

No. 664,738.

Patented Dec. 25, 1900.

C. C. FREER.

ANCHOR ROPE ATTACHMENT FOR BOATS.

(Application filed May 17, 1900.)

(No Model.)

Fig. 1.

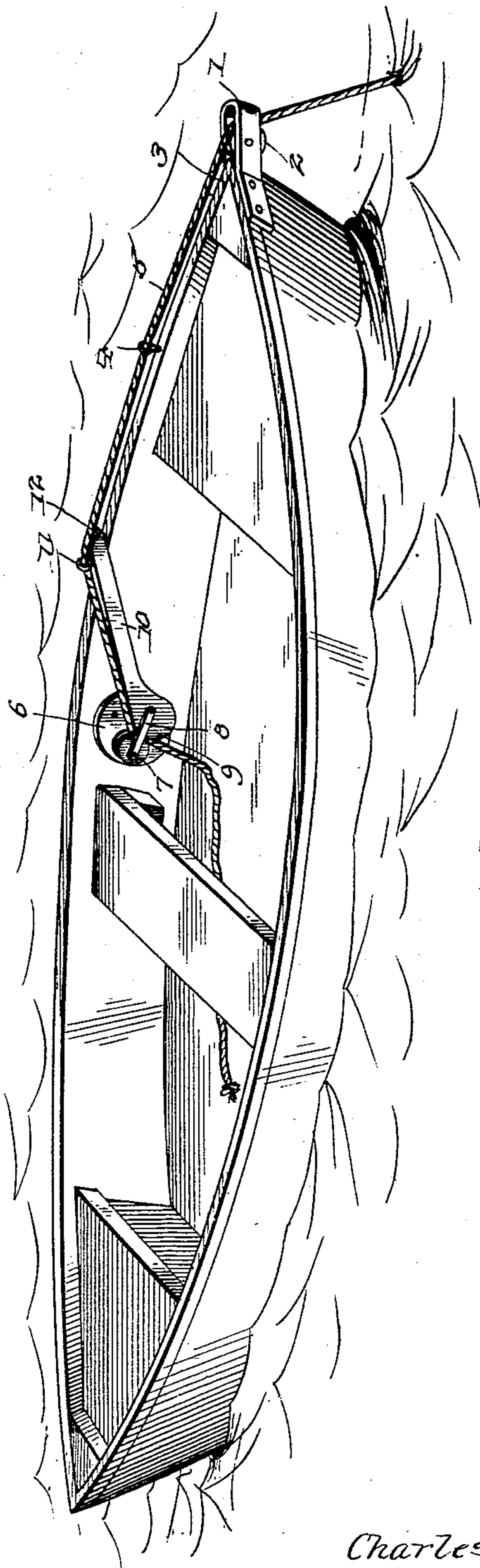
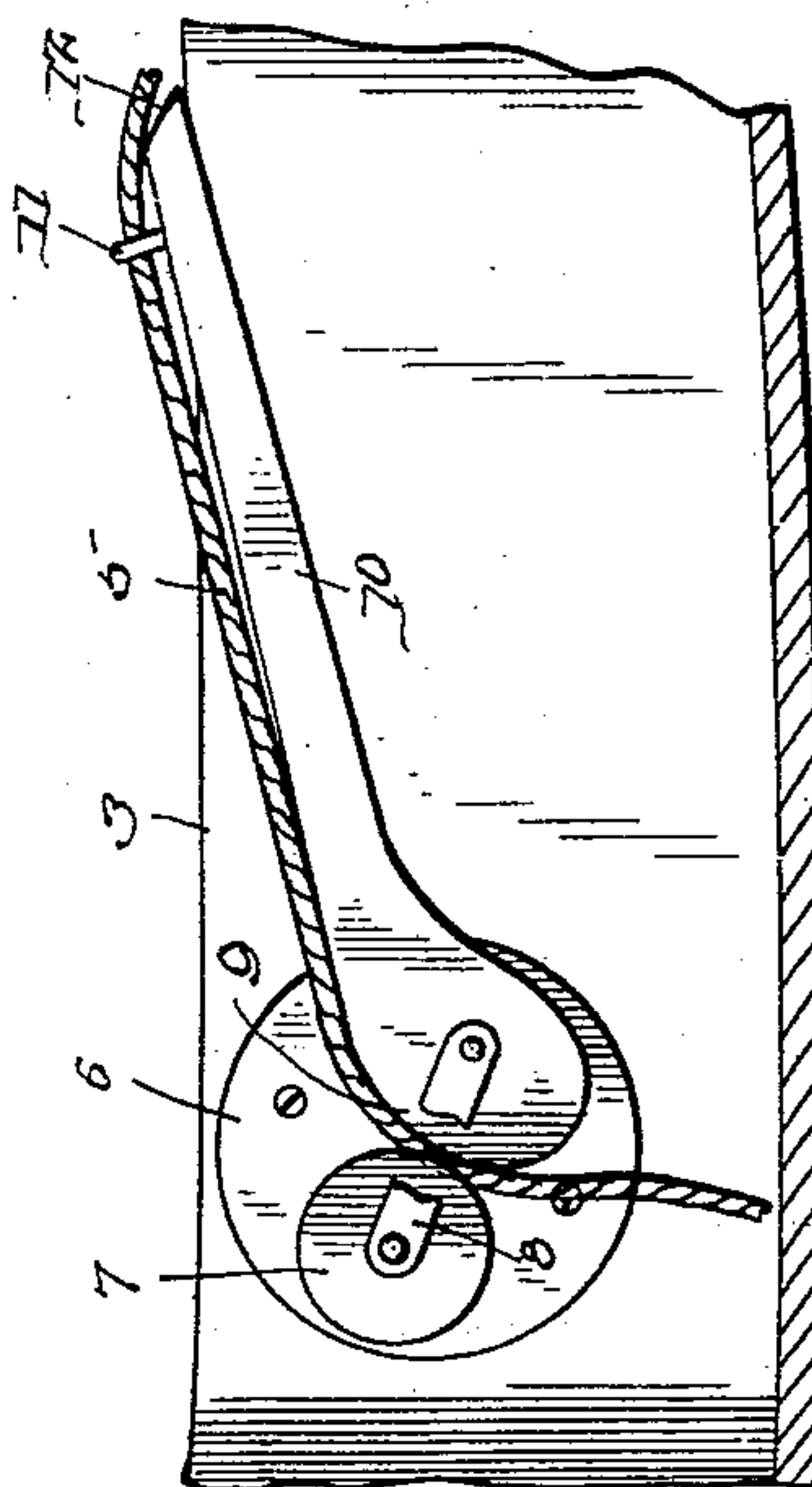


Fig. 2.



Witnesses
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UNITED STATES PATENT OFFICE.

CHARLES C. FREER, OF HASTINGS, MICHIGAN.

ANCHOR-ROPE ATTACHMENT FOR BOATS.

SPECIFICATION forming part of Letters Patent No. 664,738, dated December 25, 1900.

Application filed May 17, 1900. Serial No. 17,033. (No model.)

To all whom it may concern:

Be it known that I, CHARLES C. FREER, a citizen of the United States, residing at Hastings, in the county of Barry and State of Michigan, have invented a new and useful Anchor-Rope Clamp Attachment for Boats, of which the following is a specification.

This invention relates to an anchor-rope clamp attachment for boats; and the object of the same is to provide simple and effective means for controlling and checking the play-out or pay-off of the anchor rope or cable of a boat without injury to the said cable or rope and wherein all the main operating parts may be constructed of wood and at the same time afford strong means for clamping the cable or rope to securely hold the boat.

The invention consists in the construction and arrangement of the several parts, which will be more fully hereinafter described and claimed.

In the drawings, Figure 1 is a perspective view of a boat, showing the improved attachment applied thereto. Fig. 2 is a sectional elevation of a portion of the boat, on an enlarged scale, showing the improved device also enlarged.

Similar numerals of reference are employed to indicate corresponding parts in the views.

To one end of the boat a bracket 1 is secured and has a grooved pulley or sheave 2 mounted therein and vertically disposed, and on the rail 2 of one gunwale 3 of the boat an eye 4 is secured, the anchor rope or cable 5 having play through the said eye and bracket and over the pulley or sheave. On the gunwale a plate or support 6 is secured, and eccentrically applied thereto is a grooved pulley 7. A strap 8 extends from the pivot bolt or pin of the pulley 7 downwardly to an eccentric point of the cam-head 9 of a lever 10, the pivot pin or bolt having its inner end seated in the lower terminal of said strap and both pivot pins or bolts secured at their outer ends in the support 6. When the lever 10 is in a clamping position, it stands at an upward inclination, as shown, and is provided with a guide-eye 11 adjacent its free end, through which the rope or cable 5 has free movement, and said free end of the lever is cut off at a bevel, as at 12, to permit the rope or cable to

pass thereover without injury. The rope or cable 5 also passes down between the cam-head of the lever and the pulley 7 and is prevented from becoming disengaged from these parts by the strap 8. When the lever is raised to release the rope or cable, it will be understood that the distance between the contiguous edges of the cam-head 9 and the pulley 7 will be increased, and the rope or cable will be permitted to play or freely run between the said parts. The moment the lever is permitted to fall the distance between the cam-head and pulley decreases and the play-out of the rope or cable is caused to cease and which will take place after the anchor has struck bottom and in accordance with the slack of the rope or cable, as may be desired.

The strain on the lever is exerted in a longitudinal direction, or in line with the feed of the rope or cable, so as to permit the latter to move easily without friction and also to entirely remove or avoid any tendency to a lateral pull or strain on the fulcrum of the lever, and thereby permit the same, as well as the pulley or friction-roller 7, to in like manner be constructed of wood and not only lighten the entire attachment, but also prevent corrosion and consequent injury to the rope or cable, as in the use of metallic devices.

The improved device does not add to the expense of boat equipment to any material degree, nor does a cumbersome and inconvenient projection result, and the usual operation of tying an anchor rope or cable is avoided. The cost of manufacture is reduced to a minimum, and to accommodate various applications changes in the form, size, and proportions may be resorted to without departing from the principle of the invention.

Having thus described the invention, what is claimed as new is—

1. The combination with a boat, of a bracket secured to one end thereof and having a sheave or pulley therein, a support on the inside of the gunwale having a sheave or pulley thereon, a lever with a guide-eye on the outer extremity and an inner cam-head eccentrically pivoted to the support in operable relation to the sheave or pulley, and an anchor rope or cable engaging the sheave on the end of the

boat, the eye on the lever and passed between the cam-head of the latter and sheave or pulley on the support.

2. The combination with a boat, of a clamping device secured thereto and comprising a lever with a cam-head at its inner end and a guide-eye on its outer extremity, and an anchor rope or cable freely movable through the said guide-eye and over the cam-head of the lever.

3. In a device of the character set forth, the combination of a lever having a cam-head, a pulley or friction-roller contiguous to the said cam-head of the lever, and a rope or cable

movable between the cam-head and pulley or roller and longitudinally over the lever to avoid lateral strain on the latter, the tension on the rope or cable being brought to bear on the free end of the lever to cause the cam-head to clamp the rope or cable against the pulley or friction-roller.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

CHAS. C. FREER.

Witnesses:

KITTIE F. BEADLE,
A. A. ANDERSON.