

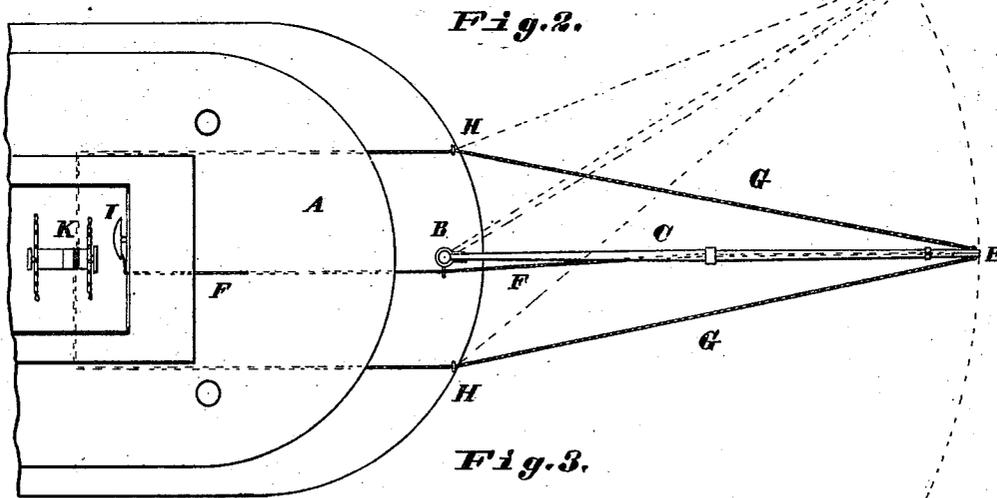
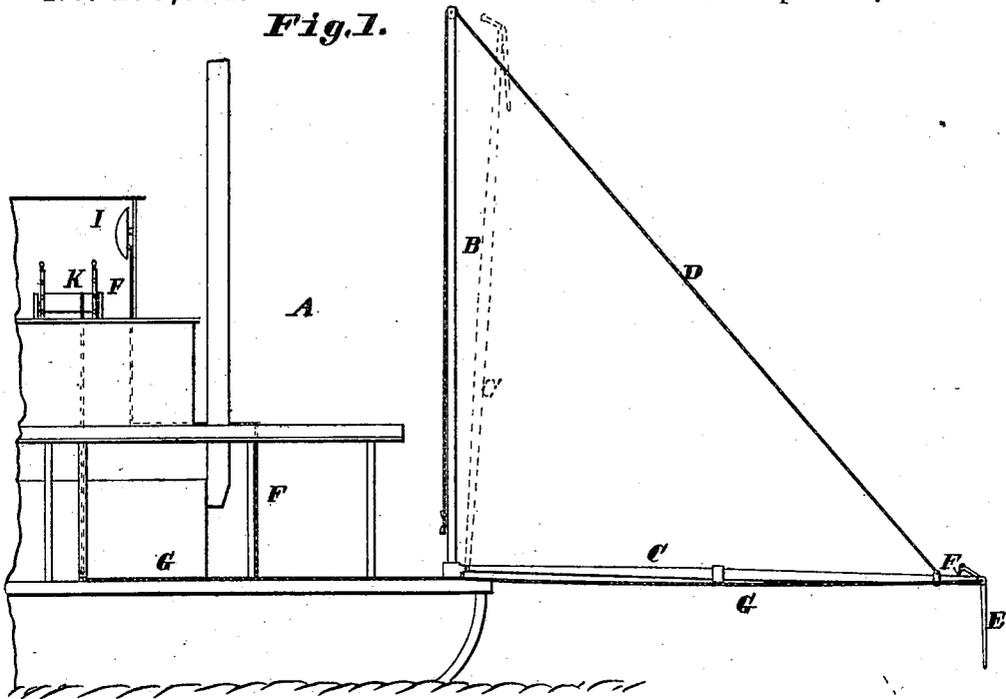
(No Model.)

W. R. ANSORGE.

OBSTRUCTION INDICATOR FOR BOATS.

No. 275,974.

Patented Apr. 17, 1883.



Attest:
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UNITED STATES PATENT OFFICE.

WENZEL R. ANSORGE, OF TEXARKANA, ARKANSAS.

OBSTRUCTION-INDICATOR FOR BOATS.

SPECIFICATION forming part of Letters Patent No. 275,974, dated April 17, 1883.

Application filed August 21, 1882. (No model.)

To all whom it may concern :

Be it known that I, WENZEL R. ANSORGE, of Texarkana, in the county of Miller and State of Arkansas, have invented a certain new and useful Improvement in Obstruction-Indicators for Boats, &c., of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, and in which—

Figure 1 is a side elevation of the fore end of a boat with my indicator attached, and Fig. 2 is a top view of same. Fig. 3 is a detail enlarged view.

My invention relates to a device to be attached to the prow of a boat for the purpose of indicating any obstruction that may be approached.

My invention consists in the hereinafter-described arrangement and construction of parts.

A represents the prow of a boat or ship, with a mast, B, to the bottom of which is hinged an indicator spar or pole, C, whose outer end is supported by a rope, D, secured thereto, and passing up over the top of the mast and secured to a point beneath.

To the outer end of the spar C is pivoted a bell-crank lever, E, to the upper end of which is secured one end of a rope, F, which passes back to the boat, and may extend up into the pilot-house and be connected to a bell or gong, I, as shown, or it may extend down to the engine-room and be connected to the lever, and thus it will be seen that when the lower part of the bell-crank lever E strikes any obstacle or obstruction it will be forced back, which will pull on the cord or rope F and give an

alarm by ringing the bell I, or, in the other case mentioned, stop the engine by operating the lever.

The vertical position of the spar or pole C may be changed to raise or lower the bell-crank by means of the rope D; or it may be raised when not in use into a vertical or nearly vertical position, as shown by dotted lines, Fig. 1. G G are guy-ropes, which extend from each side of the end of the spar back to pulleys or staples H on the prow of the boat, from where they extend to the pilot-house and wind in opposite directions around a drum, K, and thus it will be seen that by turning the drum in one or the other direction the guy-rope that is drawn on will pull the outer end of the spar in that direction, so that the pilot can move the outer end of the spar from side to side at will and feel for any obstructions the boat may be approaching.

The device may also be used for sounding the depth of water.

I claim as my invention—

The combination of prow-mast B, pole C, hinged thereto and extending forward, rope D, extending from outer end of pole and working over the top of the prow-mast, bell-crank lever E, pivoted to the pole, rope F, extending from the bell-crank lever to the rear of the prow-mast, pole-swinging ropes G G, guides H H, and windlass K, as set forth.

WENZEL R. ANSORGE.

Witnesses:

GEO. H. KNIGHT,
ALBERT G. FISH.