

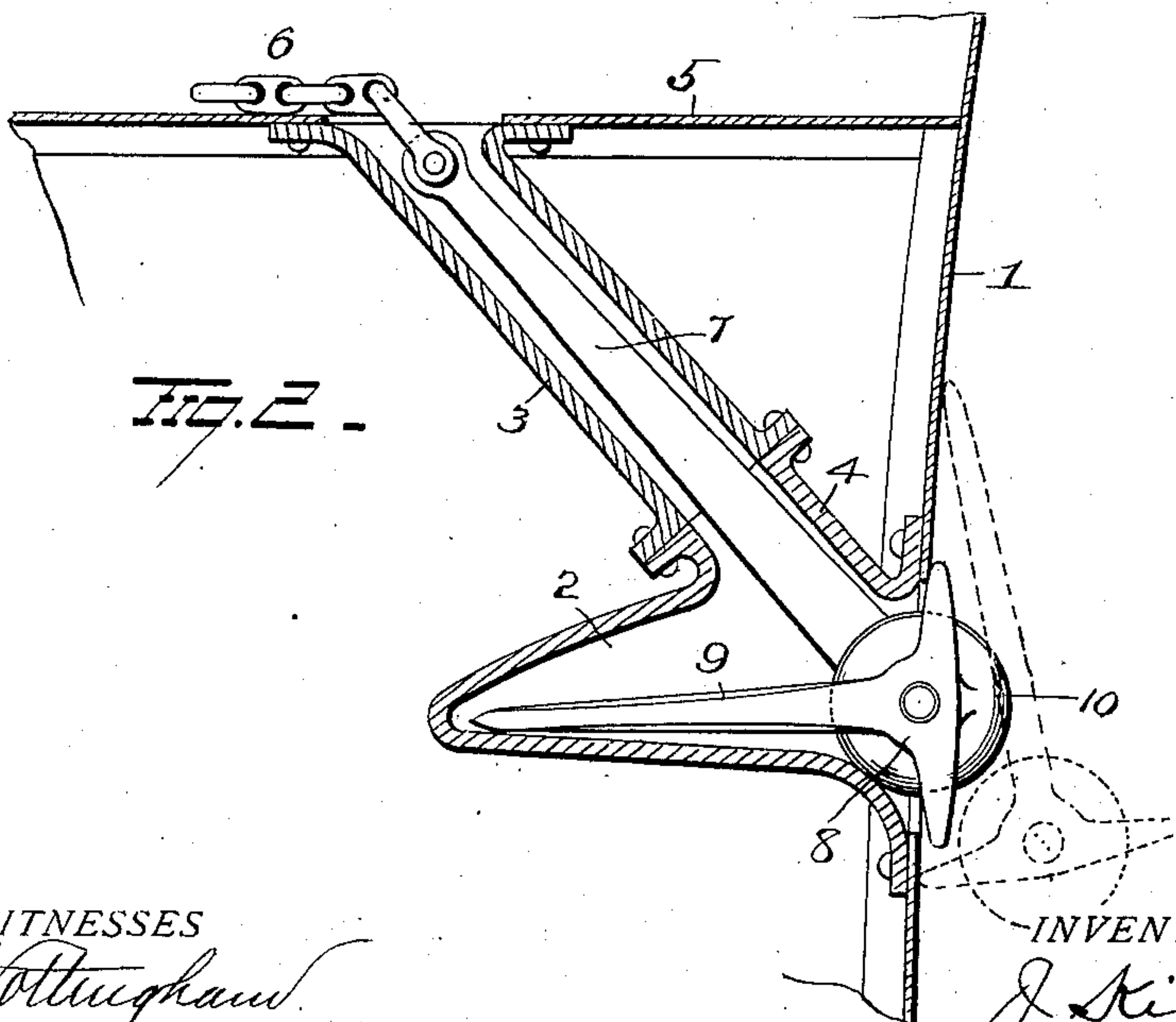
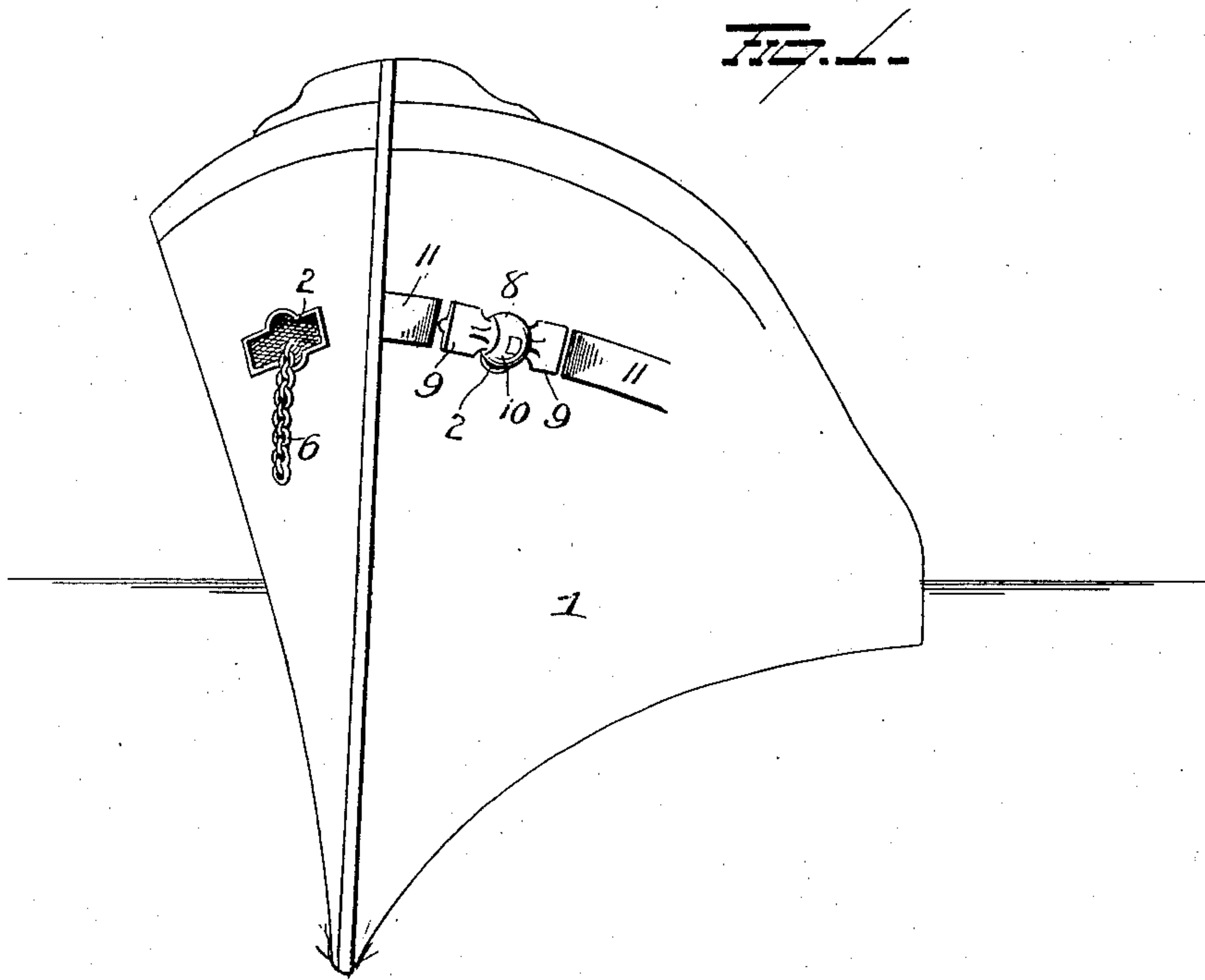
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PATENTED AUG. 11, 1903.

J. KIDD.
ANCHOR STOWING MECHANISM FOR SHIPS.

APPLICATION FILED JAN. 3, 1903.

NO MODEL



WITNESSES
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JOSEPH KIDD, OF DULUTH, MINNESOTA.

ANCHOR-STOWING MECHANISM FOR SHIPS.

SPECIFICATION forming part of Letters Patent No. 735,985, dated August 11, 1903.

Application filed January 3, 1903. Serial No. 137,711. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH KIDD, a resident of Duluth, in the county of St. Louis and State of Minnesota, have invented certain new and useful Improvements in Anchor-Stowing Mechanism for Ships; and I do hereby 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.

My invention relates to an improvement in ships, and more particularly to improved anchor-stowing mechanism therefor, the object of the invention being to so house the anchor that it will be out of the way and not liable to strike an object approached by the vessel and which will so support the anchor as to prevent wear of the ship's side and which will be so housed as to immediately fall when lowered. With this object in view the invention consists in certain novel features of construction and combinations and arrangements of parts, as will be more fully hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view of the bow of a ship, illustrating my improvements thereon; and Fig. 2 is a view in section thereof.

Heretofore ships have been ordinarily supplied with hawse-pipes extending from the deck through the ship's side. The chain is passed through this hawse-pipe, secured at one end to the stem of the anchor and at its other end to a windlass. The windlass is operated to hoist the anchor and draw the stem up into the hawse-pipe and hold the arms and flukes of the anchor against the side of the ship, as shown in dotted lines in Fig. 2. As the stem has a certain amount of play or motion in the hawse-pipe, any motion of the ship will cause the flukes of the anchor to rub against the side plates, and this constant rubbing wears holes in the plates to the damage of the hull. The anchor thus held is also the first thing to strike or catch upon an object the vessel approaches and is a constant source of danger not only to the ship itself, but also to wharves, docks, or vessels which it may strike against. My invention is designed to overcome these and other defects in the method of stowing anchors as heretofore and will now be described in detail.

In the accompanying drawings, 1 represents the hull of a vessel, having an opening in its side communicating with my improved anchor-pocket 2, of metal, preferably cast, and of the general shape shown, which is secured by bolts or otherwise to the ship's side. The hawse-pipe 3 communicates with and is secured to a neck 4 of the pocket and at its upper end is secured to the deck 5.

6 represents the hawse or anchor-chain, secured to the end of stem 7 of the anchor 8. The anchor is of that character having the stem pivotally connected with the arms carrying flukes 9, and the latter are of the ordinary T shape, and the arms join a spherical enlargement 10 between them to receive a ball on stem 7 and form the pivotal connection.

In operation the chain 6 is wound on the windlass, drawing up the anchor until stem 7 is drawn up into the hawse-pipe 3. A continued upward pull of the chain will draw the long members of the flukes into the pocket 2 and the shorter members thereof and the arms against the ship's side, closing the pocket, as shown in full lines in Fig. 2. When the anchor is in this position, the flukes will rest on the approximately flat bottom of the pocket and be supported therein and the anchor held against movement, but when the windlass permits the unwinding of the chain the anchor will of its own weight fall out of the pocket and can be lowered without difficulty. The fender-strake 11 of the ship, which projects outward beyond the side, serves to protect the anchor and prevents the same from striking, and if desired I can make the pocket sufficiently deep to envelop the anchor and provide a cover to be moved over the pocket-opening and inclose the anchor therein.

A great many changes might be made in the general form and arrangement of parts described without departing from my invention, and hence I do not confine myself to the precise construction set forth, but consider myself at liberty to make such slight changes and alterations as fairly fall within the spirit and scope of my invention.

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

1. The combination with a hawse-pipe constructed at its upper end to be secured to the

deck of a ship, of an anchor-pocket having a horizontally-disposed compartment for the reception of the flukes of an anchor and an inclined hollow extension secured to and communicating with the lower end of said hawse-pipe, said pocket having an opening in its front for the passage of the flukes of an anchor into said horizontal compartment.

2. The combination with the deck and hull of a ship each having an opening therein, of a hawse-pipe secured to the deck under the hole therein, a pocket secured to the hull of the ship in line with the opening therein and a hollow inclined extension on said pocket secured to and communicating with the lower end of said hawse-pipe.

3. The combination with the deck and hull of a ship, each having an opening therein, of a pocket secured to the hull in line with the opening therein and having a horizontally-disposed compartment for the reception of the

flukes of an anchor, an inclined hollow extension on the pocket, and an inclined hawse-pipe secured at one end to said hollow extension and at the other end to the deck in line with the hole therein.

4. The combination with the hull and deck of a ship, each having an opening therein, of a pocket within the hull in line with the opening therein and provided with flanges secured to the inner face of the hull, a hollow extension on said pocket, an inclined hawse-pipe secured at its upper end to the deck in line with the hole therein and secured at its lower end to said hollow extension.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

JOSEPH KIDD.

Witnesses:

ROBERT DUNN,
H. R. SPENCER.