

(No Model.)

C. W. DELON.  
ANCHOR TRIPPER.

No. 409,176.

Patented Aug. 20, 1889.

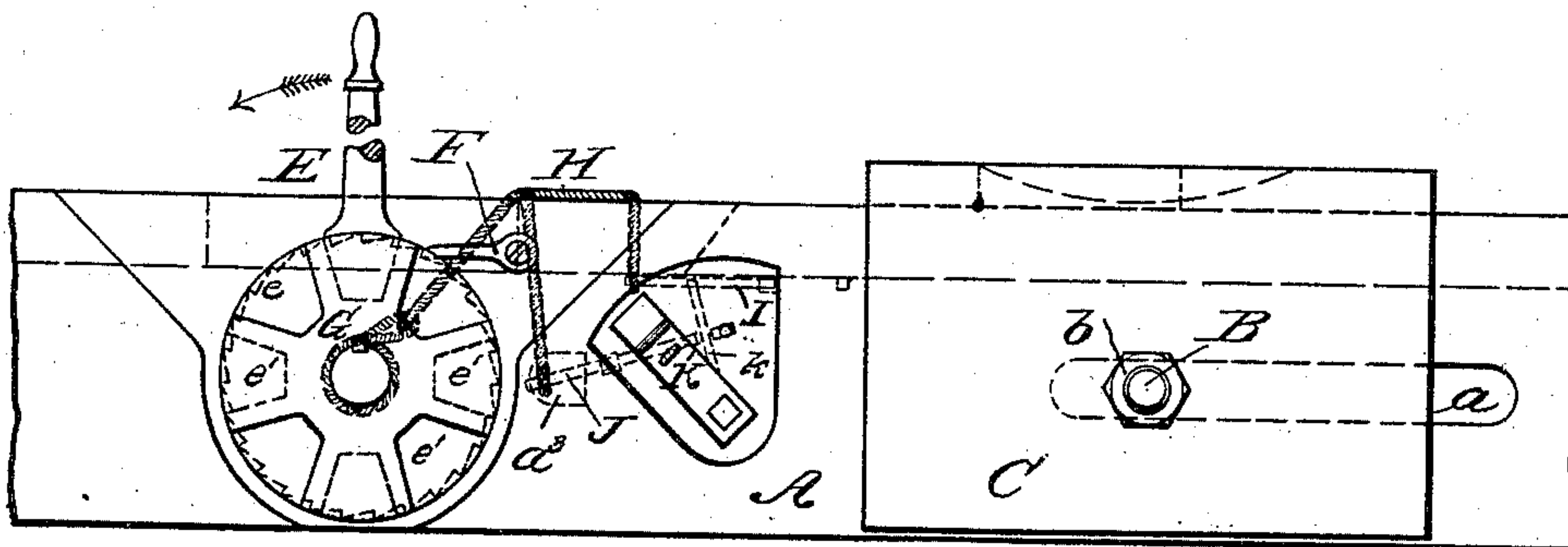


FIG. 1.

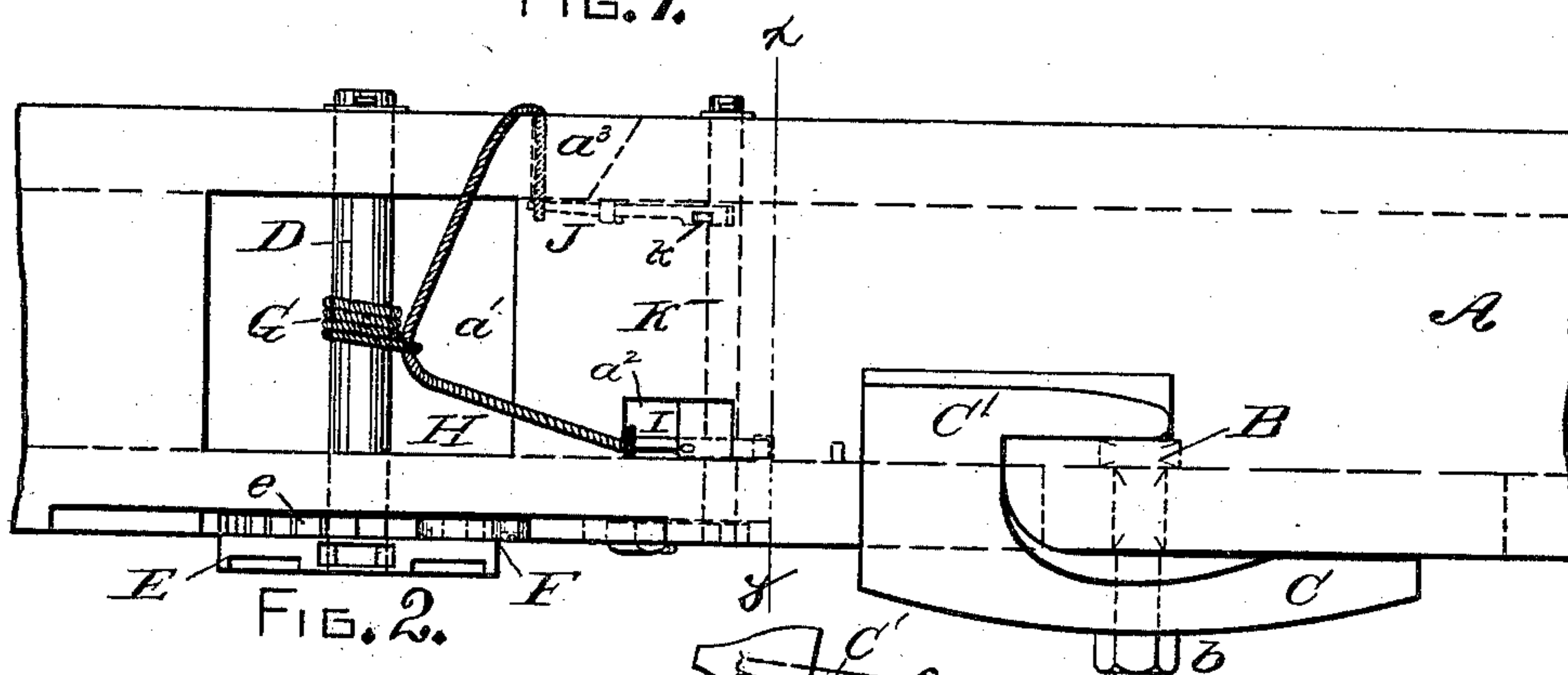


FIG. 2.

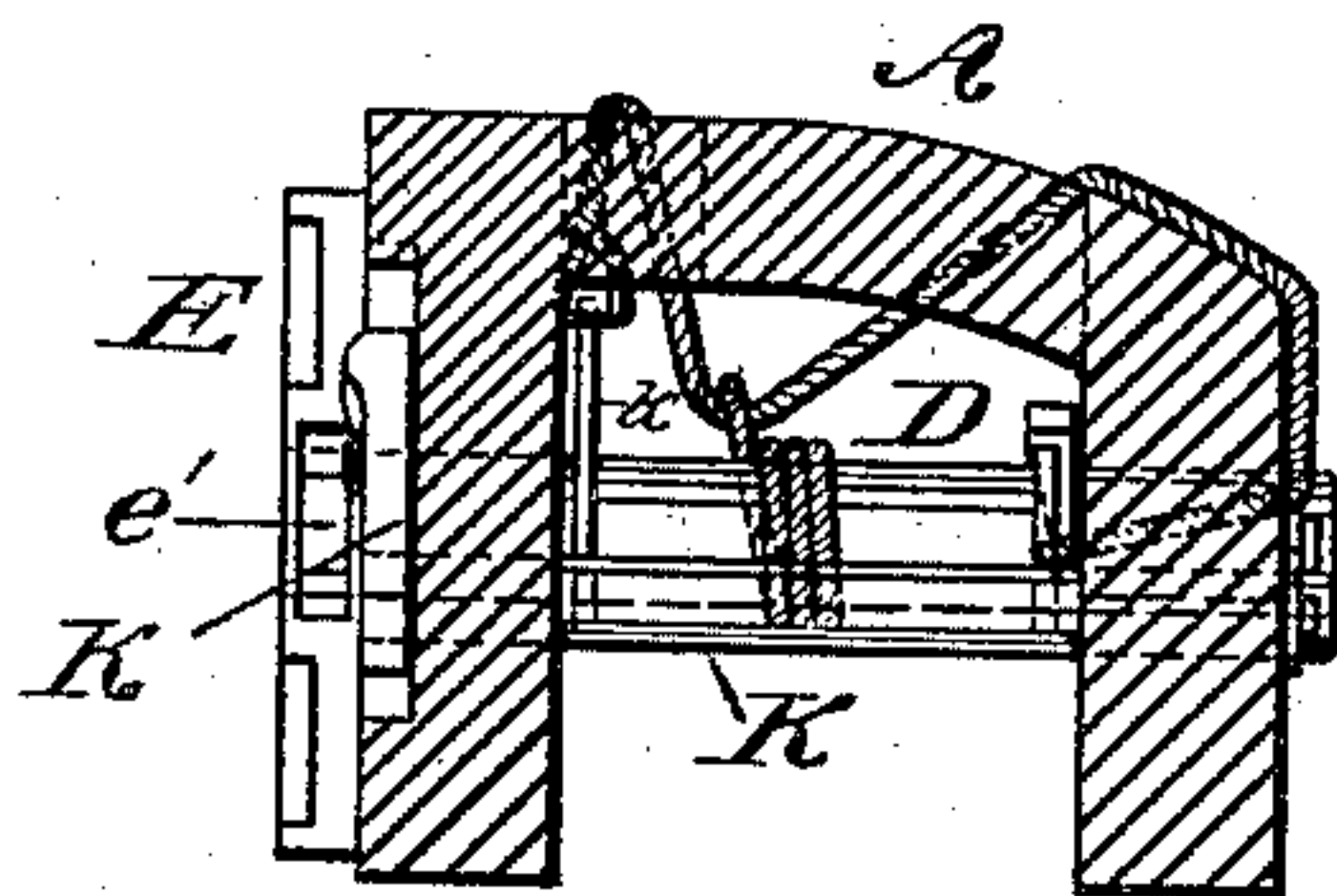


FIG. 3.

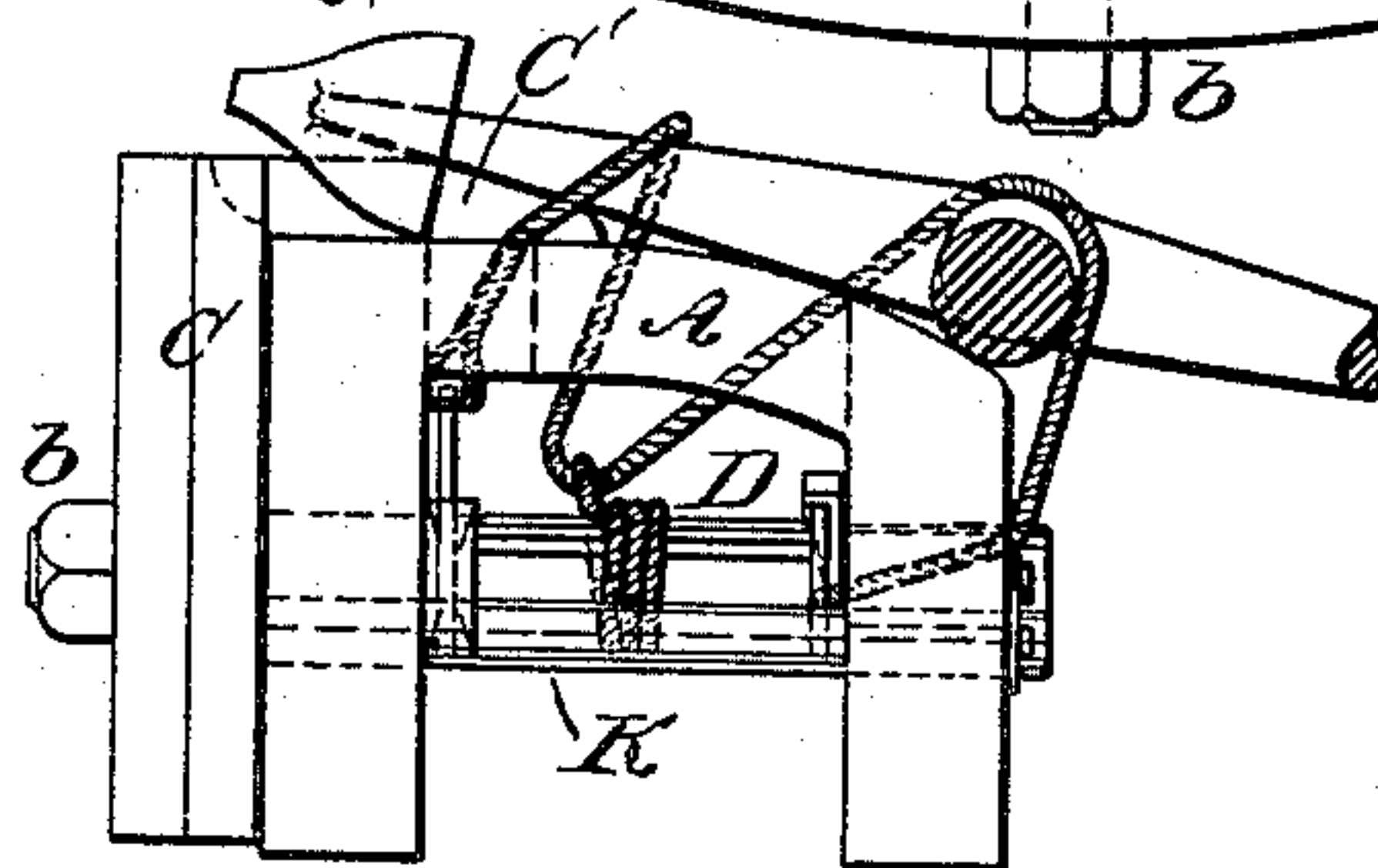


FIG. 4.

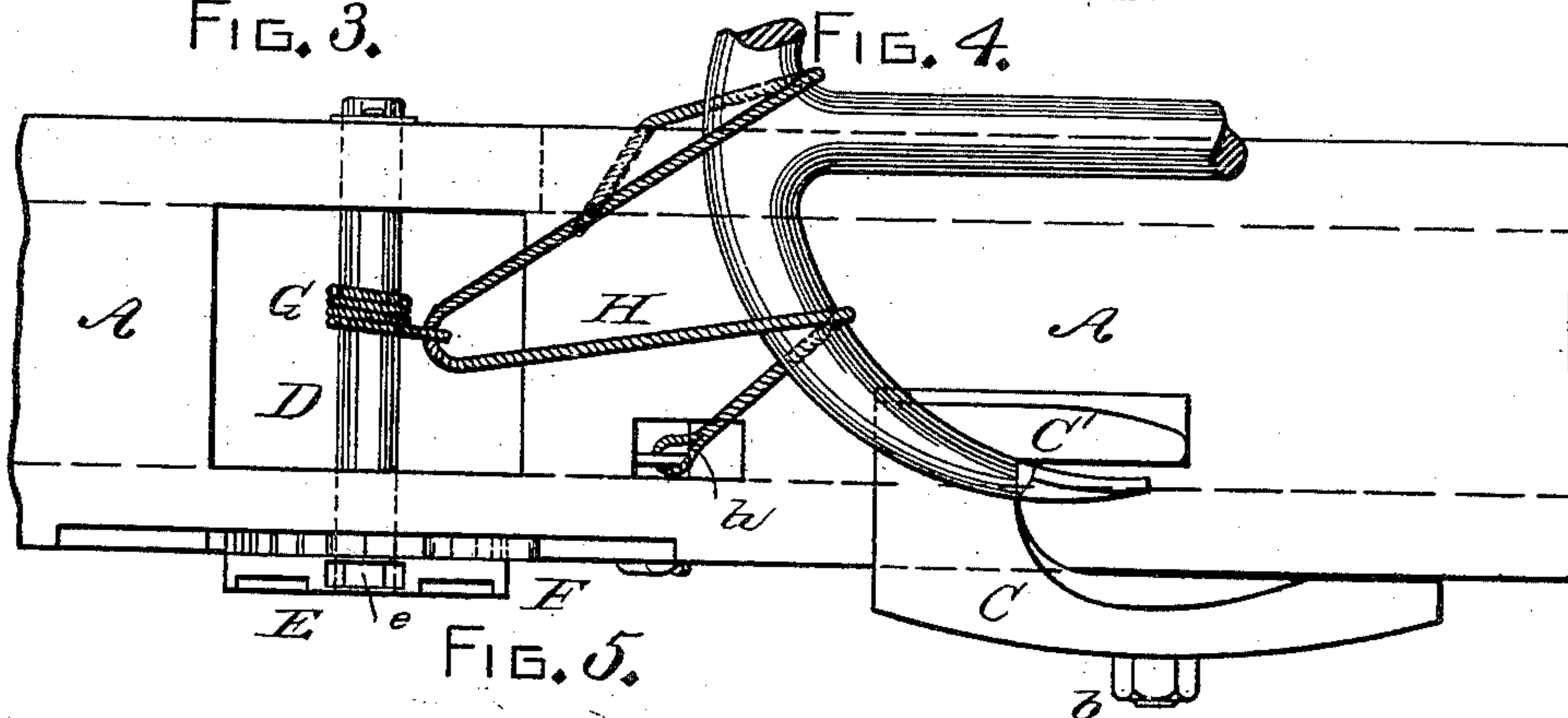


FIG. 5.

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# UNITED STATES PATENT OFFICE.

CHARLES WILLIAM DELON, OF WISCASSET, MAINE, ASSIGNOR TO THE AMERICAN SHIP WINDLASS COMPANY, OF PROVIDENCE, RHODE ISLAND.

## ANCHOR-TRIPPER.

SPECIFICATION forming part of Letters Patent No. 409,176, dated August 20, 1889.

Application filed April 10, 1889. Serial No. 306,655. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES WILLIAM DELON, a citizen of the United States, residing at Wiscasset, in the county of Lincoln and State of Maine, have invented certain new and useful Improvements in Anchor-Trippers; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

My invention relates to ships; and it consists in certain improvements in the devices for handling the anchor.

Heretofore anchor-trippers have been composed of stationary plates of various forms fastened to or upon the rail of the vessel and of such construction as to require a great deal of labor with handspikes and watch-tackle to set the flukes in position when stowing the anchor or to heave it overboard when anchoring, thereby causing much annoyance, especially in rough water. My invention is designed to obviate these difficulties; and it consists, first, of a sliding anchor-tripper; secondly, of a shank-painter provided with means for putting and retaining a tension thereon; and, thirdly, of devices for quickly releasing the painter and clearing away the anchor. The preferred construction of these several devices is hereinafter described, and particularly pointed out in the claims, though I do not wish to be understood as limiting myself to the precise construction and arrangement described, and illustrated in the drawings, referring to which—

Figure 1 is a side elevation viewed from the deck of the vessel. Fig. 2 is a plan. Fig. 3 is a section on the line  $xy$ , Fig. 2. Fig. 4 is an end view looking aft, and Fig. 5 is a plan showing the anchor in position.

The same letters indicate like parts in all of the figures.

Fastened securely on top of the rail at a suitable distance from the cat-head is the metallic plate A, having the form of a channel-bar, as shown, so as to fit over the rail. The upper surface of the plate is preferably

rounded off, as shown, to facilitate the stowing of the anchor and the clearing of the same. The plate may have suitable grooves or drains to carry off water. In the inner flange of the plate is a longitudinal slot  $a$  to receive the shank of a bolt B, which projects inboard through a hole in the tripper C, which consists of a plate of metal fitted to slide along the plate A and having an outwardly-projecting L-shaped arm C', lying on top of the plate A, and forming a hook to engage with the flukes of the anchor. A nut  $b$  on the end of the bolt enables the tripper to be adjusted fore and aft along the slot  $a$ . Aft the tripper C is a stout shaft D, journaled in the flanges of the plate A, and provided on its inner end with a wheel E, containing ratchet-teeth  $e$  and a series of sockets  $e'$  for a handspike E'. A pawl F engages with the ratchet-teeth. Wound on the shaft D is a chain or rope or wire G, with its free end fastened to the bight of the shank-painter H. At each end of the painter is formed an eye  $h$ . These ends are brought up through a hole  $a'$  in the plate A ready to be thrown around the arms of the anchor and then passed back, one through the small hole  $a^2$  in the plate A and the other through a similar hole  $a^3$  in the outer flange of the plate, to be engaged by the two bolts I and J, suitably supported on the inside of the flange of the plate A. The bolts are actuated by arms  $k$ , set on a shaft K, which is journaled in the flanges of the plate A and has on its inner end a handle K'.

The operation of these devices is as follows: The anchor is hoisted by the usual watch-tackle until it rests upon the plate A, with one of the flukes in position to be engaged by the hook C' of the tripper. The nut  $b$  is then loosened and the tripper is slid forward until the hook C' has passed under the arm and behind the fluke, as shown in Figs. 4 and 5, when the nut is tightened to hold the tripper in place. The two ends of the shank-painter are then thrown over the arms of the anchor or around the shank, and are passed into their respective holes  $a^2$   $a^3$  and secured by the bolts I J. A handspike is then inserted in a socket of the wheel E and the rope, chain, or wire G is wound up, heaving the painter H taut and firmly lashing the anchor in



place. It will be noticed that the anchor is held from moving in any direction whatever and is yet capable of being cleared in an instant. To accomplish this, slide back the tripper C and throw out the bolts by moving forward the handle K' of the shaft K, which frees the ends of the shank-painter and lets the anchor slide off the plate A. The cat-stopper should be let go at the same instant, leaving the cable free to run out.

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

1. An anchor-tripper consisting of a hook-shaped plate adapted to slide fore and aft along the rail and engage with a fluke of the anchor, substantially as described.

2. The combination, with the plate A, adapted to be fastened to the rail of a vessel, of the anchor-tripper C, having the L-shaped arm C', to engage with a fluke of the anchor and adapted to slide fore and aft along the plate A, substantially as described.

3. The combination, with the rail of a vessel, of the plate A, having a depending flange provided with a slot *a*, the tripper C, adapted to slide along the plate A, and the bolt B, passed through the slot *a* and serving to lock the tripper C, substantially as described.

4. The combination, with a sliding hook-shaped anchor-tripper adapted to engage with a fluke of the anchor, of a shank-painter, substantially as described.

5. The combination, with a sliding hook-shaped anchor-tripper adapted to engage with a fluke of the anchor, of a shank-painter and means for putting and retaining a tension on the painter, substantially as described.

6. A shank-painter for anchors, consisting of a rope, chain, or wire having an eye in each end, detachable fastenings for the eyes, and means for heaving taut the bight of the rope, substantially as described.

7. The combination, with the shaft D, of the rope G, wound thereon, the painter H fastened to the rope G and having the eye *h* at each end, and the bolts I J, suitably supported on the rail of the vessel and adapted to engage with the eyes, substantially as described.

8. The combination, with the shaft D, of the wheel E, having ratchet-teeth and sockets, the pawl F, engaging with the ratchet-teeth, the rope G, wound on the shaft, the painter H, fastened to the rope G and provided with the eyes *h*, the bolts I J, and the shaft K, having the arms *k*, for actuating the bolts, substantially as described.

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

CHARLES WILLIAM DELON.

Witnesses:

WALTER F. ANGELL,  
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