(No Model.) 3 Sheets—Sheet 1.

S. BAXTER.

FITTING FOR AND METHOD OF SEATING SHIPS' ANCHORS.

No. 323,774. Patented Aug. 4, 1885.

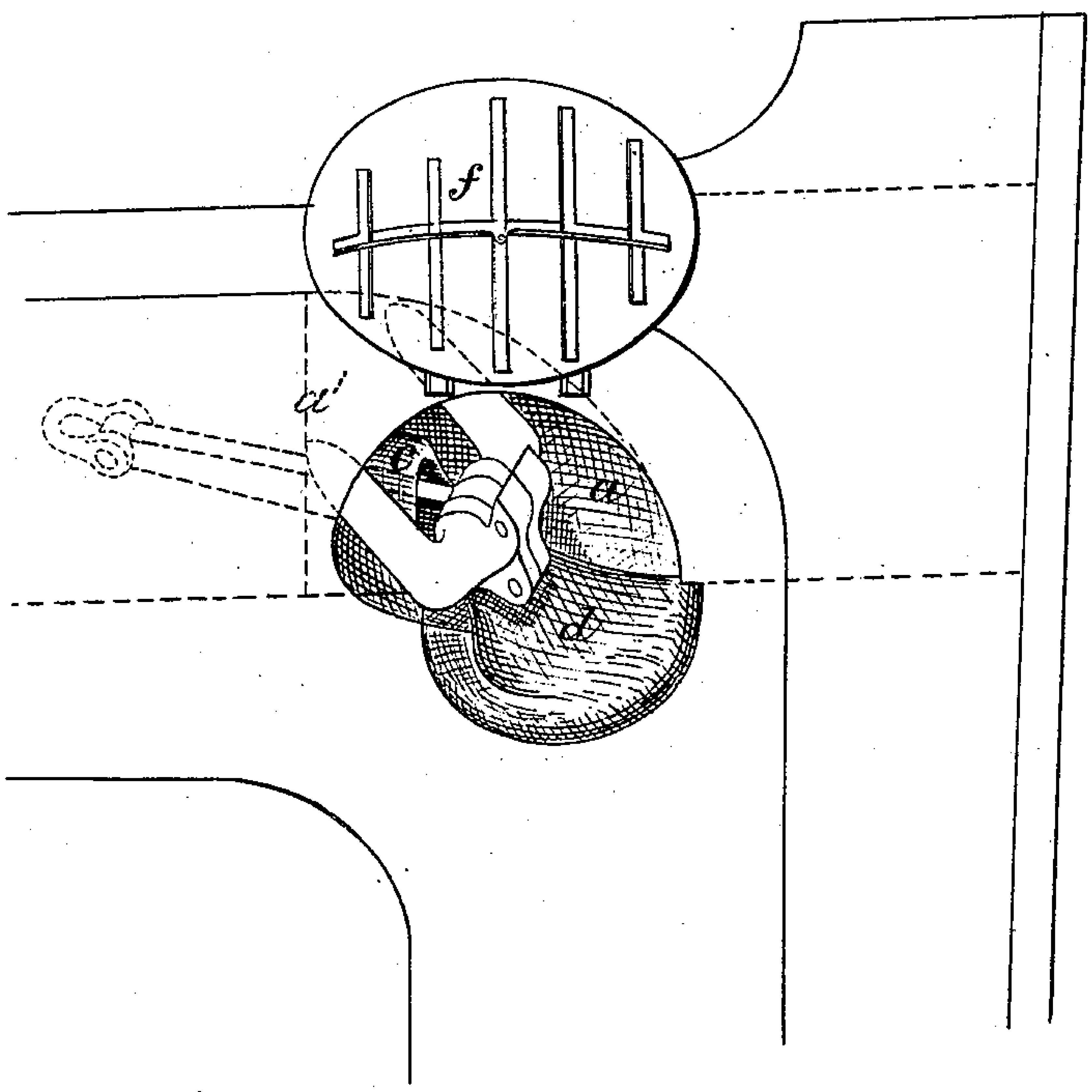

FIG. 2.

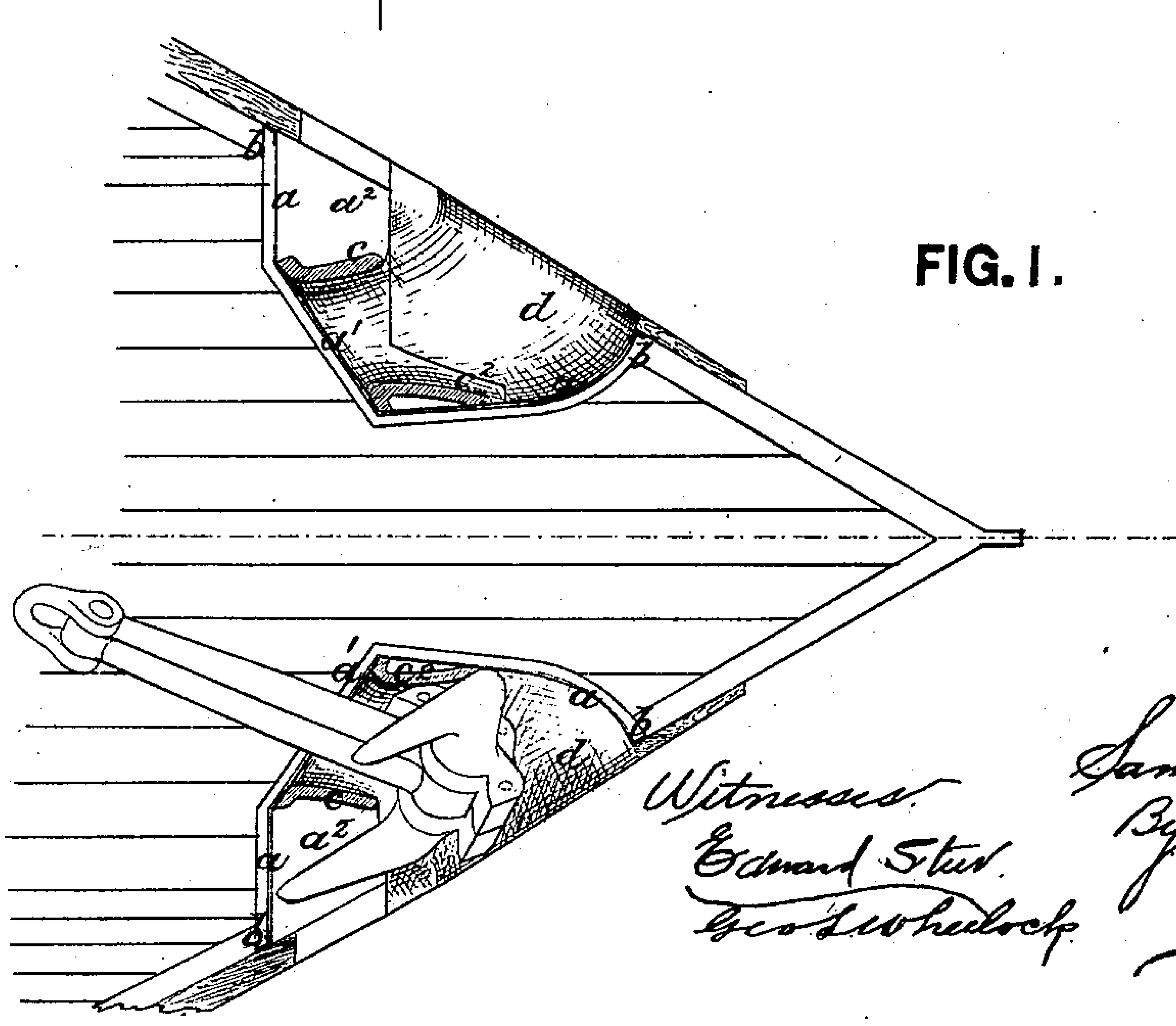

FIG. 1.

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FIG. 3.

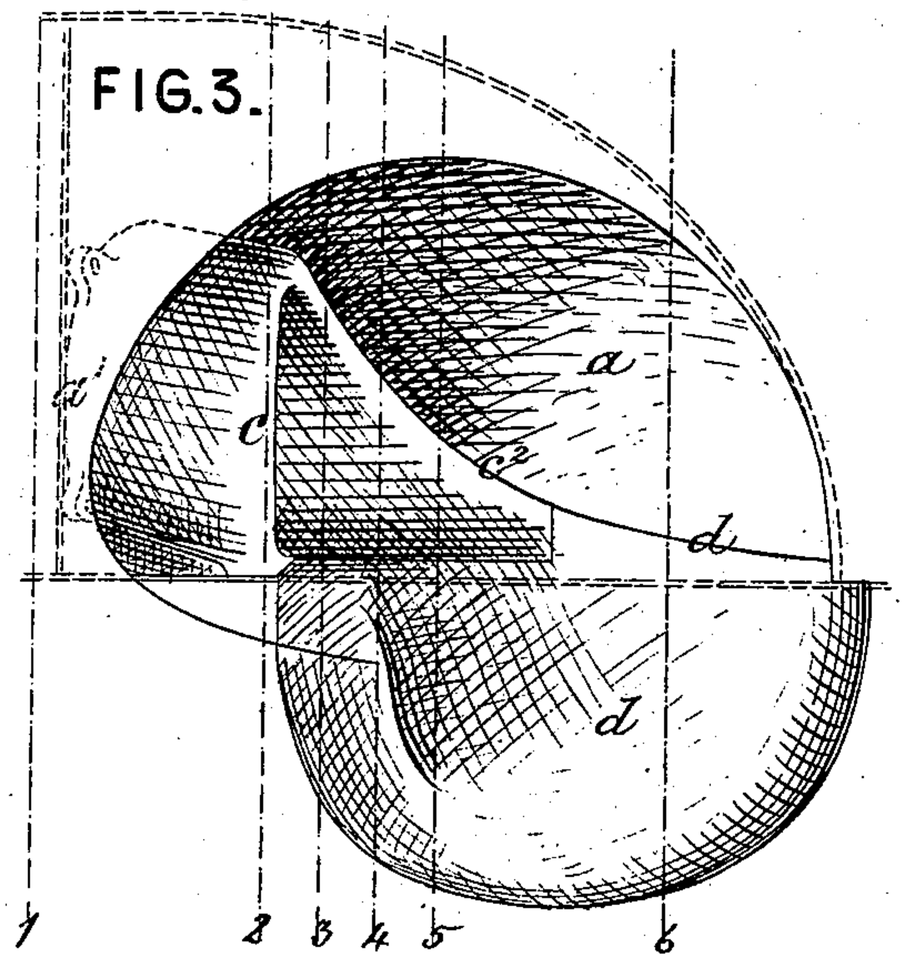


FIG. 5.

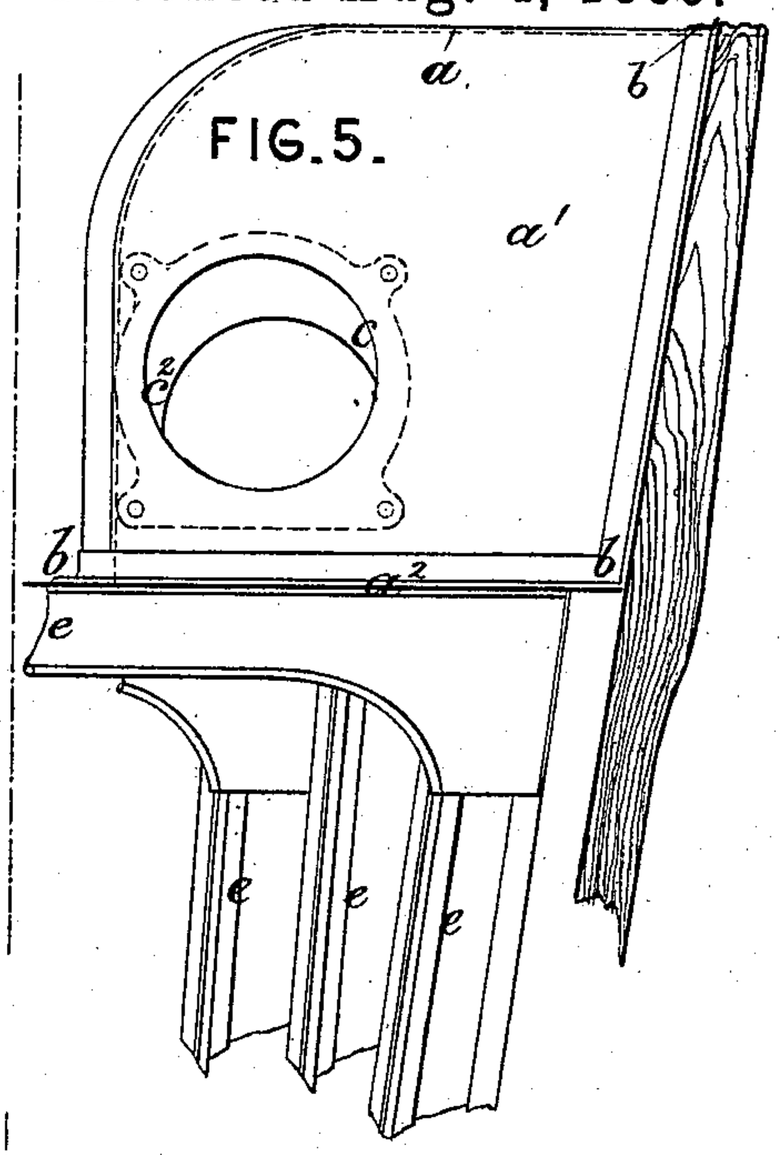


FIG. 4.

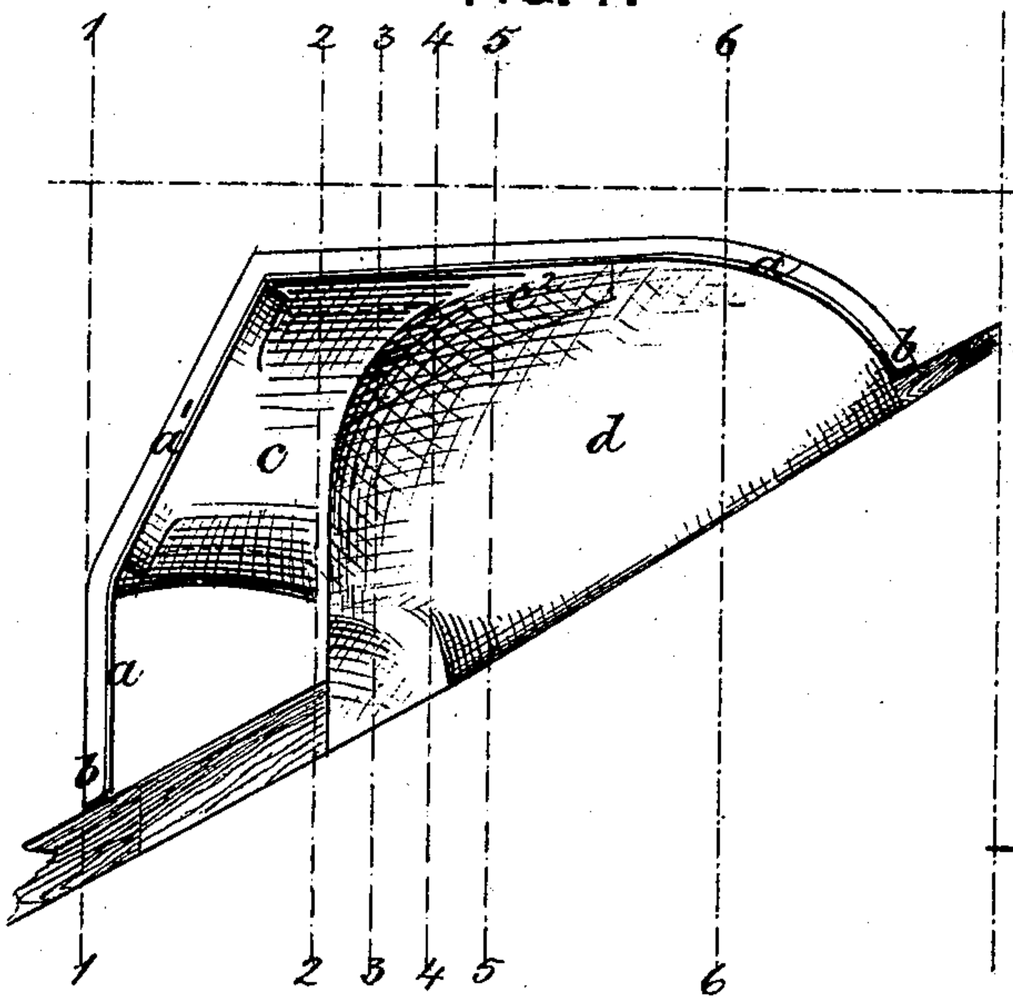
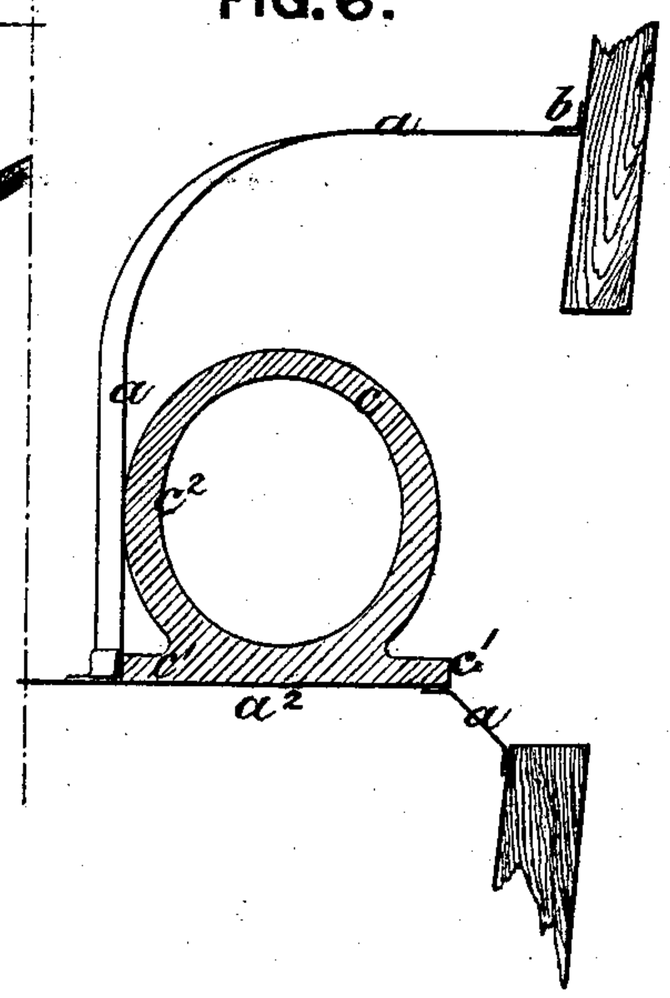


FIG. 6.



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No. 323,774. Patented Aug. 4, 1885.

FIG. 7.

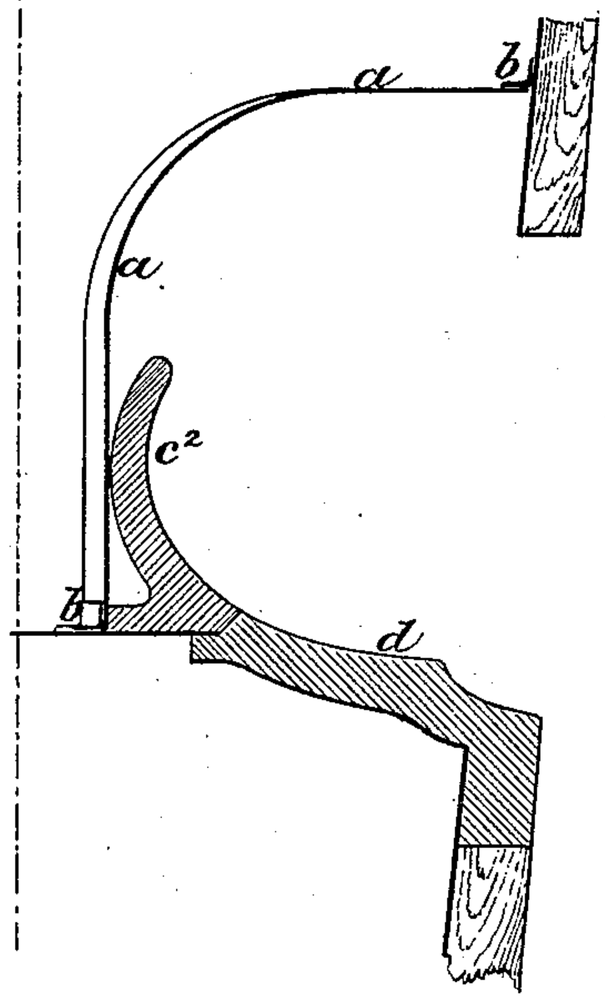


FIG. 8.

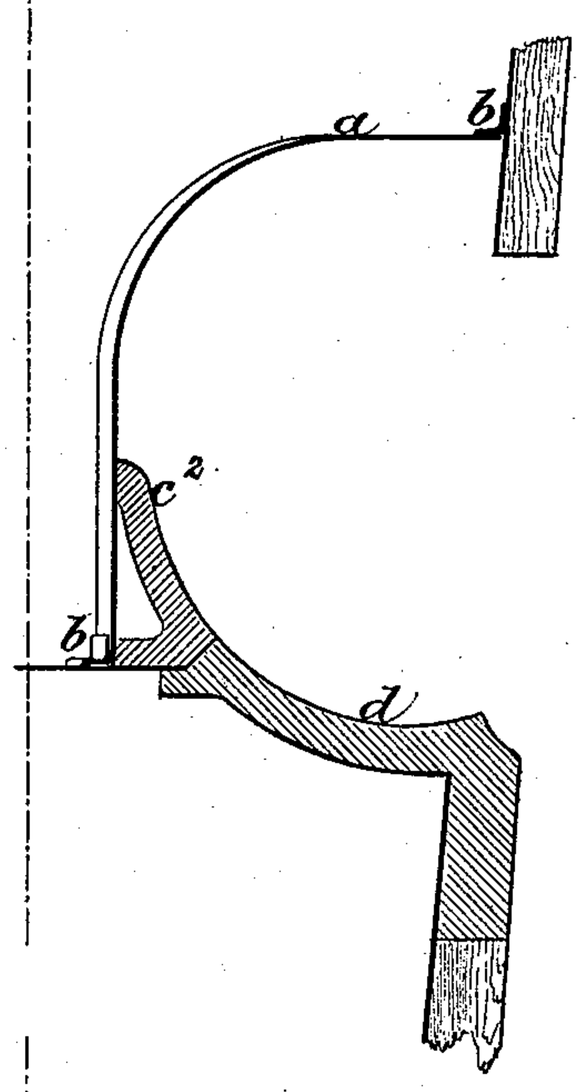


FIG. 9.

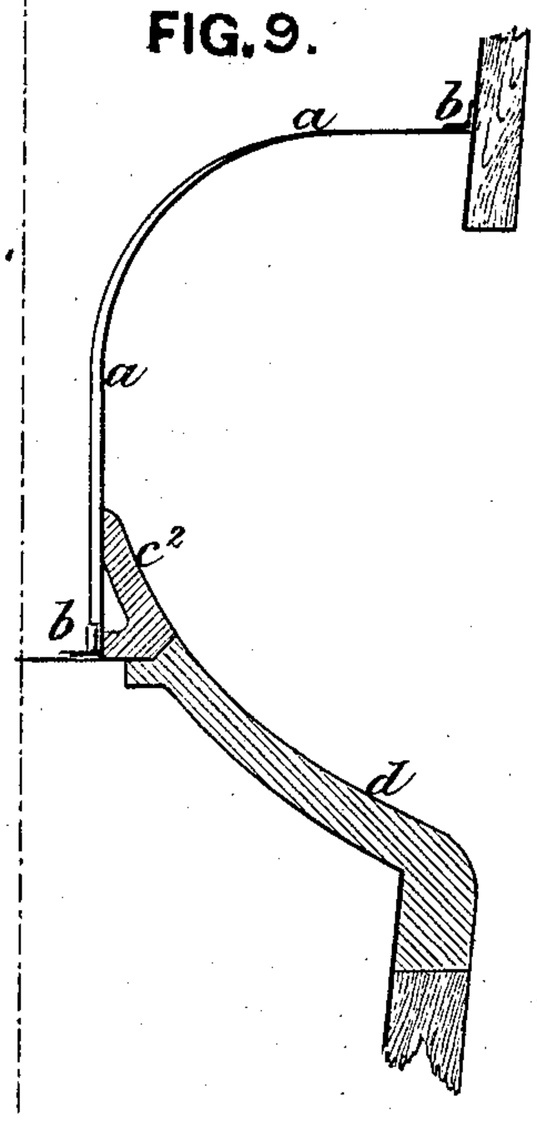
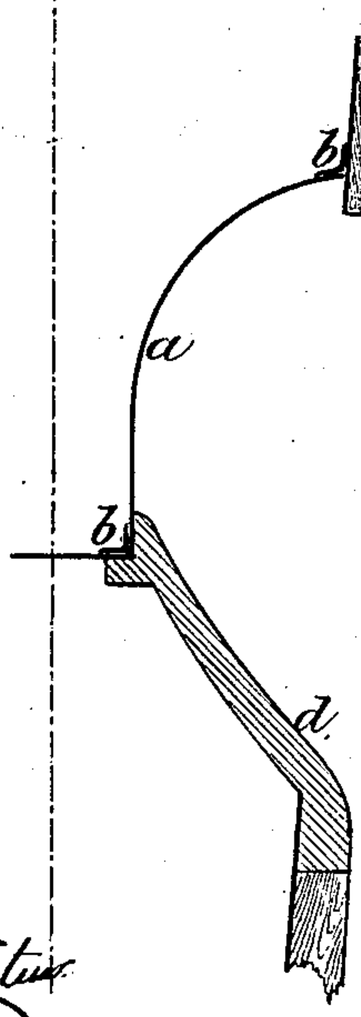


FIG. 10.



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UNITED STATES PATENT OFFICE.

SAMUEL BAXTER, OF LONDON, ENGLAND.

FITTING FOR AND METHOD OF SEATING SHIPS' ANCHORS.

SPECIFICATION forming part of Letters Patent No. 323,774, dated August 4, 1885.

Application filed November 6, 1884. (No model.) Patented in England January 3, 1882, No. 26.

To all whom it may concern:

Be it known that I, SAMUEL BAXTER, a subject of the Queen of Great Britain, residing at 18 and 19 Great St. Helen's, in the city of London, England, have invented certain new and useful Improvements in Fittings for and in the Method of Stowing or Seating Ships' Anchors, (for which I have received Letters Patent in Great Britain, No. 26, dated January 3, 1882,) of which the following is a specification.

This invention has for its object improvements in fittings for and in the method of stowing or seating ships' anchors of that class known as "stockless" anchors; and my invention consists in making the hawse-pipe of a diameter sufficient to take the anchor-shank. I also so construct and fix the parts that the outer mouth of the pipe is kept a certain distance within the ship's outer skin, while around it I form a space or recess to receive the arms or flukes, which lie entirely within the outside surface of the vessel, while the anchor will, when let go, drop by gravitation.

To avoid injury to the cable when the ship is riding, or when she is forging ahead of her anchor, I fit a bolster of iron or other material around the recess, which is beveled off to meet the plating or planking of the ship, upon which bolster the cable will bear, as well as upon the rounded mouth of the hawse-pipe. I also so curve and shape the said bolster as to guide the arms or flukes into the desired position. By these means I am enabled to heave up and seat ships' anchors within the ship without the intervention of any gear but the cable attached to the anchor, which cable is operated by a windlass or capstan, as usual. I form the hawse-pipe and its fitting in one casting, while I form the bolster of another casting, the other portions of the space or recess being lined or formed with wrought-iron plating and angle-iron, and the hawse-pipe and its fittings being connected thereto.

My invention is illustrated in the accompanying drawings, in which Figure 1 is a sectional plan, and Fig. 2 is an elevation, of the fore part of a ship fitted with anchor-seatings constructed according to my invention. Fig. 3 is an elevation. Fig. 4 is a plan of a seating drawn to a larger scale; and Figs. 5, 6, 7, 8, 9, and 10 are sections drawn on the lines 1, 2, 3, 4, 5, and 6 of Figs. 3 and 4.

I form in the side of the vessel a recess, the top, back, and end of which I form of wrought-iron plating *a*, connected to the ship's framing by angle-iron *b*. To the end *a'* of this lining *a*, I fix the casting *c*, which forms the hawse-pipe, and is provided at its bottom with a base, *c'*, which rests upon and is fixed to the bottom a^2 of the casing *a*, while on the side c^2 the mouth of the hawse-pipe is extended and sloped and curved down so as to meet the casting *d*, forming the bolster and entrance to the seating. This casting *d* at its forward part is sloped down, as shown at Fig. 10, so as to receive the shank and arms of the anchor as the latter is being raised, and the inclined face of such casting *d* is so shaped and curved, as shown at Figs. 9, 8, 7, and 6, that in the continued raising of the anchor the latter is caused to assume the position shown in Figs. 1 and 2. The meeting edges of the castings *c* and *d* are made flush, so as to offer no impediment to the raising of the anchor, and the back edge, c^2, of the outer end of the hawse-pipe being continued, and sloped down until it meets the casting *d*, also acts upon the arms or flukes of the anchor and assists to turn them into the position shown at Figs. 1 and 2. *e e* are portions of the ship's frame, and *f* is a door which when the anchor is safely seated is let down and secured in any convenient manner.

I am aware that it is not broadly new to form a recess at the mouth of the hawse-pipe of sufficient size to receive the flukes of the anchor, and do not claim such as my invention.

Having thus described the nature of my said invention and the mode in which I carry the same into effect, I would have it understood that what I claim is—

1. The combination, with the ship, of the recess formed therein having an opening of sufficient size to receive the flukes of the anch-

or, and a floor gradually decreasing in abruptness from front to rear, and the hawse-pipe opening into said recess, as set forth.

2. The combination, with the ship having the recess therein, of the hawse-pipe, consisting of the casting *c* and the casting *d*, forming the floor of the recess, gradually increasing in vertical inclination from the mouth of the hawse-pipe to the mouth of the recess, substantially as set forth.

SAML. BAXTER.

Witnesses:
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JOHN D. VENN.