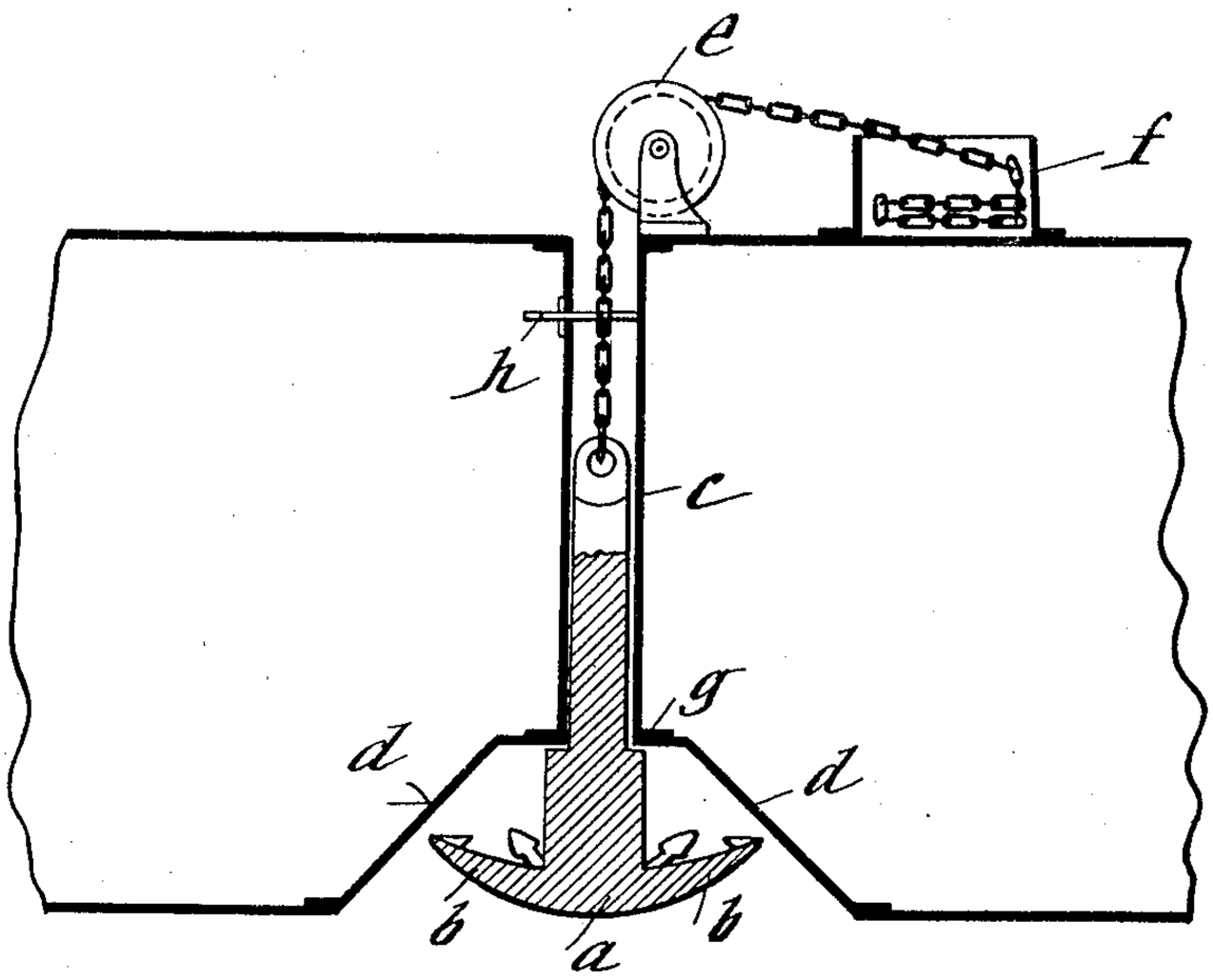
No. 895,648. PATENTED AUG. 11, 1908.

M. LAUBEUF.

ANCHOR OF SUBMARINE OR SUBMERSIBLE BOATS.

APPLICATION FILED APR. 24, 1907.



WITNESSES:

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UNITED STATES PATENT OFFICE.

MAXIME LAUBEUF, OF PARIS, FRANCE.

ANCHOR OF SUBMARINE OR SUBMERSIBLE BOATS.

No. 895,648. Specification of Letters Patent. Patented Aug. 11, 1908.

Application filed April 24, 1907. Serial No. 369,934.

To all whom it may concern:

Be it known that I, MAXIME LAUBEUF, engineer, a citizen of the Republic of France, residing at Paris, have invented a new and useful Improvement Relating to the Anchor of a Submarine or Submersible Boat; and I do hereby declare the following to be a full, clear, and exact description of the same.

This invention relates to a new arrangement of the anchor in submarine or submersible boats, whatever may be the form or the nature of this anchor, anchor plate, grappling iron or other appliance serving to keep the boat in position by attaching it to an anchorage.

The arrangement consists essentially in providing within the boat a vertical tube of suitable form and dimensions, through which the anchor chain passes and in which the anchor is accommodated in its raised position.

The accompanying diagram illustrates the invention.

a is the anchor, the arms or flukes *b* of which are not very long. It is suspended vertically in the water-tight tube *c* extending through the hull *d* of the vessel and terminating below in a cavity in the hull of a shape corresponding with that of a casing which would contain the anchor. The suspending chain extends through the tube and over a chain wheel *e*, the slack being accommodated in a tank *f* on the outer surface of the hull. Thus, the weighing or the casting of the anchor does not necessitate opening the hull and in no way modifies the conditions of weight and stability of the vessel. To weigh the anchor, the wheel *e* is turned from within the boat either by hand or through a motor.

When the anchor is home, it is stopped by the shoulder *g* before its flukes *b* touch the hull. It is retained in this position by any suitable device such as a pin *h*. For casting anchor the wheel *e* is unclutched from the driving mechanism and the pin *h* withdrawn.

In addition to the advantages named, is the fact that the anchor thus accommodated offers no resistance to the travel of the vessel.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed, I declare that what I claim is:—

A submarine or submersible boat having a tube vertically disposed through the hull of said boat and having an enlarged lower end for receiving the flukes of an anchor, a chain movable within said tube, a stopper for engaging the chain in the conduit and movable from the interior of the boat, an anchor connected with the chain, and means for preventing the flukes of the anchor touching the hull when the anchor is drawn into the enlarged lower end of the tube.

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

MAXIME LAUBEUF.

Witnesses:

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ALBERT FERDINAND JOSEPH NILLUS.