July 7, 1959 W. G. ANDERSON 2,893,341

BOAT ANCHOR CONTROL

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Fig. 1.

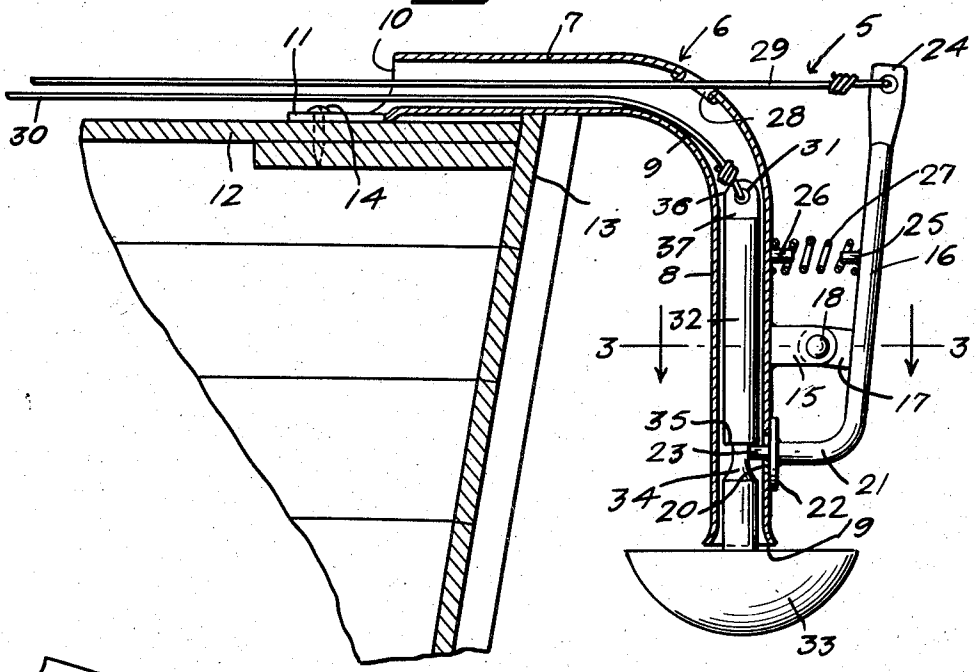


Fig. 2.

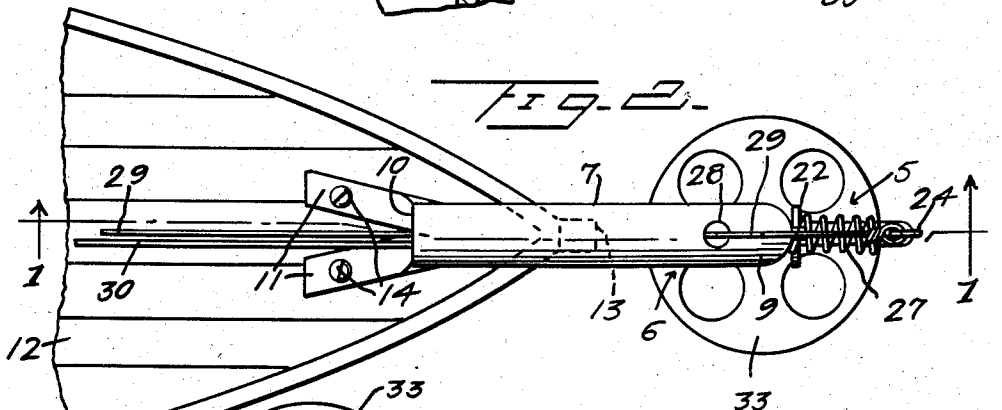
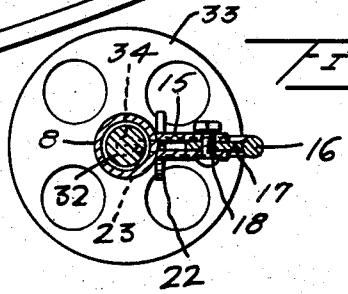


Fig. 3.



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BOAT ANCHOR CONTROL

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6 Claims. (Cl. 114—210)

This invention relates to a control for anchors of small boats, more particularly of small cruisers and runabouts at least the forward part of which is decked, and it is a primary object of the present invention to provide a control by means of which the anchor can be lowered or raised from a position beyond the bow without the operator being required to go forward and stand on the deck at the bow of the boat.

More particularly, it is an object of the present invention to provide a control by means of which an anchor will be automatically latched in a raised position and by which the latch can be released from a position remote from the anchor for lowering the anchor.

A further object of the invention is to provide an anchor control of extremely simple construction which may be very economically manufactured and sold and which may be readily mounted on the bow of a boat.

Various other objects and advantages of the invention will hereinafter become more fully apparent from the following description of the drawing, illustrating a presently preferred embodiment thereof, and wherein:

Figure 1 is a vertical sectional view of the boat anchor control shown in an applied position, taken substantially along a plane as indicated by the line 1—1 of Figure 2;

Figure 2 is a top plan view of the parts as shown in Figure 1, and

Figure 3 is a horizontal sectional view, taken substantially along a plane as indicated by the line 3—3 of Figure 1.

Referring more specifically to the drawing, the boat anchor control, designated generally 5, includes an elongated tubular supporting member 6 of rigid construction having substantially straight end portions 7 and 8 which are preferably disposed at approximately a right angle to one another and which are connected by a rounded or curved intermediate portion 9. The open distal end 10 of the end portion 7 is provided with transversely spaced substantially coplanar bars 11 projecting therefrom in outwardly diverging relation to one another, as best seen in Figure 2. The bars 11 are adapted to rest flush upon a portion of the deck 12 adjacent the bow 13 of a boat and are secured fast thereto by fastenings 14 which extend downwardly through said bracket members or bars 11 and which are anchored securely in the deck 12.

The bracket members 11 are secured to the deck 12 so that the tube end 7 will be disposed substantially in alignment with the longitudinal axis of the boat and will extend from the brackets 11 forwardly to beyond the bow 13. The tube end 8 is so disposed relative to the brackets 11, that when said brackets are anchored to the deck 12, as previously described, the tube end 8 will extend downwardly in front of the bow 13, as clearly illustrated in Figures 1 and 2. Laterally spaced ears, forming a bracket 15, are secured to and project forwardly from the tube end 8, approximately midway of the ends thereof. A latch lever 16 has an ear 17 projecting laterally therefrom and which fits loosely between the outer ends of the

ears of the bracket 15. A pivot element 18 extends through the bracket 15 and loosely through the ear 17 for pivotally connecting the latch lever 16 to the bracket 15 for pivotal movement about an axis 18 disposed crosswise of the tube portion 8, as best seen in Figure 3.

The tube portion 8 is provided with a flared open lower end 19 and has an opening 20 in the forward side thereof between said lower end 19 and the bracket 15. The ear 17 is spaced from the ends of the latch lever 16 and said latch lever has an angularly turned lower end 21 which extends rearwardly toward the tube portion 8 and which terminates in a disc shaped head 22. A rigid pin or stem 23 projects from the outer side of the central portion of the disc or head 22 and is disposed to extend inwardly through the opening 20.

Between the opposite upper end 24 of the lever 16 and the lever ear 17, said lever has a stem 25 extending therefrom toward a stem 26 which is fixed to and projects forwardly from a part of the tube portion 8. The ends of a spirally coiled compression spring 27 engage over the stems 25 and 26 for supporting the spring between the tube portion 8 and lever 16. The compressed spring 27 urges the latch lever 16 to rock about the pivot 18 in a direction for urging the latch pin 23 thereof inwardly through the opening 20.

The upper portion of the curved intermediate part 9 is provided with an opening 28 which is disposed in alignment with the bore of the tube end 7 and through which a part of a flexible element 29, such as a rope, loosely extends. The forward end of the flexible element 29 is secured to the upper end 24 of the lever 16 and which is disposed substantially in alignment with said opening 28, and the flexible element 29 extends from the lever end 24 through the opening 28 and tube portion 7 and rearwardly to any convenient position in the boat which many be remote from the bow 13.

An anchor rope or cable 30 extends forwardly, as for example from the location of the rear end of the flexible element 29, and said anchor rope or cable 30 projects through the tubular portion 7 forwardly from its open rear end 10 and through the arcuate intermediate portion 9 and has a forward end thereof secured through an eye 31 formed in the end of a shank 32 of an anchor 33. The shank 32 extends downwardly through the tube portion 8 so that the head of the anchor is disposed below the flared open end 19 of the tube portion 8. The shank 32 has a restricted portion 34 which is spaced from the ends thereof and which forms a downwardly facing annular shoulder 35 at the upper end of said restricted portion 34.

When the anchor 33 is in a fully raised position as illustrated in the drawing, with the head of the anchor disposed immediately beneath the lower tube end 19, the restricted portion 34 will be disposed in alignment with the opening 20 so that the latch pin can project into said restricted shank portion 34 and can bear against a portion of the downwardly facing shoulder 35, which forms a latch keeper, whereby the anchor 33 will be supported by the latch pin 23 in its raised position as shown.

When it is desired to lower the anchor 33, the operator, from a position remote from the boat bow 13, exerts a pull on the flexible element 29 for swinging the latch lever 16 clockwise as seen in Figure 1 about its pivot 18, to retract the latch pin 23 from the opening 20. The anchor 33 is thus released to be free to descend by gravity as the anchor rope or cable 30 is payed out and a conventional cleat, not shown, will be provided at the position from which the flexible elements 30 and 29 are manipulated for making the anchor rope fast after it has been payed out to provide the necessary scope for the anchor.

The anchor 33 is raised by exerting a pull on the rope

or cable 30 and the weight of the anchor will cause the shank 32 thereof to assume a position in alignment with the tube portion 8 as the anchor is raised from the bottom. In raising the anchor it is not necessary to hold the latch lever 16 in a released position. Rather, as the shank end 31 enters the tube end 19 and moves upwardly therefrom a part of either its rounded edge 36 or one of its beveled opposite sides 37 will engage the distal end of the latch pin 23 and cam said latch pin outwardly of the opening 20 by causing the lever 16 to rock counterclockwise as seen in Figure 1 about its pivot 18. The terminal of the latch pin 23 will ride along the shank 32 until it clears the shoulder 35. The spring 27 will then swing the lever 16 in the opposite direction or clockwise to project the pin 23 into the recessed shank portion 34 and beneath the shoulder or keeper 35 for thus automatically re-latching the anchor 33 in a fully raised position.

Various modifications and changes are contemplated and may be resorted to, without departing from the function or scope of the invention as hereinafter defined by the appended claims.

I claim as my invention:

1. A boat anchor control comprising a rigid tubular member having first and second substantially straight ends and an arcuate intermediate portion connecting said straight ends, bracket means connected to the first straight end and adapted to be secured to a boat for positioning said intermediate portion and the other second straight end in an outboard position relative to the boat and with said second straight end extending downwardly from the intermediate portion, a boat anchor having a shank extending upwardly into said second end, an anchor rope connected to said shank and extending therefrom through said intermediate portion and the first end, a spring projected latch, means mounting said latch on said second end and externally thereof, said second end having an opening through which a portion of the latch is spring projected into said second end, said anchor shank having a restricted portion disposed to receive said latch portion for latching the anchor to the tubular member in a raised position of the anchor, said intermediate tube portion having an opening, and a flexible element extending through said first end and through said last mentioned opening and having one end connected to a part of said latch for moving the latch to a position for releasing the anchor when a pull is exerted on the opposite end of said flexible element.

2. A boat anchor control as in claim 1, said spring projected latch comprising a lever, said means mounting the latch including a pivot disposed between and spaced from the ends of the latch lever, said latch portion constituting one end of the latch lever and said flexible element being connected to the opposite end of the latch lever.

3. A boat anchor control as in claim 2, and a compression spring disposed between a part of said latch lever and a part of said second end, said compression spring being disposed between said pivot means and said last mentioned lever end.

4. A boat anchor control as in claim 3, said anchor shank having an annular downwardly facing shoulder disposed immediately above the restricted portion thereof and forming a keeper beneath which said latch portion bears.

5. A boat anchor control as in claim 1, said anchor shank having a rounded and tapered portion to provide a cam means for camming said latch portion to a retracted position outwardly of said second end as the anchor shank is drawn upwardly into the second end.

6. A boat anchor control as in claim 1, said last mentioned opening being disposed in the outer side of said intermediate portion and in alignment with the bore of said first end.

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