

N. D. POWELL.  
ANCHOR STORAGE.  
APPLICATION FILED SEPT. 20, 1909.

954,882.

Patented Apr. 12, 1910.

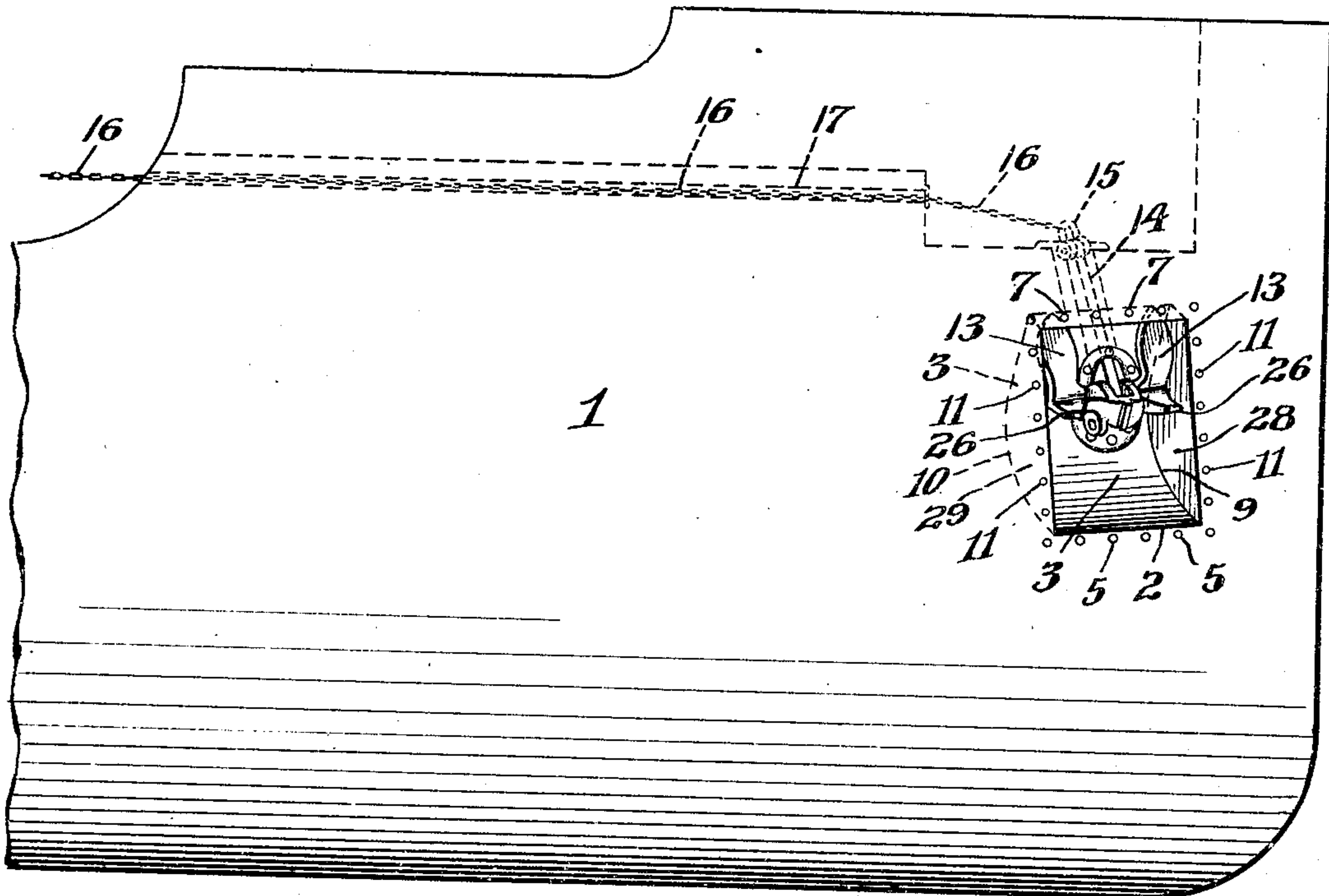


Fig. 1.

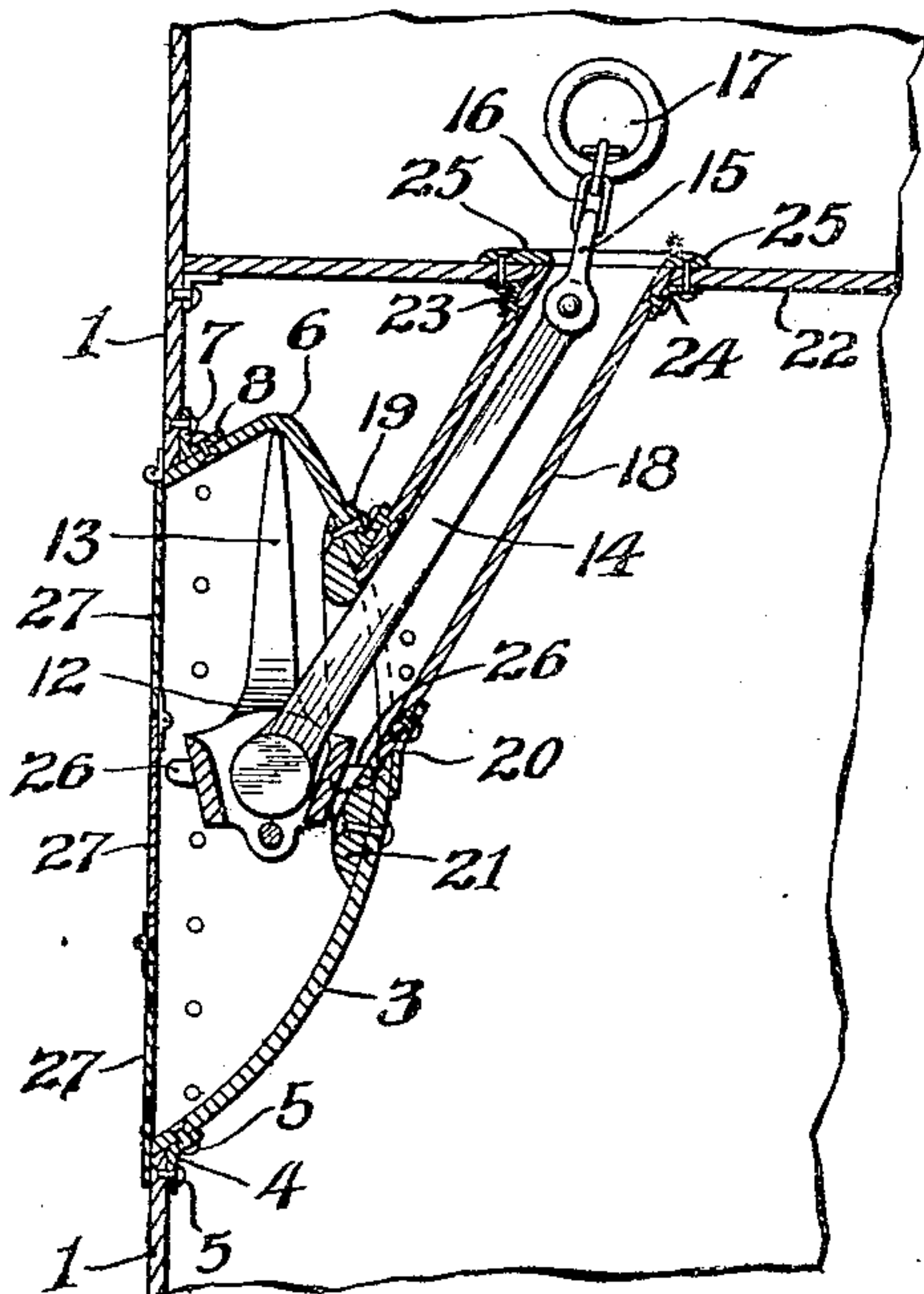


Fig. 2.

WITNESSES  
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# UNITED STATES PATENT OFFICE.

NORRIS D. POWELL, OF CHESTER, PENNSYLVANIA, ASSIGNOR TO BALDT ANCHOR COMPANY, A CORPORATION OF NEW JERSEY.

## ANCHOR-STORAGE.

954,882.

Specification of Letters Patent.

Patented Apr. 12, 1910.

Application filed September 20, 1909. Serial No. 518,642.

*To all whom it may concern:*

Be it known that I, NORRIS D. POWELL, a citizen of the United States, residing in the city of Chester, county of Delaware, State of Pennsylvania, have invented new and useful Improvements in Anchor-Storage, of which the following is a specification.

My invention relates to means for stowing a ship's anchor, and particularly to means for stowing a stockless anchor.

It is the object of my invention to provide a stowage for a stockless anchor whereby the anchor when stowed shall lie entirely within the outer lines of the ship's hull and will drop freely into the water when the strain on the hawser or chain is released.

It is the further object of my invention to provide such a stowage which shall extend into the body of the ship a short distance only and which shall be of such shape and construction that the anchor cannot be frozen in stowed position to such a degree as not to drop out by gravity when the hawser or chain is slackened.

To this end I have provided an anchor stowage hereinafter described and claimed.

For an illustration of one of the forms my invention may take, reference is to be had to the accompanying drawing, in which:

Figure 1 is a side elevational view of the bow of a ship having my invention applied thereto. Fig. 2 is a cross sectional view through the stowage, hawse pipe, ship's hull and deck, and a part of the anchor.

The ship's hull 1 may be of sheet metal or other suitable material as in common practice. At the bow of the hull the ship's sheeting is cut to form an opening therethrough, here shown substantially rectangular. From the lower edge 2 of such opening there extends upwardly and inwardly a plate or member 3 here shown curved inwardly and upwardly and secured by angle iron 4 and rivets 5 to the ship's sheeting. At its top 6 the plate or member 3 is bent downwardly and outwardly and secured to the sheeting 1 by rivets 7 and angle iron 8. And along the side edges 9 and 10 the plate or member 3 is secured to the side plates 28 and 29. And the front edges of the plates 28 and 29 are secured by angle irons and rivets 11 to the ship's sheeting. There is thus formed a recess entirely within the outer lines of the

ship's hull and into such recess is adapted to be drawn the anchor 12 having the flukes 13 and the shank 14, the latter provided with a shackle 15 to which is attached the hawser or chain 16 passing through the hole or channel 17 backwardly to the hoisting apparatus. The shank 14 extends into the hawse pipe 18 which is here shown secured by angle irons 19 and 20 and suitable rivets to the plate or member 3, and the hawse pipe lip member 21 is also so secured in place. And at the deck 22 the hawse pipe 18 is secured by angle irons 23 and 24 and by suitable rivets, the pipe flange or lip 25 being similarly secured.

While I have here shown the hawse pipe as a separate member from the lips or flanges, it is to be understood that they may be made integral if desired or suitable.

With the anchor stowed in place as shown, the ears 26, extending substantially at right angles to the flukes, may bear upon the plate or member 3 and the flukes 13 extend up into the under cut or reëntrant portion 6 of the member 3. A door consisting of the plates 27, hinged to each other, may be provided to cover the recess when the anchor is stowed. By this stowage the anchor is kept free from engaging obstacles outside of the ship's hull, the anchor being held in such position and the stowage chamber of such shape and disposition that even freezing will not prevent its dropping by gravity upon the release of the chain or hawser 16.

What I claim is:

1. The combination with a ship's hull, of an anchor stowage chamber formed by a plate riveted at its top and bottom edges to the ship's sheeting, said plate having an opening, a hawse pipe lip secured to said plate around said opening, a hawse pipe secured to said plate, and side plates secured to said plate to either side of said hawse pipe lip, the space between said hawse pipe lip and said side plates being adapted to receive the ears of a stockless anchor.

2. The combination with a ship's hull, of an anchor stowage chamber formed by a plate secured at its edges to the ship's sheeting, said plate having a reëntrant portion at its top adapted to receive the flukes of an anchor, side plates secured to said plate and to the ship's sheeting, and a hawse pipe lip

secured to said plate between said side plates, the ears of an anchor adapted to enter between said lips and said side plates.

3. The combination with a ship's hull, of  
5 an anchor stowage chamber comprising a plate secured to the ship's sheeting and extending into the ship's hull, said plate having an opening therein, a hawse pipe lip secured to said plate and surrounding said  
10 opening, a deck plate having an opening

therein, and a hawse pipe joining said openings and secured to said plate and to said deck plate.

In testimony whereof I have hereunto affixed my signature in the presence of the two  
15 subscribing witnesses.

NORRIS D. POWELL.

Witnesses:

ELEANOR I. McCALL,  
A. E. STEINBOCK.