

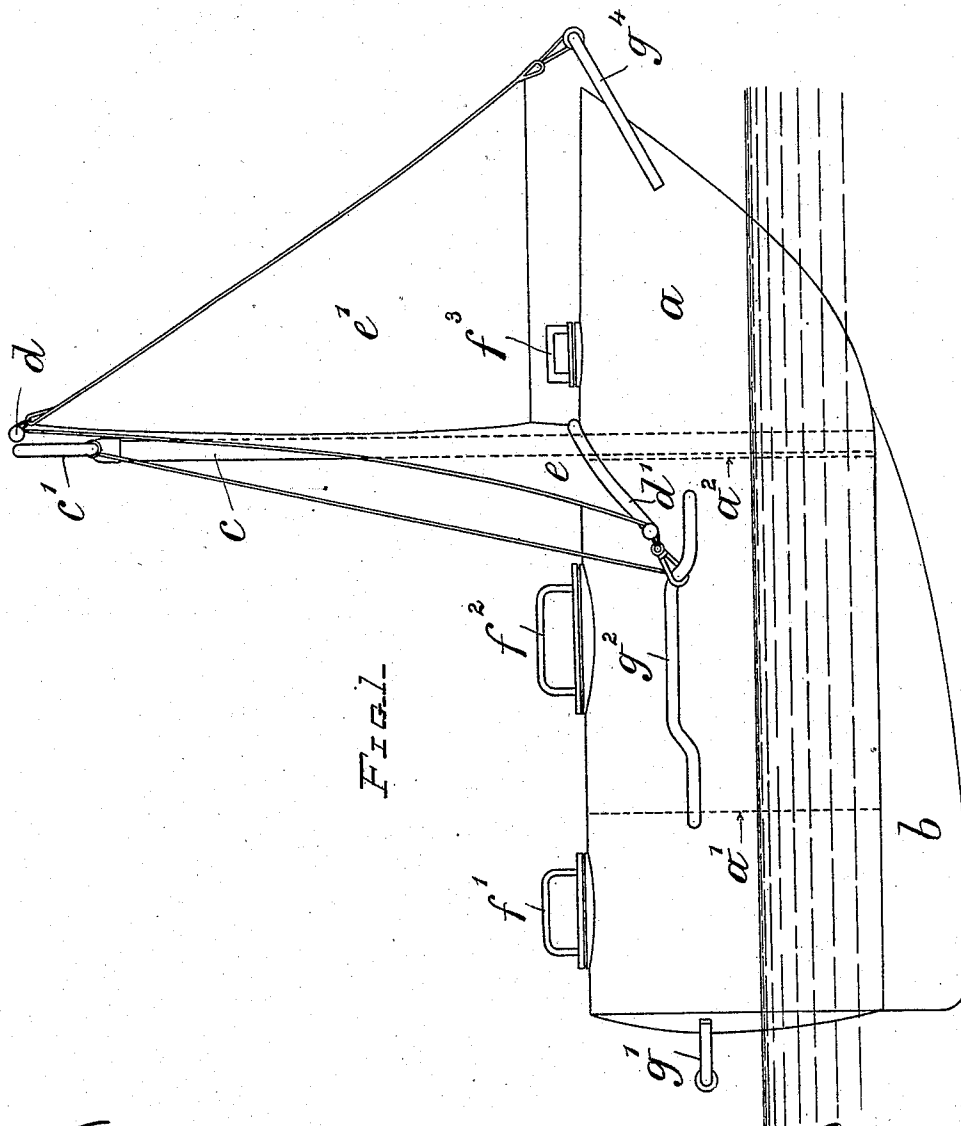
T. BREDSORFF.  
 BUOY FOR SAVING LIFE AND FOR COMMUNICATING BETWEEN A SHIP AND OTHER OBJECTS  
 OR THE SHORE.

APPLICATION FILED JUNE 1, 1908.

915,730.

Patented Mar. 23, 1909.

3 SHEETS—SHEET 1.



Witness:-  
*J. R. Pittor*  
 F. R. Pittor

Inventor:-  
 T. Bredsdorff  
 By *William J. Fisher & W. H. W. Fisher*  
 his Attorneys.

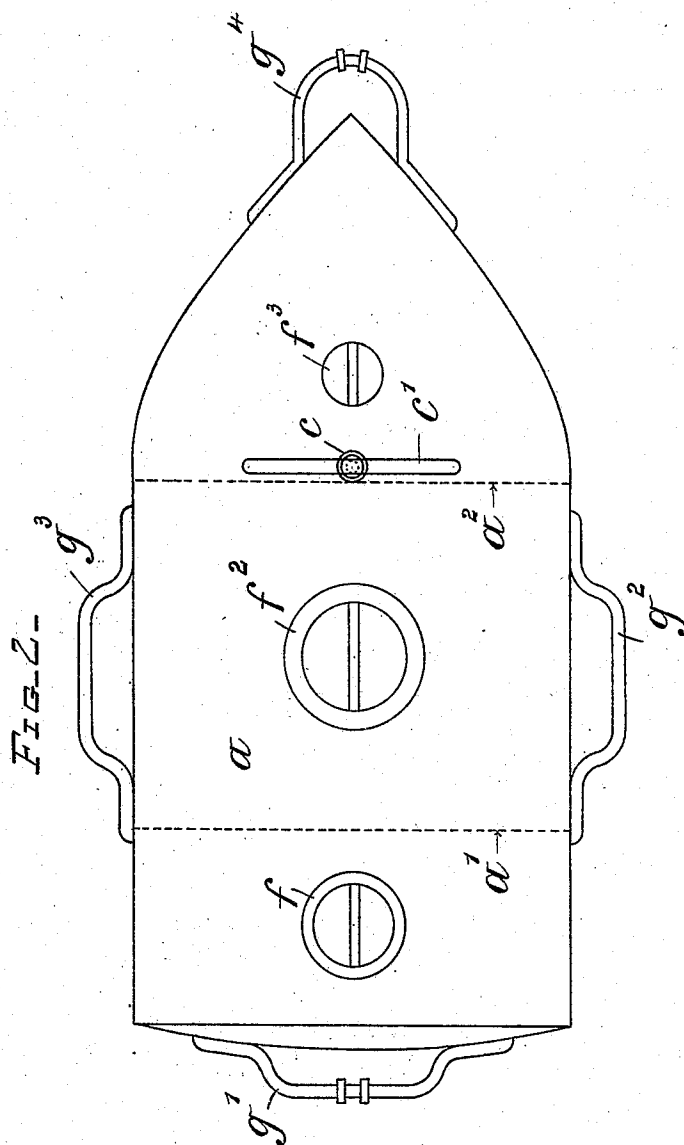
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3 SHEETS—SHEET 2.



*Witness:-*  
*J. R. Pitton*

*Inventor*  
*T. Bredsdorff*  
*By William, Fine & Withers*  
*his attorneys.*

T. BREDSDORFF.

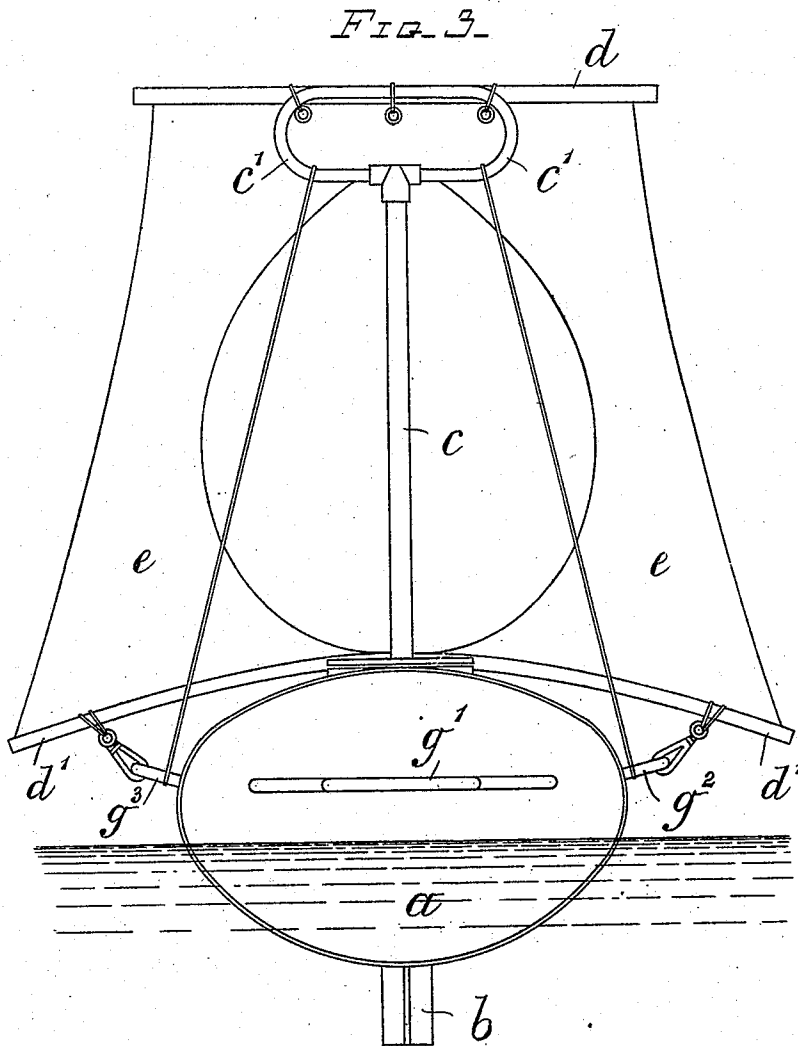
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3 SHEETS—SHEET 3.



Witnesses:  
J. H. Lester  
F. R. Pitkin

Inventor:  
T. Bredsdorff  
By William, John & Witherspoon  
his Attorneys.

# UNITED STATES PATENT OFFICE.

THOMAS BREDSORFF, OF FLENSBURG, GERMANY.

BUOY FOR SAVING LIFE AND FOR COMMUNICATING BETWEEN A SHIP AND OTHER OBJECTS OR THE SHORE.

No. 915,730.

Specification of Letters Patent.

Patented March 23, 1909.

Application filed June 1, 1908. Serial No. 436,141.

*To all whom it may concern:*

Be it known that I, THOMAS BREDSORFF, a subject of the King of Prussia, residing at Flensburg, in the Province of Schleswig-Holstein, Kingdom of Prussia, German Empire, have invented certain new and useful Improvements in Buoys for Saving Life and for Communicating Between a Ship and other Objects or the Shore; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to life saving apparatus, and is adapted to furnish means whereby a ship which has stranded or been wrecked can communicate with the shore, or another ship, or other object, and when overboard it will sail to the shore or other object, bringing with it a light line by which a heavier rope can be hauled over to the ship in distress for life-saving purposes; or the buoy can be used to bring a line on board from another vessel, or a life boat within reach in the high seas, and thus establish the requisite communication to get a pilot on board, secure a tow line, or for other communications between ships, torpedo boats, or warships in the open sea. And furthermore, the apparatus is adapted to form a receptacle in which to store provisions or ship's papers and be towed by a life boat in the open sea, or finally in the event of the crew being lost to bring tidings to that effect to the shore or wherever it may eventually be picked up, the buoy being suitably identified for the purpose by having the name of the ship or port of registry or other mark stamped on it.

In order that a buoy constructed for the purposes of the invention may be more readily understood, same will be described with reference to the accompanying drawings, in which—

Figure 1 is an elevation, Fig. 2 a plan, and Fig. 3 a rear view of the buoy.

As will be readily observed, the buoy *a* has the shape of a boat, the buoy proper being made of copper or yellow metal, and having a rounded deck as shown. Frames or ribs are fitted internally, while on the outside a lead keel *b* is provided to keep the buoy upright under any conditions. A mast *c*, made of brass piping is fitted, the head *c'* of which

is formed into a loop for the purpose of conveniently binding the top spar *d* to it, which, together with the lower spar *d'* enables the square sail *e* to be rigged up, such sail having a triangular bag *e'* on the fore side, which keeps the buoy in the direction of the wind.

In order to preserve the buoy in case it struck a rock or would be otherwise in danger of sinking in case the buoy came into collision, the buoy is provided with two bulkheads *a'* *a''* dividing it into three water-tight compartments, each compartment being large enough to take ship's papers, letters or provision stores, which are placed therein through three water-tight screw covers *f*<sup>1</sup> *f*<sup>2</sup> *f*<sup>3</sup>.

As will be seen, the buoy has four hand-grips *g*<sup>1</sup> *g*<sup>2</sup> *g*<sup>3</sup> *g*<sup>4</sup> in case it is used as a life buoy, through the agency of which persons overboard may easily support themselves until assistance is at hand, or until the apparatus reaches a place of safety.

What I claim is:—

1. In a life saving apparatus, a buoy having the form of a boat with a rounded closed deck and provided with a weighted keel, a mast provided with a head in the form of a loop, a square sail supported from said loop, and a triangular bag sail forward of said square sail, also supported from said loop.

2. In a life saving apparatus, a buoy having the form of a boat with a rounded closed deck and provided with a weighted keel, a mast provided with a looped portion at its top having horizontal sides whereby a yard may be detachably tied thereto, a yard at the base of said mast, a square sail supported between said yards and a triangular bag sail forward of said square sail.

3. In a life saving apparatus, a buoy having the form of a boat with a rounded closed deck and provided with a weighted keel, a plurality of bulkheads in said buoy forming independent watertight compartments, a mast provided with a loop at its head, a yard attached to said loop, a square sail supported from said yard and a triangular bag sail forward of said square sail.

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

THOMAS BREDSORFF.

Witnesses:

ERNEST H. L. MUMMENHOFF,  
EDUARD HOPF.