrance door 18, and is adapted to be raised and lowered from a vessel upon the surface of the water through medium of a chain 19. Furthermore, suitable telephonic communication may be established between the housing 13 and said vessel upon the surface of the water, and also suitable lighting means may be provided within the housing together with means for supplying air to the interior thereof and carrying the foul air therefrom. However all these features may be of conventional arrangement, and are therefore not disclosed in the drawings.

In actual use, cables B—B are passed through eyelet members *c—c*; *d—d*, respectively, upon opposed sides of the housing 13 and chamber 15, after which the same are carried downward beneath the surface of the water to the sunken vessel A by divers in conventional diving outfits. These cables

then extend around the pulleys 11—11 and thence brought upwardly and attached to the device as clearly shown in Figure 1. Before the device is submerged, the rescuing party or person enters the housing 13 by reason of the door 18 after which the same is shut and locked. Then the device is allowed to submerge, being guided to the vessel A through reason of the cables B—B. The chamber 15 will be guided onto the hatch 5 through reason of the flange 10 and water will be prevented from passing therebetween through reason of the packing ring 17. If desired, a diver may be sent down, and the device may be secured to the vessel by chains, cables, or the like, suitable attaching means 20 and 21 being provided upon the chamber 15 and deck of the vessel A. The doors 14 and 16 of the housing and chamber 13 and 15 respectively are then opened, after which the plug 9 from the hatch door may be removed to ascertain whether or not the vessel is completely filled with water in which event the crew and passengers therein will be deceased and further efforts would thus be useless.

In the event that water does not discharge through the opening in the hatch cover, said hatch cover is then raised, after which an entrance into the vessel may be made by the rescuing party. The persons located within the vessel could be carried into the rescuing unit 12 and then elevated to safety.

It will thus be seen that I have provided a highly novel, simple, and efficient form of rescuing device that is well adapted for all the purposes designated. Even though I have herein shown and described my device as comprising certain structural ele-

ments, it is nevertheless to be understood that minor changes may be made therein without departing from the spirit or scope of the appended claim.

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

In a rescuing device for sunken ships wherein the ship is provided with a hatch opening in the upper deck thereof, the opening being normally closed by an outwardly swinging water tight door, a flaring guide flange extending around the hatch opening, pulleys attached to the upper deck of the ship on the opposite sides of the hatch opening, a rescuing unit comprising a water tight metallic housing for receiving the rescuing party, an inwardly swinging door in the lower portion of the housing, a circular chamber secured to the bottom of the housing and adapted to have communication therewith through the medium of said door, an inwardly swinging door in the lower side of said chamber, eye members arranged on opposite sides of the housing and chamber respectively, and cables for moving the unit downwardly within the water to position over the hatch opening of the sunken ship so that the bottom of the chamber will be disposed in said flaring guide flange, said cables being attached at one end to the lowermost pair of eye members, the cables extending around the pulleys and upwardly through the eye members, and a hoist chain associated with the top of the housing to permit the same to be raised to the surface of the water.

In testimony whereof I affix my signature.
HARRY S. WILSON.