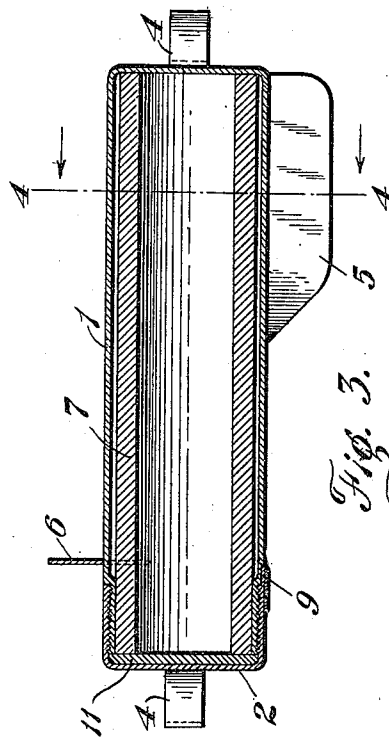
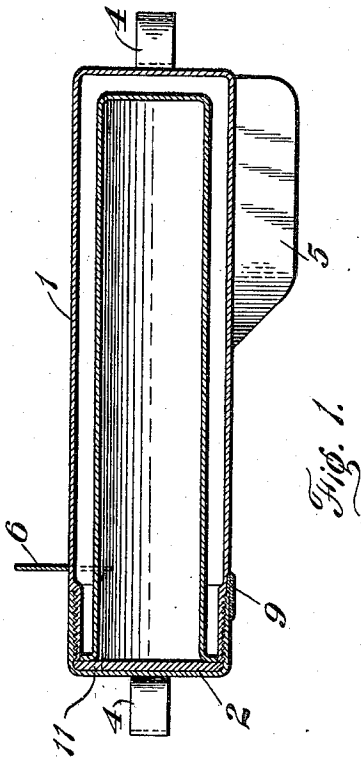
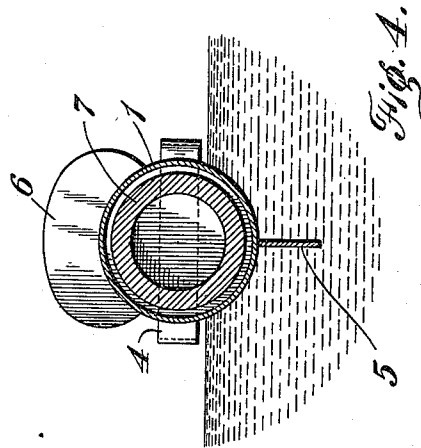
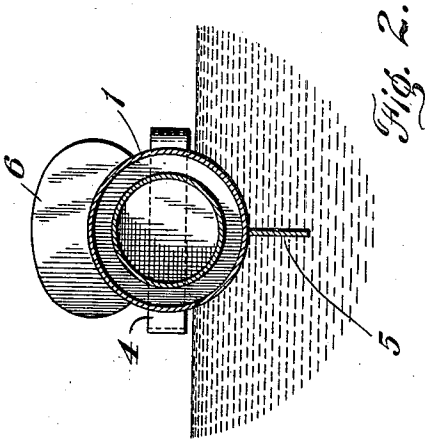


F. J. MENO.
MESSAGE CARRIER FOR VESSELS.
APPLICATION FILED JAN. 27, 1911.

1,013,607.

Patented Jan. 2, 1912.



Witnesses
Chas. W. Stauffer
L. E. Flanagan

Inventor
FREDERICK J. MENO.
By *Barthelme*
Attorneys

UNITED STATES PATENT OFFICE.

FREDERICK J. MENO, OF DETROIT, MICHIGAN.

MESSAGE-CARRIER FOR VESSELS.

1,013,607.

Specification of Letters Patent.

Patented Jan. 2, 1912.

Application filed January 27, 1911. Serial No. 604,981.

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 Vessels, of which the following is a specification, reference being had therein to the accompanying drawings.

In case of accident at sea, it is often 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 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, must be strong enough to be washed ashore without injury and should be easily driven by the wind so as to reach shore. It should also be arranged to be easily washed upon shore by the waves without danger of going afloat again.

This invention relates to a message carrier 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, and is readily driven ashore by the wind and has certain other features tending to insure the safeguarding of the contents and ultimate delivery to a coast guard or other person.

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 longitudinal section of a message carrier embodying features of the invention; Fig. 2 is a view in cross section thereof; Fig. 3 is a view in longitudinal section of a modification; Fig. 4 is a view in section on or about line 4-4 of Fig. 3.

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 watertight joint, for the reception of a hollow cap 2 of similar material. Loop handles 4 are secured diametrically across the closed end of the casing and the outer end of the cap, so as to project slightly beyond the sides of the cylinder, and therefore prevent its rolling back from

a beach on which it may lodge, preferably so that they lie in the same plane when the cap is fully screwed or locked home and above the water line when afloat. 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 of 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. The ship's name is suitably inscribed on the cylinder together with instructions to the finder to mail the same to the vessel owners. In the preferred form, the handles are of flat metal strips with wired or rolled edges, and 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 or rocks. A longitudinal fin 5 is secured on the cylinder near its closed end, in a radial plane substantially at right angles to the plane of the handles. This acts as a keel and rudder. At the open end, a segmental flange 6 is secured to the casing diametrically opposite the line of the attachment of the rudder fin. This flange, which is of burnished sheet metal, acts as a sail to catch the wind and coöperates with the fin to hold the carrier before the wind so that it moves quite rapidly. The rib or flange is so proportioned and disposed as to be normally above the water line of the carrier when afloat; and when the carrier goes ashore and is rolled up the beach, the fin, flange and handles keep it from rolling back. The walls are either made hollow, as shown in Figs. 1 and 2, or a cylinder of wood or cork, or like buoyant material, is inserted, so that a puncture of the outer shell does not cause the carrier to fill and sink. A lock may be used to prevent the cap from unscrewing, or also a tongue 9 may be used to snap into a recess in the cap, or other means may be used to hold the cap in place. A gasket 11 is preferably used to insure a tight joint.

It is found in practice that the carrier floats sufficiently high to attract attention from long distances as it is flashing in sun-

light while it does not foul readily when in wreckage and keeps itself clear of ice, and at the same time is strong enough to be washed ashore without injury.

5 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.

10 What I claim 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 across the casing
15 and cap ends, with their ends extending beyond the peripheries of the casing and cap, a fin disposed longitudinally along the casing, and a segmental flange on the casing diametrically opposite to the line of attachment of the fin.
20

2. 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 across the casing
25 and cap ends, with their arms extending be-

yond the peripheries of the casing and cap, a fin disposed longitudinally along the casing, a segmental flange on the casing diametrically opposite to the line of attachment of the fin and a shell within the casing adapted to float the carrier when the casing is punctured.

3. 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 across the casing
35 and cap ends, with their arms extending beyond the peripheries of the casing and cap, a fin disposed longitudinally along the casing, a segmental flange on the casing diametrically opposite to the line of attachment
40 of the fin and a shell of buoyant material within the casing.

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

FREDERICK J. MENO.

Witnesses:

OTTO F. BARTHEL,
ANNA C. RAVILER.