

J. HALL.
Anchor-Trippers.

No. 154,040.

Patented Aug. 11, 1874.

Fig 1.

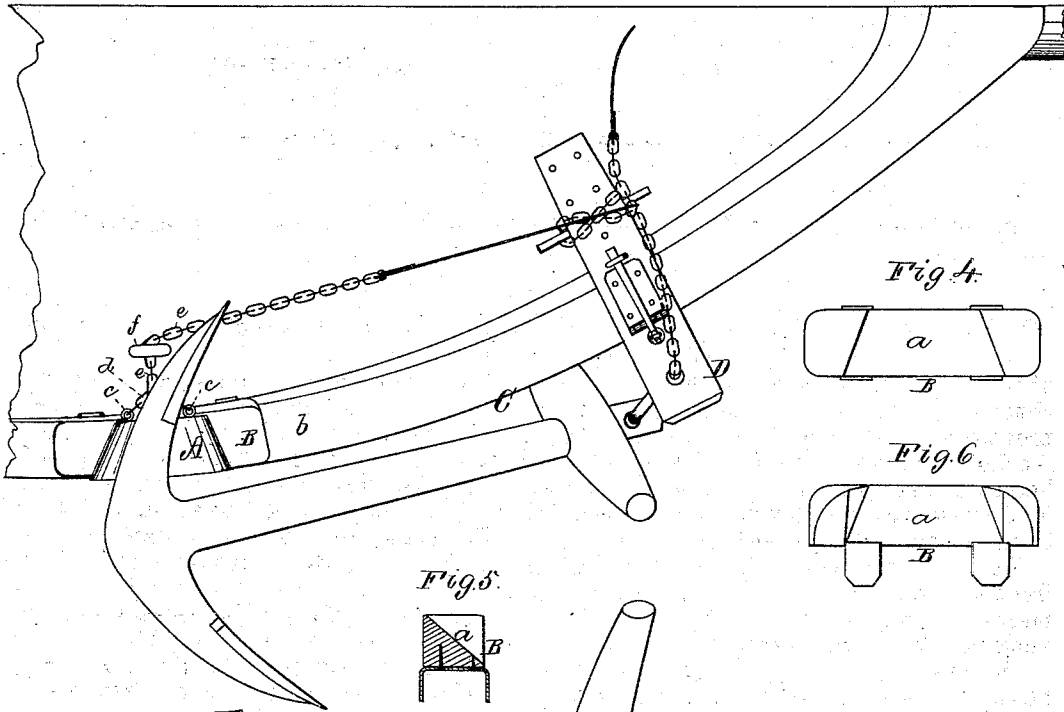


Fig 4.

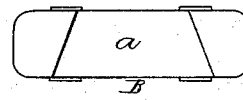


Fig 6.

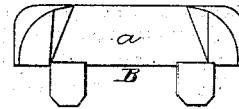


Fig 5.



Fig 2.

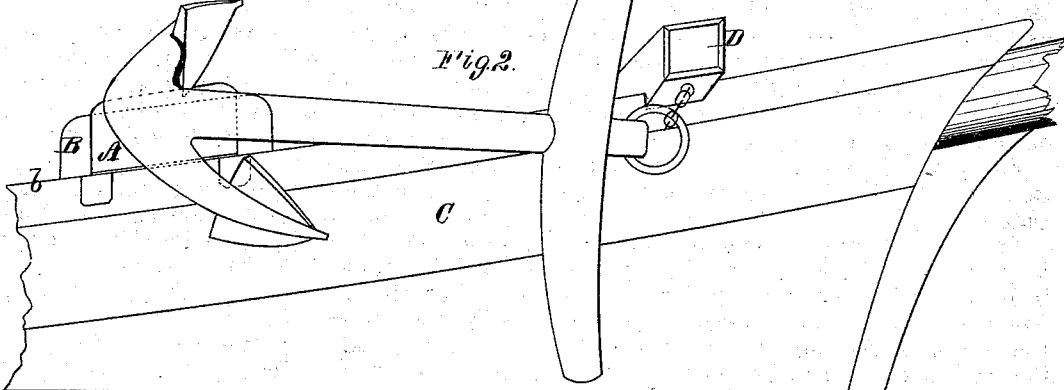
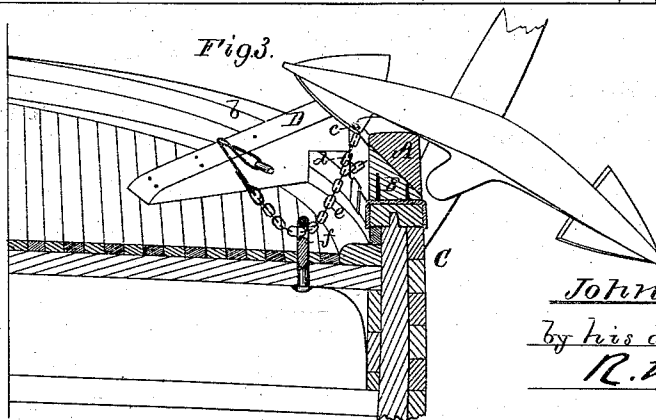


Fig 3.



Witnesses.

S. N. Piper.
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John Hall.

by his attorney
R. H. Cady

UNITED STATES PATENT OFFICE.

JOHN HALL, OF QUINCY, MASSACHUSETTS.

IMPROVEMENT IN ANCHOR-TRIPPERS.

Specification forming part of Letters Patent No. **154,040**, dated August 11, 1874; application filed June 19, 1874.

To all whom it may concern:

Be it known that I, JOHN HALL, of Quincy, of the county of Norfolk and State of Massachusetts, have invented a new and useful Improvement in Mechanism for Discharging an Anchor from the Bow of a Vessel; and do hereby declare the same to be fully described in the following specification and represented in the accompanying drawings, of which—

Figure 1 denotes a top view, and Fig. 2 a front elevation, of a bow having my tripping mechanism applied to it. Fig. 3 is a transverse section of the mechanism.

The first part of the said mechanism is a block, A, whose transverse section is triangular, or thereabout, such block being tapering, as shown in top view. This block I term the "rider." It rests within a correspondingly-shaped recess, *a*, in another block, B, which I term the "saddle," it being placed and fixed on the rail *b* of the bow C.

Fig. 4 is a top view, Fig. 5 a transverse section, and Fig. 6 a front elevation, of the said saddle.

From such figures it will be seen that the lower surface of the notch of the saddle is an inclined plane, its inclination being about forty-five degrees to the top surface of the saddle, the bottom of the rider having a corresponding inclination. The rider at its inner edge is provided with staples or eyebolts *c c*, fixed in or to which a short chain, *d*, is fastened. Such chain at its middle is attached to another chain, *e*, going through an eyebolt, *f*, fixed in the deck.

The purpose of my invention is to support an anchor by its arm and fluke, and to effect the ready tripping or discharging of it there, the usual mechanism for supporting the anchor by its head, and there tripping it, being

shown in the drawing as applied to the cat-head D.

The rider being drawn closely up into the recess of the saddle and held therein by the chain, the anchor is to be drawn up, and its arm placed upon the rider, so as to bring the base of the fluke between the eyebolts and against the inner edge of the rider. The anchor will then be supported above the rail until it may be desirable to set it free or discharge it from over the rail. To accomplish this it will only be necessary to slacken the chain so as to allow the rider to slide down and off the saddle. The rider, by a rope attached to its chain, may be prevented from being lost overboard.

The purpose of making the rider and the recess of the saddle tapering, as shown, is not only to support the rider against the ends of the recess, but to prevent it from jamming or being caught thereby while sliding down the bottom of the recess.

Immediately on the rider passing off the saddle and dropping therefrom, the fluke of the anchor will disengage itself from the rider, and the anchor will fall into the water.

The rider, by sliding down the saddle, effectually carries the anchor-fluke clear of the vessel's side, and prevents it from raking against such to the injury thereof while the anchor is dropping from the rail to the water.

I claim—

The combination of the rider A and the saddle B, constructed, and for use together, substantially in manner and for the purposes as set forth.

JOHN HALL.

Witnesses:

R. H. EDDY,
J. R. SNOW.