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J. J. BESSIRE

ESCAPE BOAT FROM SUBMARINES

Filed Oct. 14, 1940

Serial No.

361,134

3 Sheets-Sheet 1

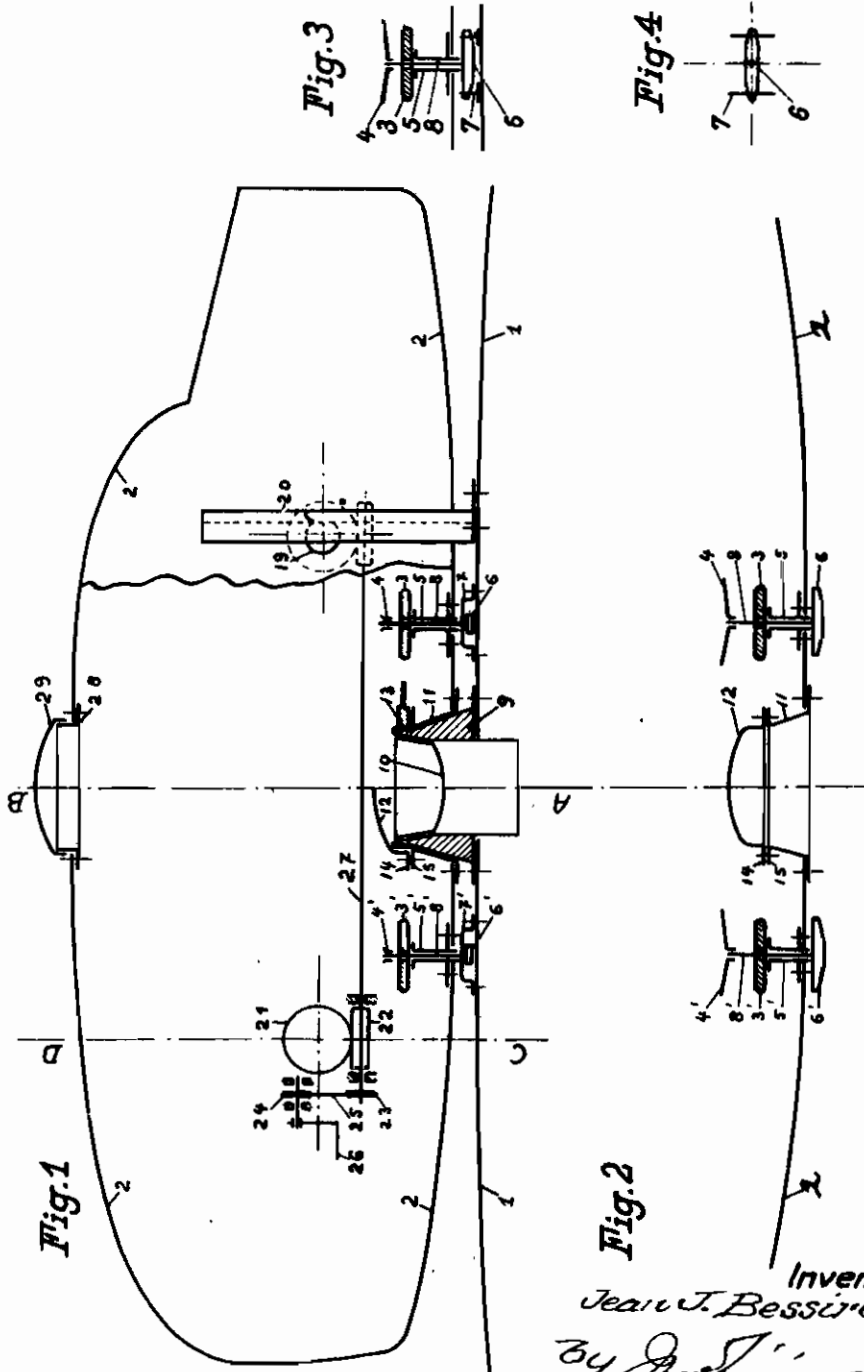
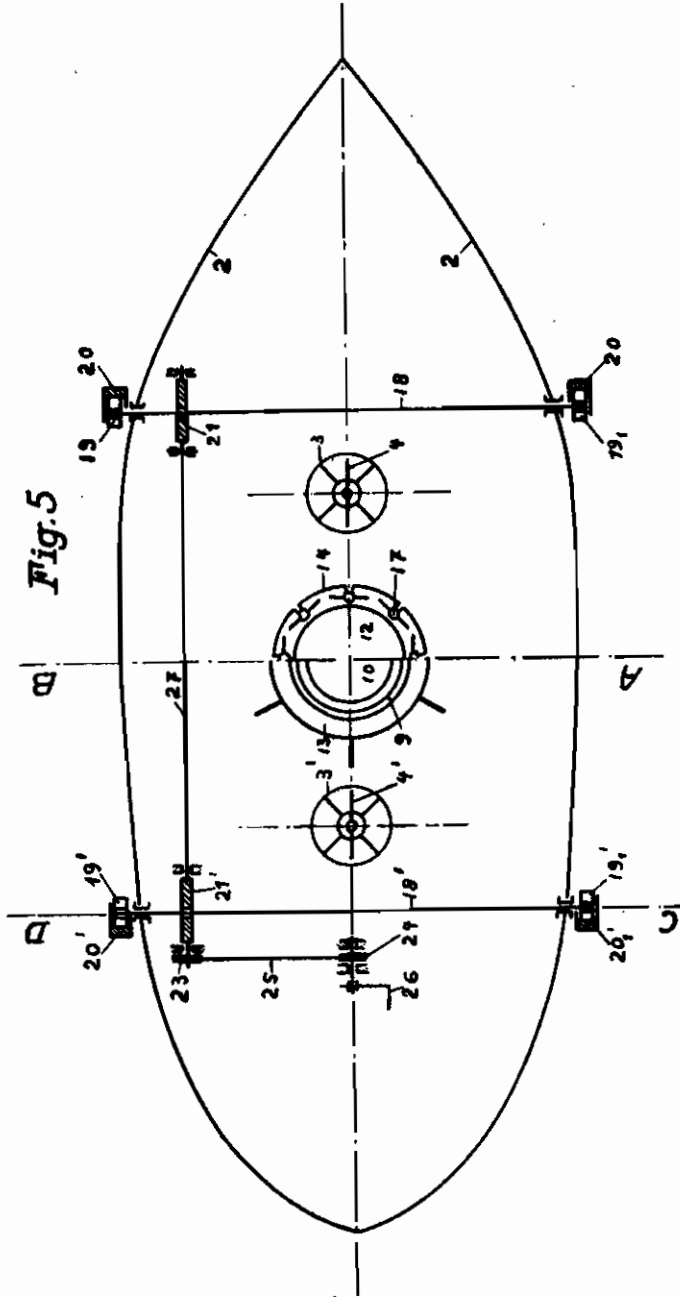


Fig. 2
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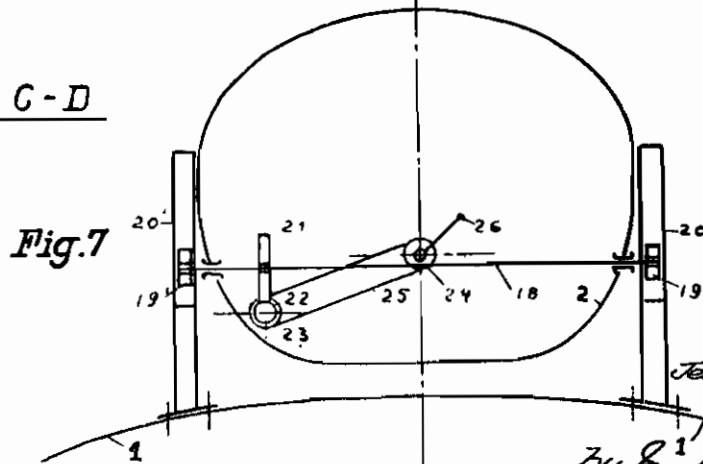
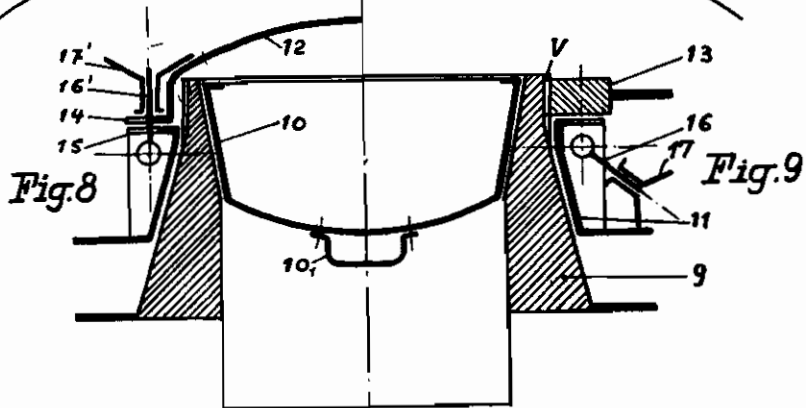
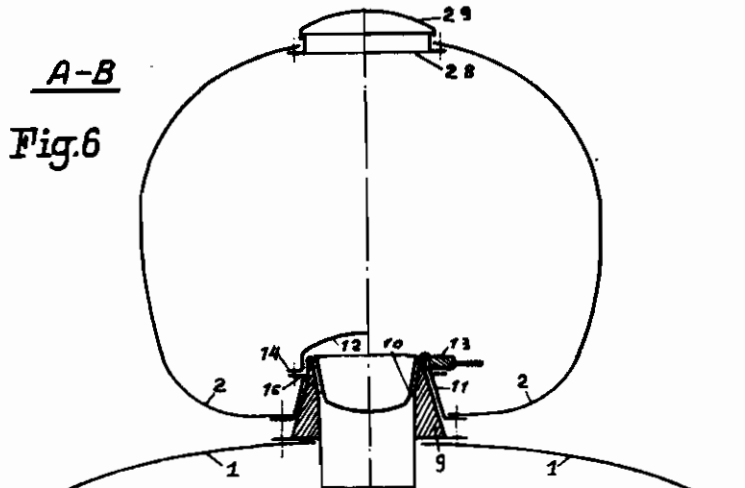
ESCAPE BOAT FROM SUBMARINES

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ALIEN PROPERTY CUSTODIAN

ESCAPE BOAT FROM SUBMARINES

Jean Jacques Bessire; vested in the Allen
Property Custodian

Application filed October 14, 1940

This invention relates to a contrivance for allowing the whole crew to escape from submarine.

Unfortunately it happens often, also in peace time, that a Submarine can not emerge and the whole crew or a great part of same is lost. It is sufficient to remember the British Submarine Thetis, sunk in the Channel, from which, although prominent upon low-water, only two men could escape and in very bad conditions, whilst about hundred died inside.

There are a great deal of patented rescue contrivances, some of which, tried at leisure and without dangers anxiety, may seem suitable. But all these contrivances must be fitted up in great hurry and give escape only one by one man, which, being without navigations means, can only be saved if a ship or the shore are in the neighbourhood.

The contrivance of the present invention removes all these difficulties, being always ready to start and allowing the whole crew to escape at once. It consists of one, two or more hermetic boats, equipped with distress navigations means, fixed standing to the submarine but easily to be loosed immediately. Such boats could be utilized not only for rescuing from sunk submarine but also for clandestine convoy of troops.

The peculiarity of the invention consists in the system of fixing these boats on the submarine and specially in the quite new system of gaps giving easily passage from Submarine to the Escape Boat. All these contrivances are actuated from inside of the Escape Boat, even if Submarine should be much inclined.

The annexed three tables give a schematical exemplification of the contrivance of this invention.

Fig. 1 represents a longitudinal section of the escape boat. Of the Submarine are indicated only a part of the covering plate and one of the four rack bars. Of course each Escape Boat can be hoisted installed and fixed only if the submarine emerged is moored near a crane.

Upon the four rack bars 20 (Fig. 5) act four toothed wheels 19, which are driven by two endless screws 21 and a crank 26.

In each Escape Boat there are two or more grappling bolts 6 which are turned and strained in loops 7 of Submarine by grasp 4 and screw 3 both inside of the Escape Boat.

The most important part of present invention is the special and quite new construction of the gaps, (Figures 8 and 9). On the Submarine is fixed a cannular protuberance 9, with a hole sufficient to allow easily passage of men and ending in a funnel-shaped surface *g* which is water-

tight filled by a reversed bell shaped cover 10. The exterior face *f* of the protuberance 9 is conical and corresponding to the orifice 11 of the Escape Boat; on the top there is a cylindrical screw.

The orifice of the Escape Boat has a conical surface 11 exactly fitting to the exterior surface *f* of the protuberance 9. On the top of 11 there is a collet 16 (Fig. 9) with ribs 15 (Fig. 8), on which turn the bolts 16. A cover 12 (Fig. 8) having a collet 14 corresponding exactly to collet 15 lays on the bottom of the Escape Boat.

By assemblage the Escape Boat is hoisted by crane and lowered between the rack bars until the protuberance 9 is totally inside of the orifice 11. Then the grappling bars are turned to grasp in the loops 7 and strained by screws 3. Afterwards a ring 13 is screwed upon the top of the protuberance 9 in order to force together the bell surface 11 on the corresponding surface *f*. The gap becomes watertight.

The bell shaped cover 10 remains always in place, even in navigation, to prevent the danger of Submarine's inundation if Escape Boat should leak in consequence of impact.

In the moment of the danger the crew operates as follows: the bell shaped cover 10 is pushed by hands and overthrown inside of Escape Boat. After passing through the gap the crew replace the bell shaped cover 10 in its funnel-shaped hole, the ring 13 is unscrewed, the cover 12 is placed over the collet 15 and fixed to it with bolts 16 strained with screws 17, the grappling bars 6 are loosened and turned out of loops 7 and the toothed wheels 19 are worked through endless screws 21 and crank 26. As soon as the water penetrates between Escape Boat and Submarine the hydrostatic pressure accelerates rapidly the emersion of Escape Boat.

Of course the Escape Boat even with the crew and equipment must have a specific weight less than water otherwise it could not float. This hydrostatic push must be compensated with ballast. Specially for clandestine convoy, when submarine must start immediately after Landing Boat is loosed, it will be necessary to throw away this extra ballast in the moment of Boat loosing from Submarine. This can be done easily if extra ballast is attached to the Submarine or to the Boat with screws to be worked from inside.

The number, the size and form of the Escape Boats must be in accordance with the size and the form the Submarine to which they should be fixed.

Landing Boats should be larger as Escape Boats and have an extra ballast.

JEAN JACQUES BESSIRE.