(No Model.)

E. J. F. COLEMAN.

Head Light for Boats.

No. 240,663. Patented April 26, 1881.

Fig. 8.

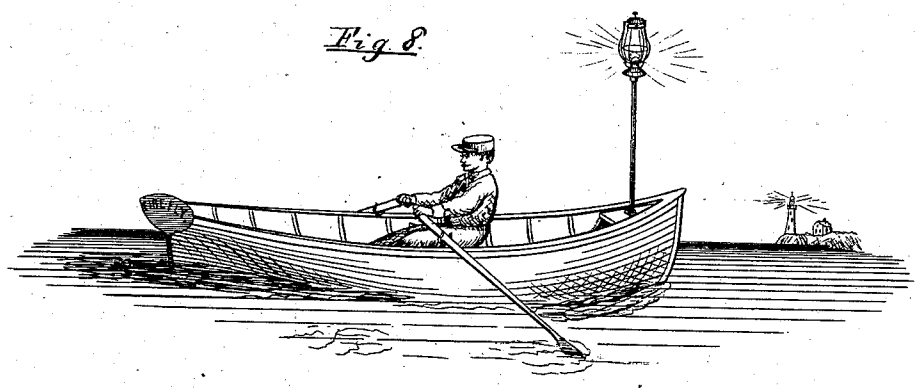
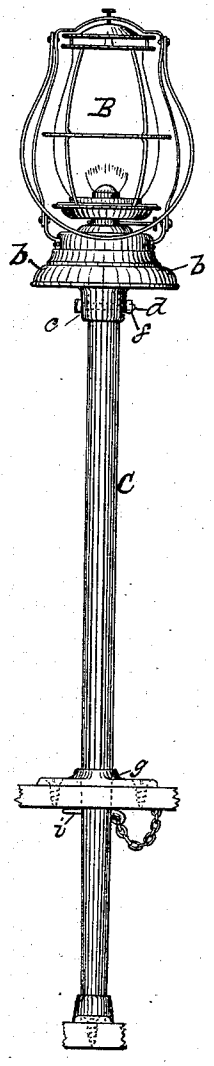


Fig. 1.



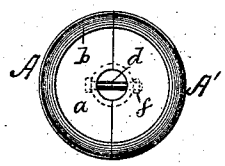


Fig. 2.

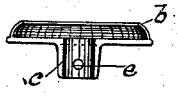


Fig. 3.

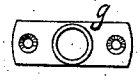


Fig. 4.



Fig. 5.

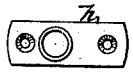


Fig. 6.



Fig. 7.

Witnesses.

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UNITED STATES PATENT OFFICE.

EDWARD J. F. COLEMAN, OF PROVIDENCE, RHODE ISLAND.

HEAD-LIGHT FOR BOATS.

SPECIFICATION forming part of Letters Patent No. 240,663, dated April 26, 1881.

Application filed March 25, 1881. (No model.)

To all whom it may concern:

Be it known that I, EDWARD J. F. COLEMAN, of Providence, Rhode Island, have invented certain new and useful Improvements in Head-Lights for Boats, of which the following is a specification.

It is my object to obtain a cheap, efficient, readily-applied, and easily-removable head-light for boats; and my invention has reference particularly to the means by which the lamp or lantern is supported and held in place.

The device in which my invention is comprised is a holder for the lamp or lantern composed of two socketed sections, which, when placed together, form a receptacle for containing the lamp or lantern and a socket to fit upon the upright staff or other support, which stands in the bow of the boat, this sectional holder being so arranged that, when the lantern is placed in it and it is placed upon the staff, it may be clamped around the lantern and secured upon the staff by means of one and the same clamping or fastening device.

The nature of my invention and the manner in which the same is or may be carried into effect will be understood by reference to the accompanying drawings, in which—

Figure 1 is an elevation of my improved head-light. Fig. 2 is a plan of the sectional holder. Fig. 3 is a side elevation of one of the holder-sections. Figs. 4 to 7 are views of details hereinafter referred to. Fig. 8 is a perspective view of a boat provided with my head-light.

The holder A A′ is provided with a flanged seat, *a*, for the lamp or lantern B, (which latter may be of any approved construction,) the flange *b* surrounding the seat being inwardly inclined, so as to overlap the base of the lantern placed within it. Below it is formed with a tubular socket or sleeve, *c*, which receives the upper end of the staff or support C, upon which the light is to be mounted. The holder is divided vertically into two sections, A A′, as shown, one of these sections being shown in elevation in Fig. 3.

When the holder is to be provided with a lamp or lantern and attached to the staff, its two sections are fitted upon and put together around the base of the lantern, which is held in place by the retaining-flange *b*. The holder, while its sections are thus maintained in place around the lamp, is then fitted upon the upper end of the staff C, which enters the socket *c*, and then, by any suitable instrumentality, the holder-sections are drawn together and fastened, which will have the effect of clamping the lamp in the holder and the holder on the staff.

The clamp or fastener which I employ in the present instance is a bolt, *d*, which passes through holes *e* in the socketed neck *c* and a corresponding hole in the staff. The point of the bolt is screw-threaded, and upon this screw-threaded portion, which projects through and beyond the socketed neck, is screwed a thumb-nut, *f*, by means of which the holder-sections are drawn closely together around the staff and the lantern.

The staff C can be secured in place by any suitable means. A convenient arrangement is shown in the drawings.

A hole for the passage of the staff is formed in the front thwart of the boat, on top of which thwart at this point is secured the tubular metallic bearing-piece *g*. (Shown in plan, Fig. 4, and side elevation, Fig. 5.) To the bottom of the boat, vertically under the hole in the thwart, is secured the metallic socket-piece *h*. (Shown in plan, Fig. 6, and in side elevation, Fig. 7.) The lower end of the staff passes down through the thwart and rests in the socket-piece, and the staff is prevented from getting out of place by a key or locking-pin, *i*, which is inserted in a hole in the staff just below the thwart.

The whole device, including the fittings just described, is cheap, easily manufactured, efficient, and susceptible of ready application to and removal from the boat.

Having described my invention and the manner in which the same is or may be carried into effect, what I claim, and desire to secure by Letters Patent, is—

1. The sectional or divided holder formed with a lamp or lantern receiving seat and a socketed or tubular neck to fit upon a staff or other support, in combination with a clamp or fastener applied to the neck of the holder and arranged and operating to draw closely together the holder-sections, substantially as and for the purposes hereinbefore set forth.

2. A head-light for boats, consisting of a lantern, a staff, a sectional or divided holder formed with a seat for the lantern and a socketed tubular neck to receive the staff, and a clamp or fastener which draws together the holder-sections, so as to bind them around the staff and the lantern, substantially as hereinbefore set forth.

3. The holder composed of sections A A′, formed with lantern-seat *a b* and tubular or socketed neck *c*, having holes *e*, in combination with bolt *d* and thumb-nut *f*, as and for the purposes hereinbefore set forth.

In testimony whereof I have hereunto set my hand this 25th day of March, A. D. 1881.

EDWARD J. F. COLEMAN.

Witnesses:
E. A. DICK,
N. C. LANE.