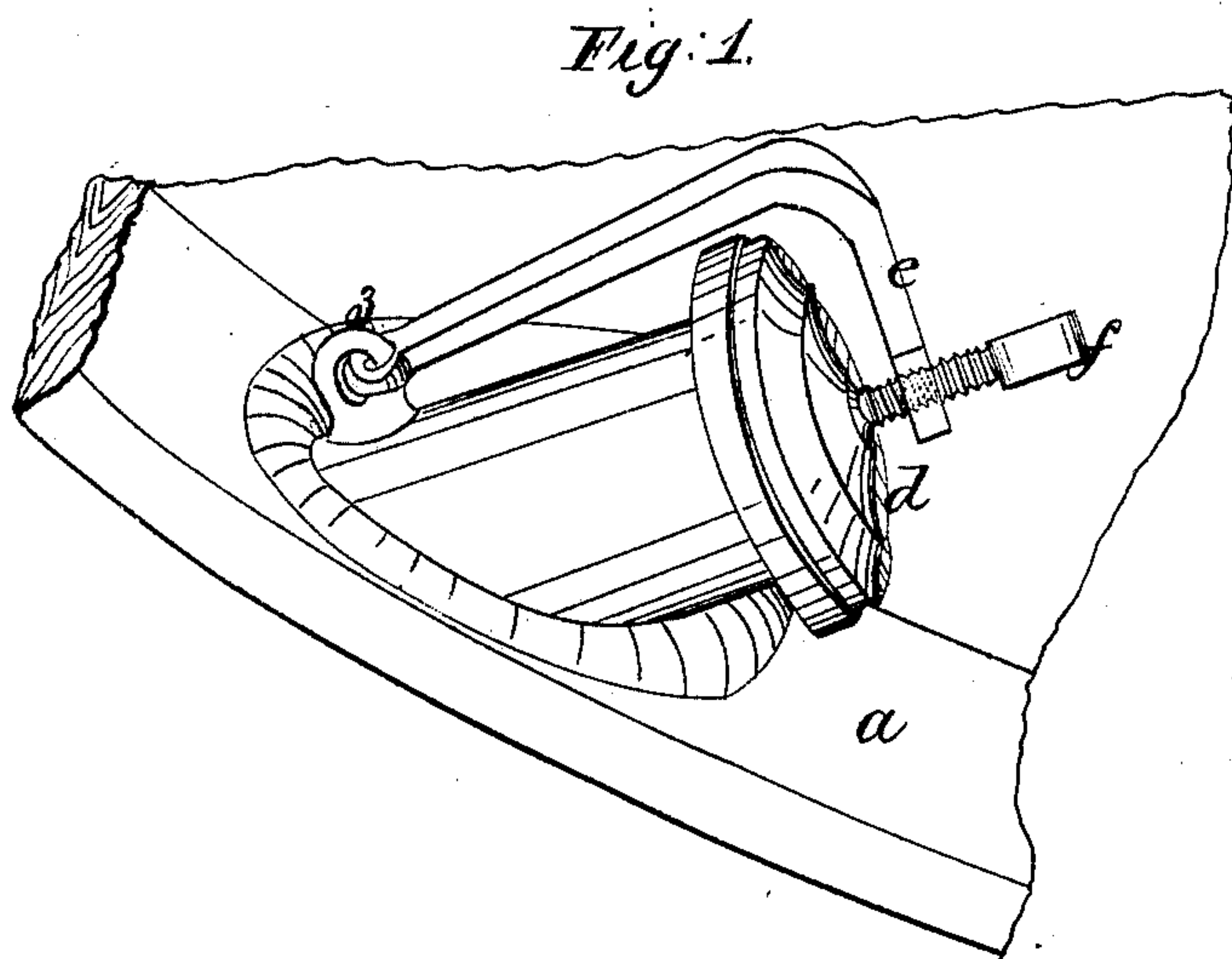
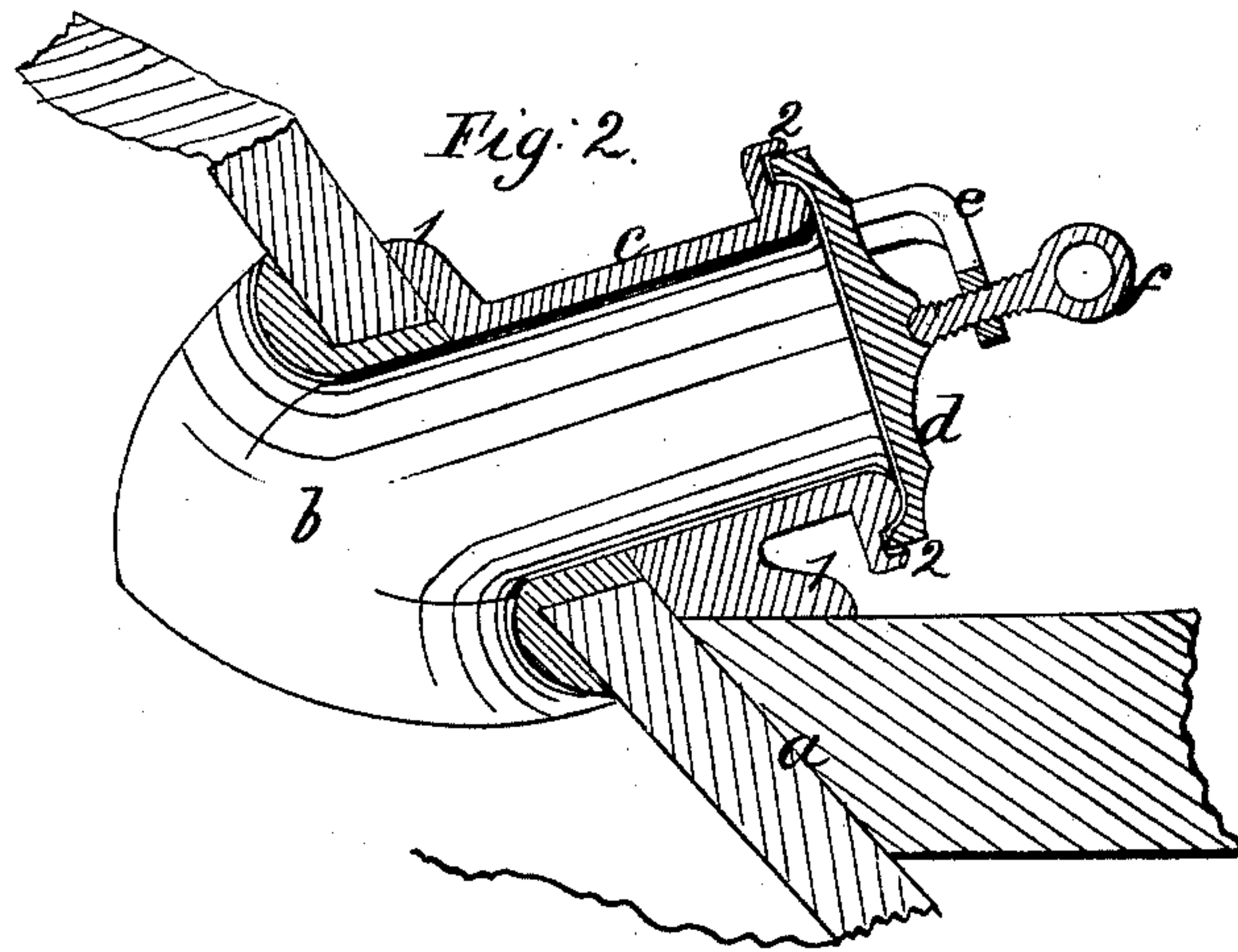


*C. Perley.*  
*House Holes.*

*N<sup>o</sup> 30,755.*

*Patented Nov. 27, 1860.*



*Witnesses;*  
*Lemuel H. Perrell*  
*Chas. Geo. Harold*

*Inventor;*  
*Charles Perley*

# UNITED STATES PATENT OFFICE.

CHARLES PERLEY, OF NEW YORK, N. Y.

## HAWSE-PIPE.

Specification of Letters Patent No. 30,755, dated November 27, 1860.

*To all whom it may concern:*

Be it known that I, CHARLES PERLEY, of the city and State of New York, have invented, made, and applied to use a certain  
5 new and useful Improvement in Hawser-Pipes for Ships and Vessels; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being  
10 had to the annexed drawing, making part of this specification, wherein—

Figure 1 is a plan of said improvement, and Fig. 2 is a vertical section of the same.

Similar marks of reference denote the  
15 same parts.

The hawser pipes now usually passing out at the bows of steamers and other vessels are a source of annoyance to the crew because in running through heavy seas a jet of water  
20 will often strike through the hawser pipe for a considerable distance within the vessel; hence the forecastle of the ship is usually only fit for storage of old materials such as rope, &c., and even when a heavy sea is not  
25 running the wind and spray render this portion of the ship almost useless. Various attempts have been made to close these hawser pipes; cylinders of wood have been inserted into them, but in a heavy sea these are  
30 knocked out to the risk of personal injury to those near at hand, or else the force of water penetrates between the pipe and the wood, and wets the interior of the space, and if the wood swells under the action of the  
35 water it becomes difficult to remove the same as promptly as often required. With a view to obviate these difficulties I introduced several years since a hanging shutter at the outer end of the port drawn in by a rope,  
40 but if said shutter got loose in a storm the waves were apt to break the hinges and difficulty existed in securing the same again in place.

The nature of my said invention consists  
45 of a movable cap or shutter applied to the inner end of the hawser pipe, and clamped

thereto so as to be watertight, whereby the forecastle of a ship is rendered as dry and comfortable as any other portion. The cap is easily removed when necessary and being  
50 at the inner end of the hawser pipe is so far removed from the direct action of the waves as not to be liable to injury, for the force of the wave is partially broken by the air confined in the hawser pipe in its inclined posi-  
55 tion.

In the drawing *a*, represents a portion of a vessel's bow or other portion at which the hawser pipe *b*, is applied. This hawser pipe is to be of any usual size or construction. I  
60 prefer that the extension *c*, of the hawser pipe be applied to the inner end and secured by the flange 1, because this part *c*, serves as a guide to the chain and a protection to the hawser from injury, although  
65 the inner end of the hawser pipe itself may be adapted to receive my cap or shutter *d*, which I have represented as flanged around its edge setting into a groove 2, against an india rubber ring. In order to secure this  
70 cap or shutter firmly in place I have represented the bent arm *e*, attached to the hawser pipe by the eye 3, and provided with the clamping screw *f* to press the edge of the  
75 cap *d*, firmly against the rubber or elastic packing in the groove 2. The convenience, reliability, cheapness, durability and efficiency of my cap or shutter to the hawser pipes will be fully apparent.

What I claim and desire to secure by Let-  
80 ters Patent is—

The movable cap or shutter applied to the inner end of the hawser pipe and clamped thereto, for the purposes and as specified.

In witness whereof I have hereunto set  
85 my signature this third day of November, 1860.

CHARLES PERLEY.

Witnesses:

LEMUEL W. SERRELL,  
THOS. GEO. HAROLD.