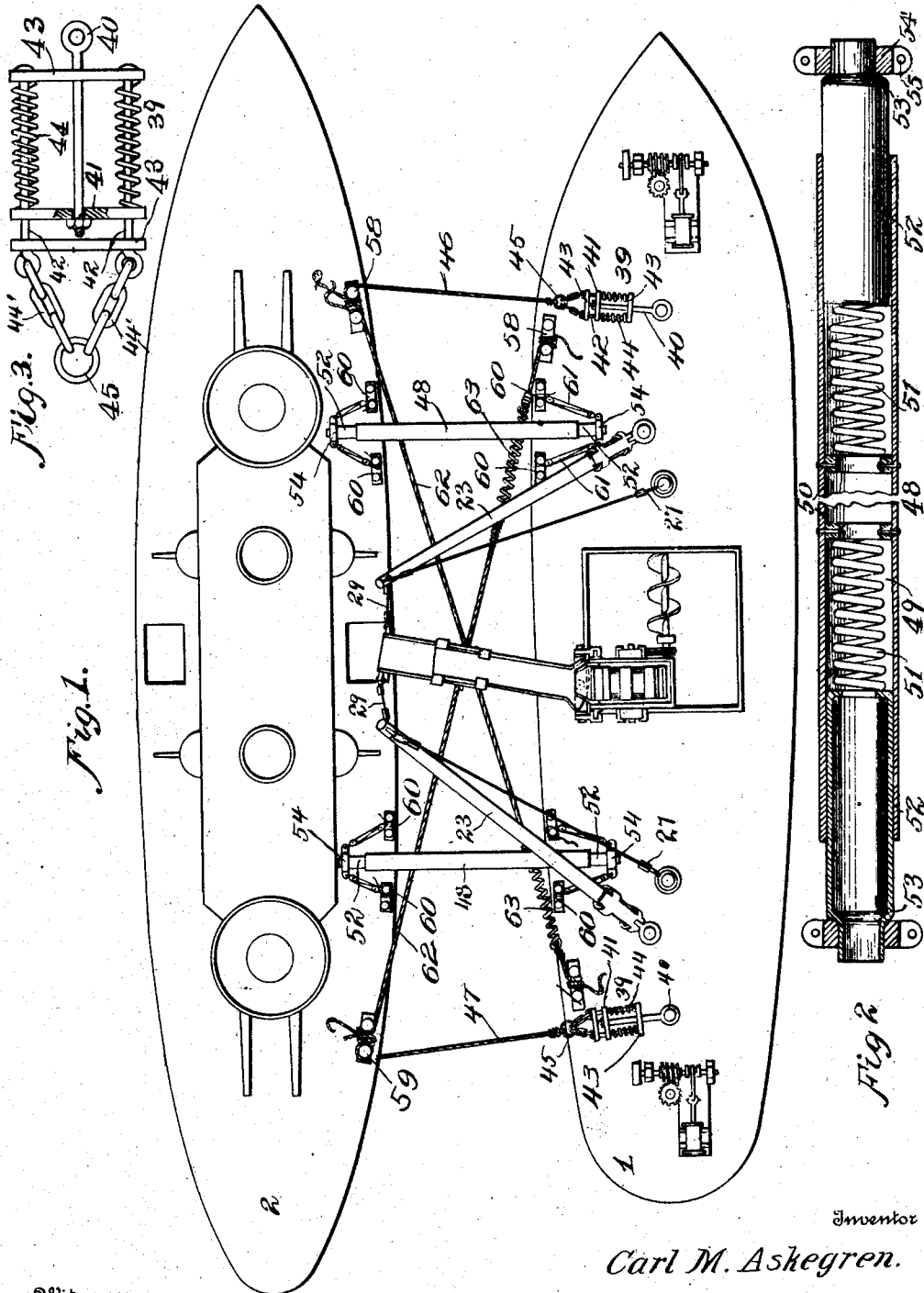


C. M. ASKEGREN.
 APPARATUS FOR LOADING SHIPS AT SEA.
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973,906.

Patented Oct. 25, 1910



Witnesses

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APPARATUS FOR LOADING SHIPS AT SEA.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, CARL M. ASKEGREN, a citizen of the United States, residing at Goulding, in the county of Escambia and State of Florida, have invented new and useful Improvements in Apparatus for Loading Ships at Sea, of which the following is a specification.

This invention relates to apparatus for loading ships at sea, and the primary object of the invention is to provide novel mechanism whereby a collier may be lashed alongside of the war vessel to which the goods are to be transferred without danger of the two vessels colliding with each other, and whereby both of the vessels may proceed at the same rate of speed without danger of becoming disengaged from each other.

With the above, and other objects in view, which will appear as the description progresses, the invention resides in the novel construction and combination of parts hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a top plan view illustrating the collier lashed to the war vessel. Fig. 2 is a longitudinal sectional view of the resilient spacing boom. Fig. 3 is a top plan view of the yielding element provided upon the deck of the collier.

In the accompanying drawing the numeral 1 designates the collier and 2 the war or other vessel. The deck of the collier 1 is centrally provided adjacent its bow and stern with yielding elements 39. Each of these elements 39 comprise a pivoted bar 40 having a transverse member 41 provided with suitable openings adjacent each of its ends and the said openings are adapted for the reception of a pair of slidable rods 42 connected with suitable spaced bars or heads 43. One of these connecting bars 43 has a central opening through which the pivoted bar 40 is adapted to play, and the rods 42 between the head 41 and the outer connecting bar 43 are each adapted for the reception of helical springs 44 which exert outward pressure and are adapted to normally force the head 41 away from the connecting bar 43. The opposite connecting bar 43 has its outer face provided with suitable spaced eyes which are adapted for the reception of flexible elements 44' having their ends connected with a ring 45. The ring 45 of the member 39 adjacent the bow of the vessel is provided with a breast line

46, and the member 39 adjacent the stern of the vessel has its ring 45 provided with a stern breast line 47. The purpose of these elements is hereinafter to be fully set forth. 60

The collier 1 is adapted to carry in a convenient position, a pair of limited yielding booms 48. Each of these booms 48 comprises a central tube 49, within which, and at a suitable distance away from the ends of said tube is positioned a pair of removable collars 50. The collars 50 are connected with helical springs 51, and the said springs are also connected with the rear faces of sliding members 52 of the booms. These members 52 are of a tubular construction and have their outer extremities reduced to form shoulders 53 which are adapted to contact with the inner faces of suitable collars 54. Each of the collars 54 is provided with oppositely arranged perforated ears 55, the purpose of which as well as the booms will presently be apparent. The decks of the collier 1 as well as of the vessel 2 are each provided adjacent their sides with samson posts. The vessels have their forward posts 58 arranged adjacent their bows and their rear posts 59 arranged adjacent their sterns, while intermediate posts 60 are arranged in pairs spaced away from each other and positioned between the end posts and the hatches of the vessel. 85

In lashing the collier to the war vessel, the ears 55 provided upon the reduced extensions of the booms are connected with a suitable tackle 61, which in turn is connected with the spaced samson posts 60. This operation is performed upon both the collier and the war vessel, and the flexible spacing booms 50 carried by the collier 1 have their reduced ends fitted within the collars 54 and adapted to be positioned within similar collars upon the war vessel, it being understood that the collars upon the war vessel are also connected by suitable tackle to the samson posts 60. The front bow breast line and the stern breast line are thrown from the collier to the war vessel and secured to the samson posts 58 and 59. A pair of hawsers connected with the intermediate members of the samson posts 58 are passed at an angle rearwardly from one vessel to the other and are attached to the stern samson posts 59. Each of the hawsers 62 are provided adjacent their ends with resilient members 63. By this arrangement it will be noted that the booms 50, while providing 110

for a certain amount of lateral movement, effectively prevent the vessels contacting with each other; the breast lines 46 and 47 prevent the vessels swaying beyond a certain limit either at their bows or sterns and the hawsers 62 tend to retain the vessels at an equal amount of speed, so that, if inadvertently, one of the vessels proceeds faster than the other the hawsers will tend to bring the rear vessel in proper position aside the forward vessel.

Having thus fully described the invention what is claimed as new is:

1. The combination with two relatively moving bodies, a yieldable bow breast line connecting the bows of the bodies, a yieldable stern breast line connecting the sterns of the vessels, yieldable hawsers extending from the bow of one of the bodies to the stern of the second body and booms having a limited yielding movement flexibly connected with each of the bodies between the bow breast and stern breast lines.

2. In combination with two relatively moving bodies, means for lashing the bodies adjacent each other, means for preventing the bodies swinging away from each other, means for preventing the movement of one of the bodies at a greater rate of speed than the second body, and booms provided with yieldable extensions flexibly connected with the bodies to limit the movement of either of the bodies toward the other.

3. A boom for spacing one vessel away from the other, comprising a central tube, collars secured in said tube, helical springs contacting the collars and extending in opposite directions within the tube, sliding members within the ends of the tubes adapted to be contacted by the springs, and collars upon the outer ends of said sliding members.

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Witnesses:

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