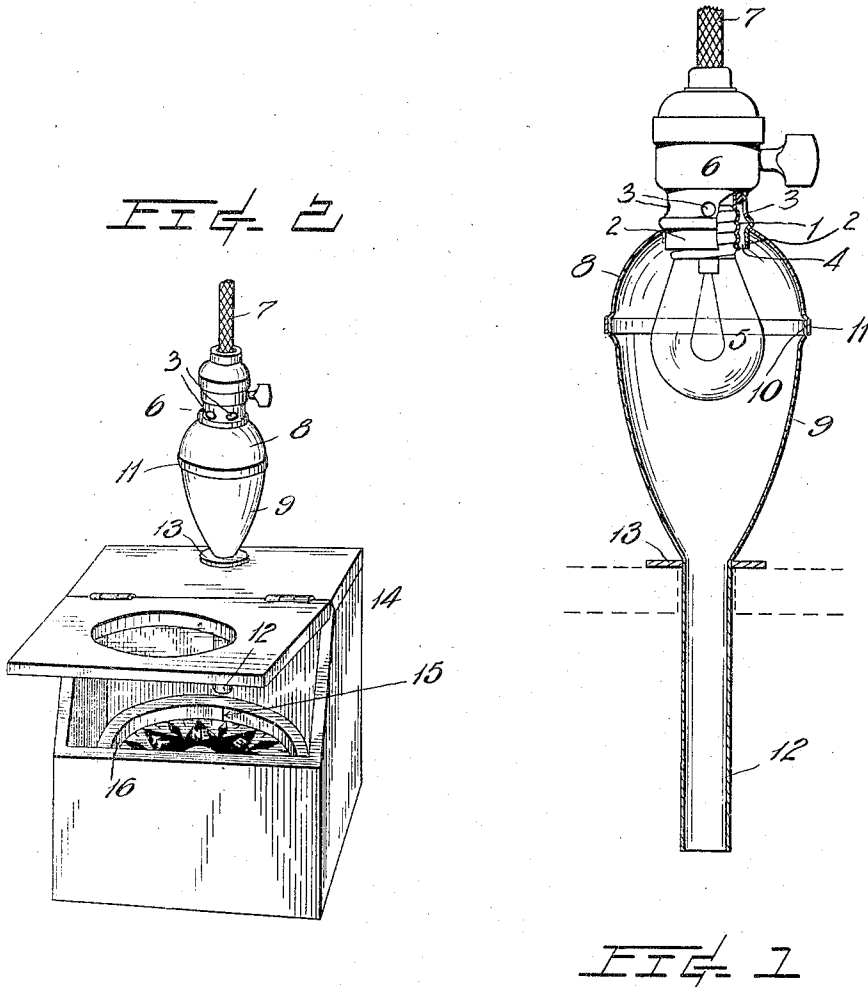


J. H. BUXBAUM.  
PILOT HOUSE LIGHT.  
APPLICATION FILED MAR. 23, 1911.

1,016,205.

Patented Jan. 30, 1912.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

JOHN H. BUXBAUM, OF SEATTLE, WASHINGTON.

## PILOT-HOUSE LIGHT.

1,016,205.

Specification of Letters Patent.

Patented Jan. 30, 1912.

Application filed March 23, 1911. Serial No. 616,406.

*To all whom it may concern:*

Be it known that I, JOHN H. BUXBAUM, citizen of the United States, residing at Seattle, in the county of King and State of Washington, have invented certain new and useful Improvements in Pilot-House Lights, of which the following is a specification.

This invention relates to devices for facilitating the navigating of marine vessels.

The object of the invention is the provision of a peculiarly constructed casing for an incandescent electric-light whereby the latter, while primarily adapted for employment as a binnacle lamp, may likewise be advantageously used for illuminating the pilot-house clock or for casting a beam of light across the log-book when an entry is to be made.

The invention consists in a receptacle, or casing, for an electric-lamp which is impervious to light except at the extreme end wherefrom extends a tubular prolongation to cause the light from the lamp to be directed in a substantially straight line.

The invention further consists in the novel construction and adaptation of devices, as will be hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a vertical cross sectional view of an embodiment of my invention; and Fig. 2 is a perspective view of a ship's-binnacle with the invention applied thereto.

Referring to the drawings, the numeral 5 designates an incandescent lamp arranged to be screwed in a receptacle 1 provided therefor in a key-socket 6 of suitable construction, which is attached to an extension cord 7 for supplying the lighting current to the lamp.

In carrying out my invention, I provide a casing formed of two separable members 8 and 9, of which the former is formed, desirably, of substantially semi-globular shape and is secured to the outer casing 2 of said socket by soldering, or other suitable manner. Said casing 2 of the socket is provided with a plurality of apertures 3 which communicate with the interior of said member 8 through an annular space 4 between the receptacle 1 and said casing for the purpose of creating a cooling current of air there-through. The other member 9 is of a conoidal configuration and has a marginal flange 10 adapted to fit snugly with a like flange 11 provided about the mouth of the other

member. Integral with the member 9 and protruding from its smaller end is tube 12 which is of relatively small diameter and arranged axially with respect to the conoidal portion of the member. At the juncture of the tube with the conoidal portion there is provided an annular collar 13.

In Fig. 2, the invention, as aforescribed, is illustrated as having the tube 12 inserted through an aperture in the top of a binnacle 14 and positioned directly above the index-mark 15, commonly known as "lubbers-mark," upon the non-rotatable frame 16 of the compass and whereby the light from the lamp is cast to illuminate a comparatively small area of the compass card and of said frame surrounding said mark and preventing any divergence of the rays of light over the entire face of the compass-card as inherent with other schemes of lighting binnacles as has hitherto been the case as far as my knowledge extends.

Upon withdrawing the tube from the binnacle it may be pointed at the dial of the pilot-house clock for casting a beam of light thereupon to ascertain the time, and also by holding the device in one hand of the operator and properly directing the light across the page of a log-book the line upon which the entry is to be made is alone illuminated. In practice, a lamp of not to exceed two candlepower is usually selected and the light is generally subdued to render the same less trying to the eyes of a steersman by employing a lamp with a colored or semi opaque globe.

Among the advantages afforded by this invention is the application of a light in a beam of small diameter and which, in the case of its use with a compass, illuminates a small surface of the compass card and frame which are in contiguity with the "lubbers-mark," consequently the light thus projected serves to attract the eyes of the steersman to only such part of the compass as affects the course taken by the vessel; while the remainder of the interior of the binnacle is correspondingly obscured, a condition tending to not only facilitate the steering, but also prove less trying to the eyes than would otherwise prevail.

Having described my invention, what I claim, is—

The combination with a binnacle, a compass in the binnacle, and a lamp, of a cas-

ing for said lamp comprised of two members detachably connected together, one of said members being provided centrally of its lower end with a relatively long light-con-  
5 veying tube of relatively small diameter adapted to be removably inserted through a hole in the binnacle-top for directing the

light of the lamp upon a relatively small area of the compass and contiguous of the lubbers-mark thereon.

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Witnesses:

H. BARNES,

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