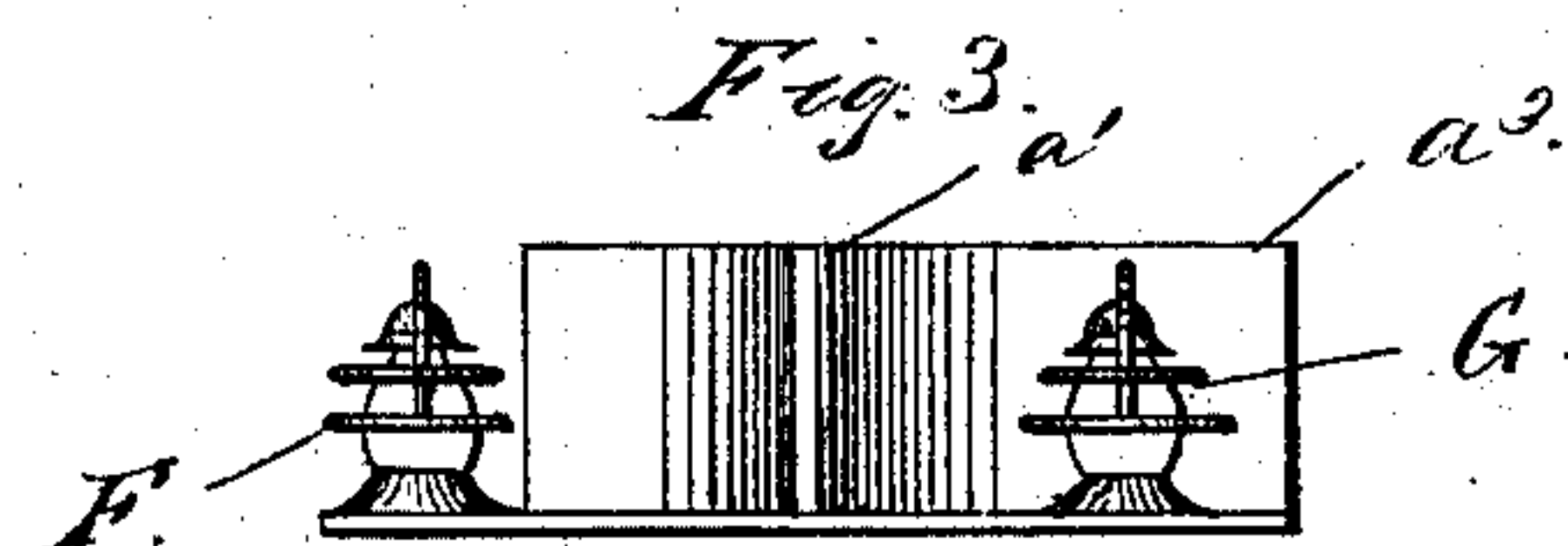
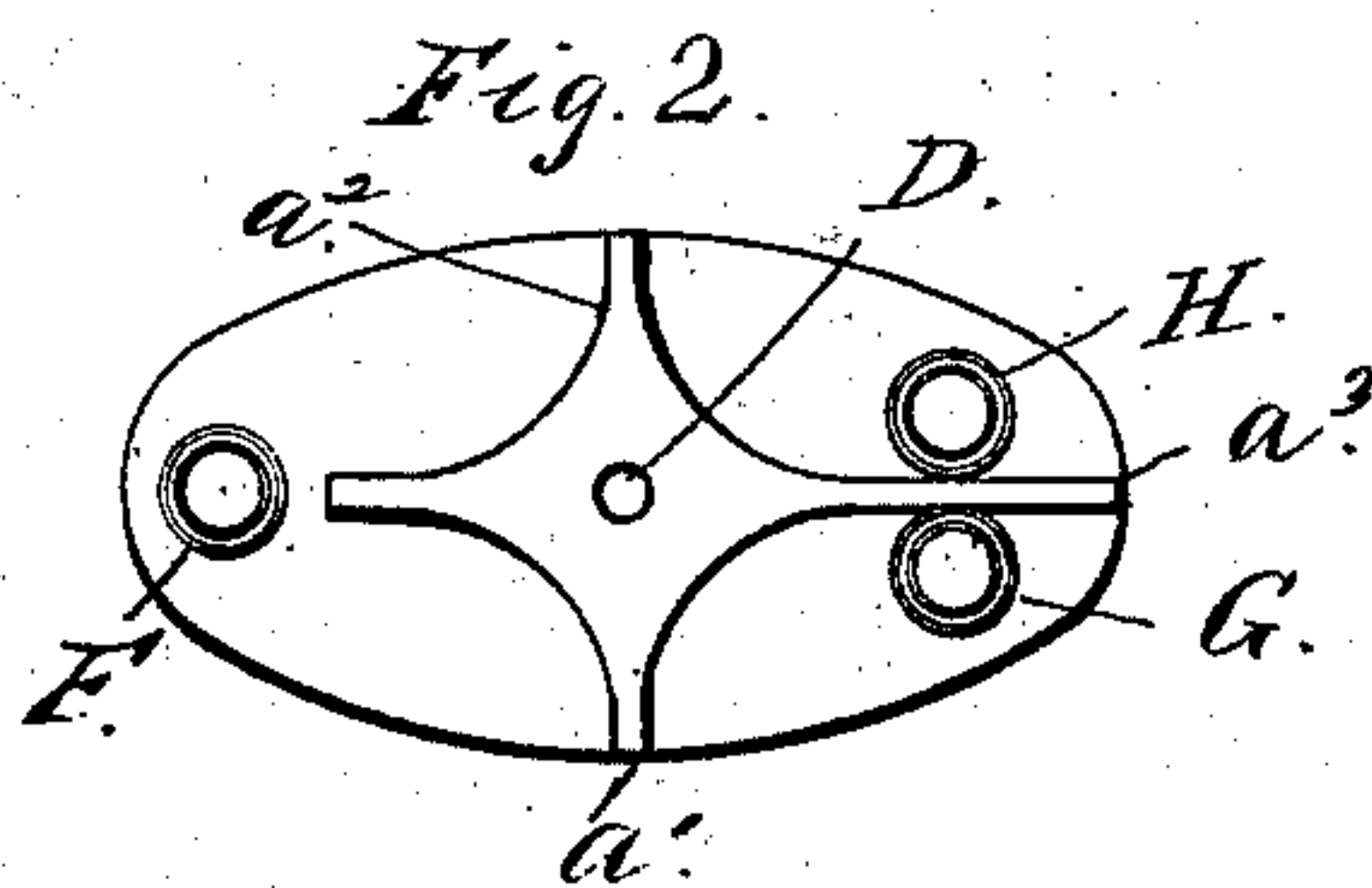
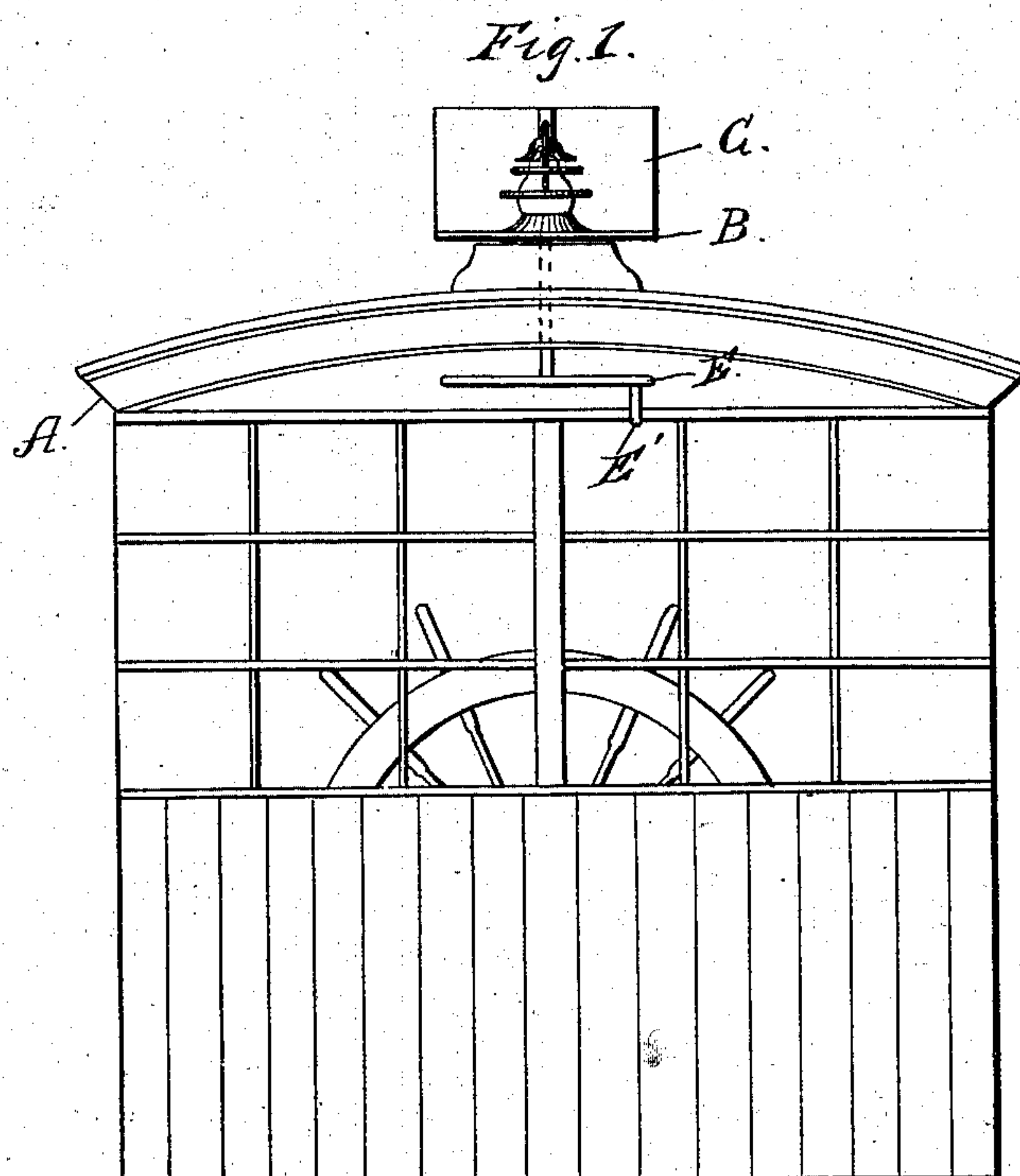


(No Model.)

M. WHITE.
NAUTICAL SIGNAL.

No. 284,522.

Patented Sept. 4, 1883.



WITNESSES

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MERRITT WHITE, OF ADAMS, MASSACHUSETTS.

NAUTICAL SIGNAL.

SPECIFICATION forming part of Letters Patent No. 284,522, dated September 4, 1883.

Application filed March 31, 1883. (No model.)

To all whom it may concern:

Be it known that I, MERRITT WHITE, of Adams, in the county of Berkshire and State of Massachusetts, have invented a new and
5 useful Improvement in Methods and Apparatus for Signals of Vessels; and I do hereby declare that the following is a full and exact description of the same, reference being had to the accompanying drawings, and to the letters
10 of reference marked thereon.

The object I have in view is to perfect the present mode of signaling required by law, in use by steam or sailing vessels, to avoid collisions; and it consists in a method of visual
15 indication by night or day of the course proposed to be followed by vessels approaching each other "head on," and in the apparatus adapted for the ready display of such visual indications. I employ for this purpose in
20 steam-vessels, in addition to the lights required by law, a central white light or white signal, arranged preferably directly above the pilot-house, with a red light or red signal on the port side of said central light or signal, and a
25 green light or green signal on the starboard side of said central light or signal, which lights or signals are operated by the occupants of the pilot-house from within the pilot-house in such a way that the presentation to view of the
30 white light or signal and the red light or signal shows the intention of the signaling-vessel to present her port side to the approaching vessel in passing her, and, contrariwise, the presentation to view of the white light or signal and the green light or signal shows the intention of the signaling-vessel to present her
35 starboard side to the approaching vessel in passing her.

For a better understanding of my invention,
40 reference should be had to the accompanying drawings, in which Figure 1 is a front elevation of the pilot-house of a steamer with the signaling apparatus in position, and Figs. 2 and 3 are details of the apparatus.

45 Similar letters denote corresponding parts in each figure.

A denotes the pilot-house, upon the roof of which is placed the signaling apparatus, composed of a platform or base, B, preferably of
50 an oval form, and upon this is placed vertically a vane, C, with wings a extending toward the bow of the vessel, a' a^2 extending at

right angles to the wing a , and a wing, a^3 , extending toward the stern of the vessel when in a normal position and not signaling. Both
55 sides of the wing a and the sides of the wings a' a^2 turned toward the bow of the vessel are white, the after side of the wing a' and the port side of the wing a^3 are red, and the after side of the wing a^3 and the starboard side of
60 the wing a^3 are green. A spindle, D, passing down through the center of the vane C and the base B, and through suitable bearings attached to the roof of the pilot-house, extends
65 down into the pilot-house, terminating in a crank-arm or hand-wheel, E, with a handle, E', within convenient access to the pilot or wheelman, and said apparatus has any suitable stop or detent to arrest the rotation at the
70 desired point.

Upon the base B, and directly in front of
70 the wing a , is placed the white light F, while on the port side of the wing a^3 is placed the red light G, and on the starboard side of the wing a^3 is placed the green light H.
75

When the pilot of the signaling-vessel wishes to indicate to the approaching vessel the course he intends to pursue after the usual warning whistle, he turns, by means of the
80 handle E', the vanes and lights, so as to display in one instance only white and red signals, and in the other instance only white and green signals, and, as before explained, the combination of the white with the red signals indicates the intention of the signaling vessel to
85 present her port side to the approaching vessel, and the combination of the white and green signals indicates the intention of presenting the starboard side to the approaching vessel.
90

It will be understood that the lights spoken of will present the signals in the night and the colors of the vane in the day.

It will also be understood that the lights may be of any suitable character—stationary
95 or removable—electric lights being preferred in steam-vessels.

It is evident that this system or mode of signaling and substantially the same apparatus
100 may be employed upon sailing-vessels, and may be placed permanently or removably at or near the bow, or arranged to be hoisted upon the foremast or placed at the foremast-head. It is evident, also, that these signal-

lights, in connection with the lights now required by law, will not tend to confuse, for the reason that they are grouped so closely together.

5 The advantage of this system is that it conveys at once to each of two approaching vessels what its intended course is to be, which is not done by the system of signals established by law.

10 Having thus described my invention, what I claim as new therein is—

1. The system of signaling for vessels, which consists in the display of colored signals by night or day to indicate the intended course
15 of the signaling-vessel, which consists in the employment of a central and two lateral signals arranged above the wheel-house upon a platform or base adapted to be operated from the interior of the wheel-house, and which
20 platform or base, when stationary, presents on a front view only one of the signals, but when turned or viewed at an angle to the front presents two of the signals, substantially as described.

25 2. The apparatus for signaling, consisting of

three lights of different colors and a vane of three different colors, said vane having a front, rear, and two side wings, with the lights arranged, respectively, one at the forward end of the front wing and one on each side of the
30 rear wing upon a platform or base pivoted so as to be turned to present the two desired colored signals by night or day, substantially as described.

3. A signaling apparatus consisting of three
35 lights of different colors and a vane of three different colors, said vane having a front, rear, and two side wings, with the lights arranged, respectively, one at the forward end of the front wing and one on each side of the rear wing
40 upon a platform or base arranged above the wheel-house, and adapted to be operated by a hand wheel or crank within the wheel-house, substantially as described.

In testimony whereof I affix my signature in
45 presence of two witnesses.

MERRITT WHITE.

Witnesses:

GEO. M. MOWBRAY,
LEWIS WHITE.