D. C. Pierce.

Anchor.

No. 73035 Patented Jan. 7, 1868.

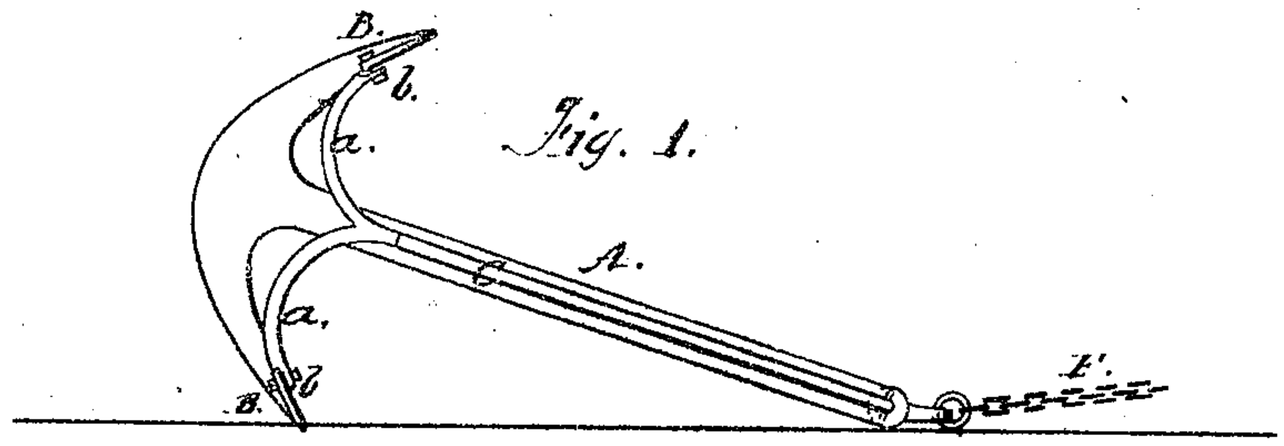

Fig. 1.

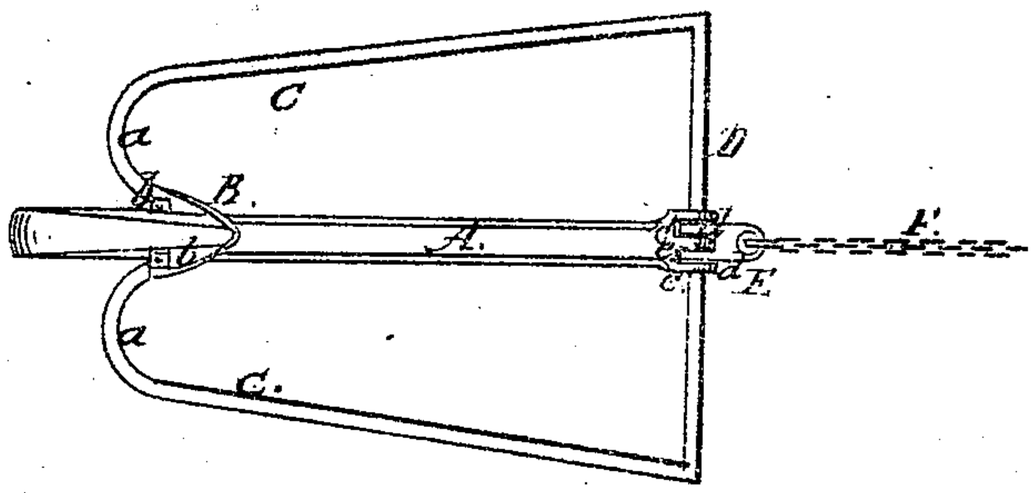

Fig. 2.

Witnesses:
Theo Froche
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Attorneys

United States Patent Office.

D. C. PIERCE, OF CLAYTON, NEW YORK.

Letters Patent No. 73,035, *dated January* 7, 1868; *antedated December* 28, 1867.

IMPROVED ANCHOR.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, D. C. PIERCE, of Clayton, in the county of Jefferson, and State of New York, have invented a new and improved Anchor; and that the following description, taken in connection with the accompanying drawings hereinafter referred to, forms a full and exact specification of the same, wherein I have set forth the nature and principles of my said improvements, by which my invention may be distinguished from all others of a similar class, together with such parts as I claim, and desire to have secured to me by Letters Patent.

This invention relates to certain means employed for preventing the "fouling" of the anchor, as it is technically termed, which is simply the winding of the cable around the flukes or stock of the anchor, a contingency of frequent occurrence when a vessel swings with the tide, and which often occasions considerable difficulty, on account of the vessel being allowed to drag.

The invention consists in applying fenders or rods to the ordinary anchor, in such a manner that the cable cannot wind around either the flukes or the stock, and the stock at the same time better secured than usual in the shank of the anchor. In the accompanying sheet of drawings—

Figure 1 is a side view of my invention.

Figure 2, an edge view of the same.

Similar letters of reference indicate like parts.

A represents the shank of the anchor, and B B the flukes. These parts constitute the common or ordinary anchor, and therefore do not require a special description. C C are fenders or rods, one end of which is divaricated or forked, as shown at *a a*, the prongs *a* being secured by bolts *b* to the inner ends of the blades of the flukes. These rods extend from the junction of the prongs *a* in a straight line to the ends of the stock D, to which they are fastened by bolts or otherwise. The stock is of iron, and passes through the outer end of the shank A, which end is enlarged or made heavier than the main portion, in order to form a good bearing or support for the stock. This enlarged end of the shank has two parallel slots, *c c*, made longitudinally in it to receive two parallel tenons or projections, *d d*, on the inner end of a shackle, E. The stock D passes through these tenons or projections *d d*, and is allowed to turn or work freely thereon. The stock D is prevented from moving in the end of the shank A by means of a pin, *e*, which passes through the enlarged end of the shank, and fits in a notch made in the side of the stock. The cable F is attached to the outer end of the shackle E.

From the above description it will be seen that the fenders or rods C C will effectually prevent the cable from winding around either the flukes or the stock. The prongs *a a* are curved gradually from their junction with the main parts of the fenders or rods C C to the flukes B, so that the cable may slip readily over them and the flukes, in case the cable winds around the same, there being no opportunity of the cable catching on around the flukes. The thick or enlarged end of the shank A forms a good support for the stock as well as the fenders or rods C C, and the stock therefore will not be liable to bend if subjected to any material strain, which is frequently the case when the end of the stock comes in contact with the bed of a river, stream, or harbor on letting down the anchor. When the anchor is hoisted, the fenders or rods C C may be readily detached from it, so that when a vessel is at sea, the anchor may be stowed compactly away. The attaching and detaching of these fenders or rods may be accomplished with the greatest facility and in a very short time.

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

The fenders or rods C C D, constructed as shown, attached to the flukes and stock of the anchor substantially in the manner as and for the purpose set forth.

The above specification of my invention signed by me, this 24th day of April, 1867.

D. C. PIERCE.

Witnesses:

WM. F. MCNAMARA,

J. A. SERVICE.