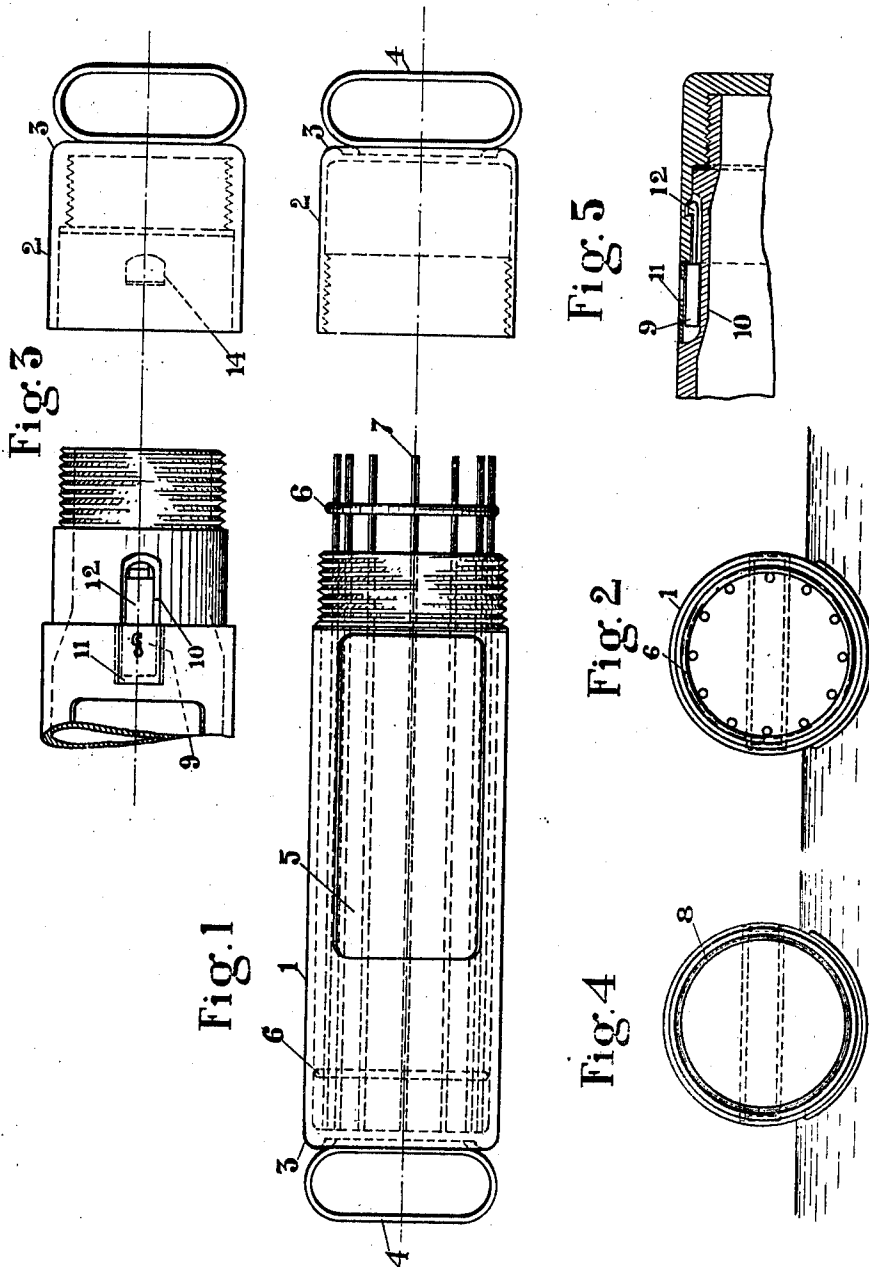


F. J. MENO.
MESSAGE CARRIER FOR BOATS.
APPLICATION FILED JAN. 25, 1909.

980,176.

Patented Dec. 27, 1910.



WITNESSES:

C. L. Weer.
A. M. Shannon.

INVENTOR

FREDERICK J. MENO

BY

C. R. Stickney

ATTORNEY

UNITED STATES PATENT OFFICE.

FREDERICK J. MENO, OF DETROIT, MICHIGAN, ASSIGNOR TO JOSEPH E. MENO, OF PORT HURON, MICHIGAN.

MESSAGE-CARRIER FOR BOATS.

980,176.

Specification of Letters Patent.

Patented Dec. 27, 1910.

Application filed January 25, 1909. Serial No. 474,010.

To all whom it may concern:

Be it known that I, FREDERICK J. MENO, a citizen of the United States of America, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Message-Carriers for Boats, of which the following is a specification, reference being had therein to the accompanying drawings.

In case of impending wrecking or foundering of a vessel, or of accident at sea, it is desirable to send messages afloat giving account of the trouble and other information, such as the passenger and crew lists, and like matters of interest. A carrier for a message of this kind must be of such nature as to be easily and quickly obtainable and always be ready for instantaneous use. It must float in such manner as to be noticeable on the water and attract the attention of those in passing vessels, and it must be strong enough to be washed ashore without injury. Furthermore, it should be of mailable size, so that the finder may send it intact to the proper parties.

This invention relates to a message carrier adapted for preserving messages from vessels in distress and floating them ashore unless sooner picked up, and to certain design thereof whereby it is a noticeable object when afloat, that may be readily picked up together with certain other features tending to insure the safeguarding of the contents and insure its ultimate finding.

The invention consists in the matters hereinafter set forth, and more particularly pointed out in the appended claims.

In the drawings, Figure 1 is a view in side elevation, of a message carrier embodying features of the invention; Fig. 2 is a view in end elevation of the open casing; Fig. 3 is a view in detail showing means for locking the device when closed; Fig. 4 is a view in end elevation showing a modified form of device; Fig. 5 is a fragmentary view in detail of a lock.

Referring to the drawings, a cylindrical casing 1 of sheet metal or the like, closed at one end, is screw-threaded or otherwise fitted at the open end as by a bayonet lock or the like affording a water-tight joint for reception of a hollow cap 2 of similar material, the whole being adapted to present a smooth, unbroken periphery with slightly rounded corners 3. The casing and cap may

be of equal length, and the cap in order to be most convenient, should be of sufficient depth or length so that a sheet of paper rolled and placed in the casing, will project beyond the casing when the cap is taken off and thus be readily extracted. Loop handles 4 are secured diametrically across the closed end of the casing and the outer end of the cap, but not so as to project beyond the sides of the cylinder, and are so disposed, preferably that they lie in the same plane when the cap is fully screwed or locked home. The handles afford convenient means for hanging the carrier horizontally on a pair of hooks on some exposed portion of the vessel so that the carrier floats away clear of the wreckage if the ship on which it is placed founders and also may be readily engaged by a boat hook when the carrier is afloat. The handles likewise offer a ready handhold for screwing or fastening the parts together after inserting a message therein. A thin name plate 5 suitably inscribed with instructions to the finder is centrally placed on the casing periphery, preferably in a place at right angles to the plane of the handles so that the handles tend to assume a horizontal position when the cylinder is stationary. In the preferred form the handles are of flat metal strips with wired or rolled edges, and they are burnished and polished together with the casing and cap to attract attention in sunlight, the oscillating faces of the handles at each end being found, in practice, to produce the effect of a heliograph as they momentarily flash out above the water as the carrier rolls and rocks.

To prevent the fine drops of water of condensation which usually forms on the interior of the casing from injuring and blurring a message placed therein, a cage is provided consisting of wire hoops 6 adapted to nicely fit the carrier with rods 7 extending longitudinally of the casing in parallel, spaced relation soldered or otherwise fastened to the inner sides of the hoops and consequently at an interval from the wall, so that the water can remain on the wall without touching a sheet of paper placed in the cage.

The cage may be replaced by a wooden box or cylinder 8 as indicated in Fig. 4 so that in case the metal shell leaks the wood not only prevents moisture reaching the paper but is also of sufficient buoyancy to

float the carrier regardless of the damage of the exterior.

It is often advisable to lock the carrier so that no one but the owner or a government inspector holding a master key can open the casing when found, mailing directions being engraved on the plate 5 outside. Such an arrangement is shown in Figs. 3 and 5 wherein a lock 9 with spring latch 12 is inserted in a depression in the shell and covered with a plate 11, the latch 12 engaging a suitable notch 14 in the cover 2 when the latter is screwed home.

It is found in practice that the carrier floats sufficiently high to attract attention from long distance as it flashes in sunlight while it does not foul readily with wreckage and keeps itself clear of ice, and at the same time is strong enough to be washed ashore without injury.

Obviously, changes in the details of construction may be made without departing from the spirit of the invention, and I do not care to limit myself to any particular form or arrangement of parts.

What I claim as my invention is:—

1. A message carrier comprising a cylindrical casing closed at one end, a hollow cap adapted to be detachably secured on the open end, handles secured diametrically across the casing and cap ends and adapted when the cap is in closed position to lie in the same plane, and a cage within the casing consisting of wire hoops adapted to closely fit the casing and wires extending longitudinally of the casing secured on the inner side of the hoops in parallel, spaced relation.

2. A message carrier comprising a cylindrical metal casing closed at one end, a hollow cap adapted to be detachably secured on the open end thereof, the cap and casing when united forming a cylinder with substantially unbroken periphery, and smoothly rounded

corners, and the exterior being polished to form reflecting surfaces, flat sheet metal loop handles each secured diametrically across the casing and cap end, the surfaces of the handles being polished for reflectors, and a cage within the casing.

3. A message carrier comprising a cylindrical metal casing closed at one end, a hollow cap adapted to be detachably secured on the open end thereof, the cap and casing when united forming a cylinder with substantially unbroken periphery, and smoothly rounded corners, and the exterior being polished to form reflecting surfaces, flat sheet metal loop handles each secured diametrically across the casing and cap ends, the surfaces of the handles being polished for reflectors, and a cage within the casing consisting of wire hoops adapted to closely fit the casing and wires extending longitudinally of the casing secured on the inner side of the hoops in parallel, spaced relation.

4. A message carrier comprising a cylindrical metal casing closed at one end, a hollow cap adapted to be detachably secured on the open end thereof, the cap and casing when united forming a cylinder with substantially unbroken periphery, and smoothly rounded corners, and the exterior being polished to form reflecting surfaces, flat sheet metal loop handles each secured diametrically across the casing and cap end, the surfaces of the handles being polished for reflectors, and a spring lock adapted to engage and hold the cap when the latter is screwed in place.

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

FREDERICK J. MENO.

Witnesses:

C. R. STICKNEY,
A. M. DORR.