

Sept. 2, 1924.

1,507,367

S. H. EDELSTEIN

SHIP'S LIGHT

Filed July 5, 1923

2 Sheets-Sheet 1

Fig. 1.

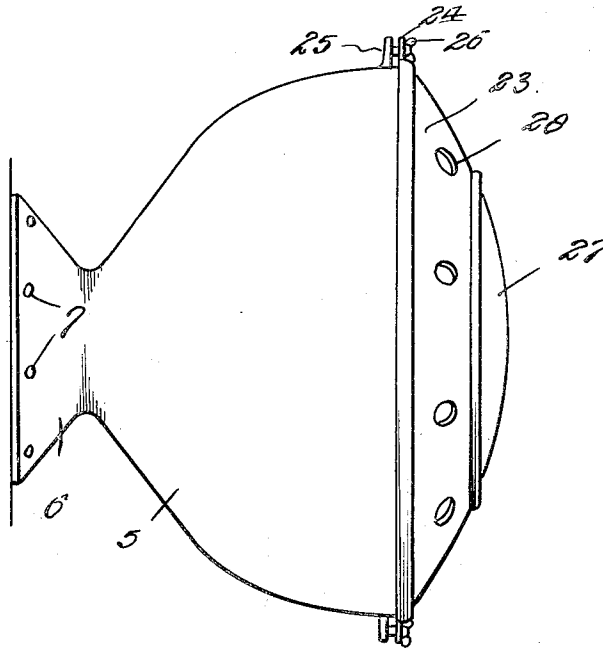
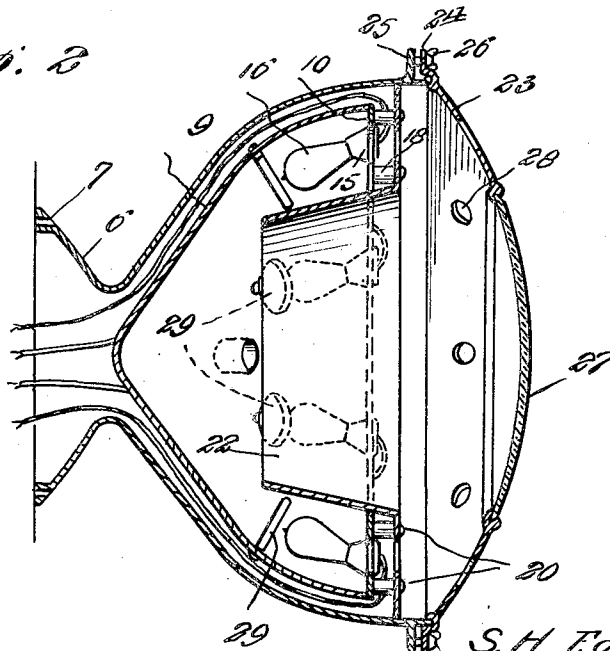


Fig. 2



Witnesses:
H. L. Fox

S. H. Edelstein.
Inventor

Charles C. Brown
Attorney

Sept. 2, 1924.

1,507,367

S. H. EDELSTEIN

SHIP'S LIGHT

Filed July 5, 1923

2 Sheets-Sheet 2

Fig. 3.

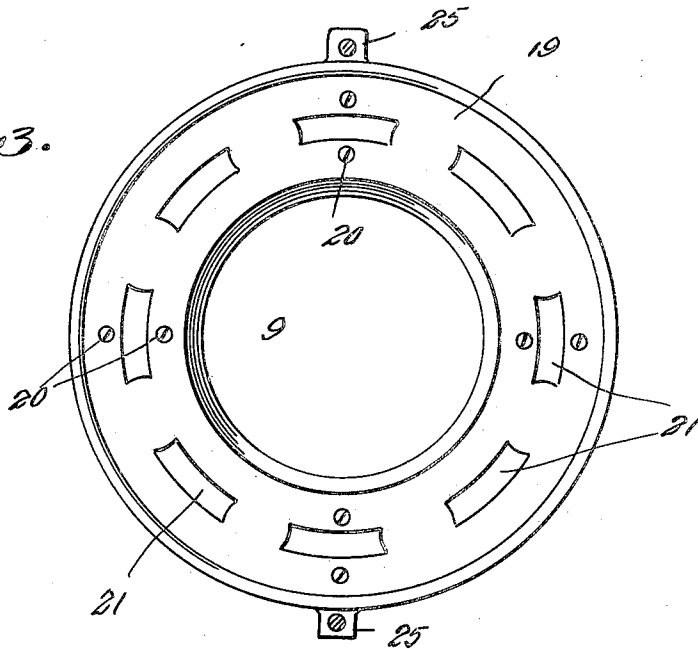


Fig. 4.

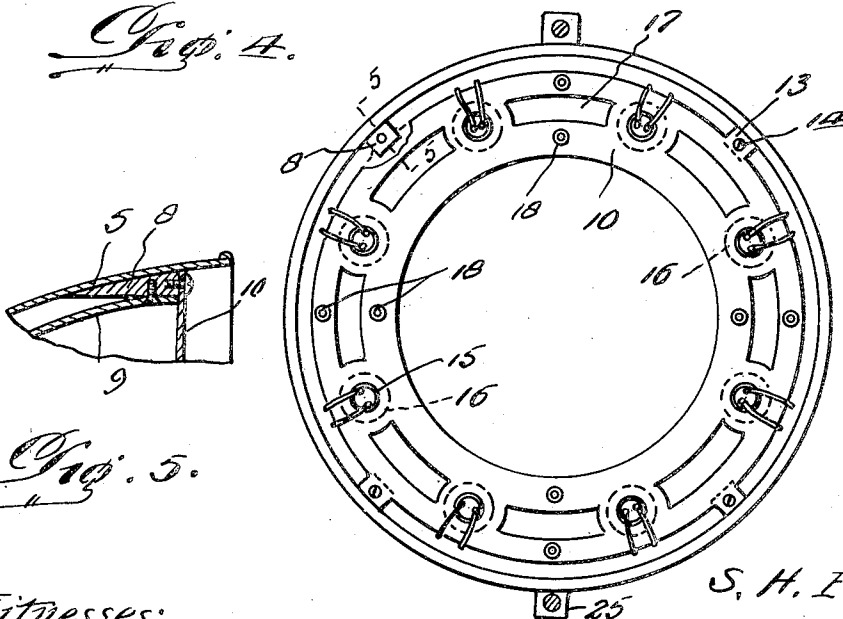


Fig. 5.

Witnesses:
J. L. Fox

S. H. Edelstein
Inventor

Charles A. B. B.
Attorney

UNITED STATES PATENT OFFICE.

SAMUEL H. EDELSTEIN, OF BAYONNE, NEW JERSEY.

SHIP'S LIGHT.

Application filed July 5, 1923. Serial No. 649,523.

To all whom it may concern:

Be it known that I, SAMUEL H. EDELSTEIN, a citizen of the United States, residing at Bayonne, in the county of Hudson and State of New Jersey, have invented certain new and useful Improvements in Ships' Lights, of which the following is a specification.

In carrying out the present invention, it is my purpose to provide a powerful light for ships of all kinds, wherein the same may be properly steered upon its course during foggy or inclement weather.

The primary object of this invention resides in the provision of such a light that is simple of construction, and one that may be readily disassembled for the repairing of the same, or the renewal of parts.

A still further object of my invention is the provision of a ship's light, wherein the same includes a number of light sources such as electric bulbs wherein the rays of light from the different bulbs are directed outwardly through a central lens for thereby providing a powerful light.

The nature and advantages of the invention will be better understood when the following detailed description is read in connection with the accompanying drawings, the invention residing in the combination, construction, and arrangement of parts as claimed.

In the drawings forming part of this application, like numerals of reference indicate similar parts in the several views, and wherein:

Figure 1 is a side elevation of my improved light.

Figure 2 is a longitudinal vertical cross section of the same.

Figure 3 is a front elevation of the light, with the lens carrying cover plate removed.

Figure 4 is a view similar to Figure 3, with the removable reflector carrying plate removed, and

Figure 5 is a detail fragmentary cross section taken substantially upon the line 5-5 of Figure 4.

Now, having particular reference to the drawings, my novel ship's light embodies a casing 5 of conventional form, and that carries at its inner reduced end a base 6 provided with longitudinal openings 7, whereby the same may be secured to the smoke stack or other portion of a ship, through the medium of bolts or other fastening means.

Within the casing 5 and adjacent the front end thereof are spaced relatively elongated lugs 8, that are circular in cross section, and are provided with horizontal screw threaded openings.

Within the casing 5 and wedged at its outer edge in position between said lugs 8 is a reflector 9. Directly forwardly of this reflector 9 and having close contact with the front edge thereof is an annulus 10 that is formed with spaced ears 13 for positioning in front of the said lugs 8, and that are provided with openings whereby said annulus may be secured in the position of Figures 4 and 5, through the medium of set screws or the like 14. This annulus 10 is formed at spaced points thereon with circular openings in which are positioned rearwardly and downwardly extending lamp sockets 15 for receiving electric lamps 16. Between the said lamp socket carrying openings of the annulus, the same formed with elongated openings 17 for ventilating purposes. Formed at opposite sides of each alternate one of said ventilating openings 17 are forwardly extending spacing sleeves 18, with which are adapted to be alined openings within a circular disk 19, through which extend set screws 20, for securing said disk 19 in position within the casing 5, it being understood in this connection that said spacing sleeves 18 are internally screw threaded. In longitudinal alinement with the said ventilating openings 17 of the annulus 10 are similar openings 21, in said disk 19, which disk is further formed with a central opening surrounding which is a rearwardly directed somewhat conical-shaped skirt portion 22, the outer surface of which is highly polished for providing a reflector.

In position upon the front end of the casing 5 is a dome-shaped cap 23, that is formed with a marginal flange for overlapping the forward edge of the casing, this cap being formed at its upper and lower sides with ears 24, that are complementary to ears 25 formed upon the casing 5, these latter mentioned ears carrying forwardly extending bolts that project through openings in the ears 24 and are screw threaded for the reception of wing nuts 26, whereby said cap may be maintained in position upon the casing.

This lid 23 is formed with a central opening, within which is received a concavo-

convex lens 27 and surrounding said opening are ventilating openings 28. Carried by the reflector 9, and directly rearwardly of the said electric lamps 16 are magnifying lenses 29, for obvious purposes.

It is of course to be understood that the lamp bulb sockets 15 have electrical connection with a suitable source of electrical supply and in view of the above description when considered in conjunction with the accompanying drawings, it will be apparent that the light rays from the bulbs 16 will be directed rearwardly onto the reflector 9, and then outwardly through the conical skirt portion 22 of the disk 19 to be projected through the lens 27 for providing a source of light that will penetrate heavy fogs, whereby the ship or other vessel may be properly steered upon its course, and whereby other vessels may be seen and avoided.

Even though I have herein shown and described the most preferred embodiment of the invention with which I am at present familiar, it is nevertheless to be understood

that minor changes may be made therein, without departing from the spirit and scope of the invention as claimed.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent is:

A ship's light comprising a casing having ventilating openings, a reflector housed therein and spaced from the side walls thereof, a cone shaped skirt member supported in the casing beyond the larger end of the reflector and extending into the reflector, said skirt member having an annular flange which extends to the inner surface of the casing and which is provided with ventilating openings, electric bulbs disposed in the space between the inner surface of the reflector and the skirt portion, electric conductors leading through the space between the reflector and the casing to the bulbs and lenses located in the space between the reflector and the skirt portion.

In testimony whereof I affix my signature.

SAMUEL H. EDELSTEIN.