E. ROBBINS.

Anchor-Fluke Supporter and Tripper.

No. 207,445. **Patented Aug. 27, 1878.**

Fig. 1.

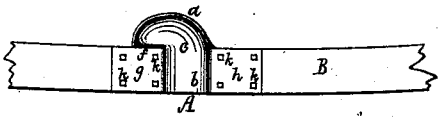


Fig. 2.

Fig. 3.

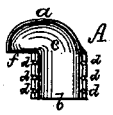


Fig. 4.

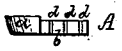
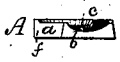


Fig. 5.

Fig. 6.



Witnesses.
S. N. Piper
John Robinson

Inventor,
Elisha Robbins,
by his attorney,
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UNITED STATES PATENT OFFICE.

ELISHA ROBBINS, OF COTUIT, MASSACHUSETTS.

IMPROVEMENT IN ANCHOR-FLUKE SUPPORTER AND TRIPPER.

Specification forming part of Letters Patent No. **207,445**, dated August 27, 1878; application filed June 27, 1878.

To all whom it may concern:

Be it known that I, ELISHA ROBBINS, of Cotuit, of the county of Barnstable, of the State of Massachusetts, have invented an Improved Anchor-Fluke Supporter and Tripper; and do hereby declare the same to be described in the following specification and represented in the accompanying drawings, of which—

Figure 1 is a top view, and Fig. 2 an outer side elevation, of it as applied to the rail or upper part of the bulwarks of the hull of a vessel. Fig. 3 is a top view, Fig. 4 a side elevation, Fig. 5 a front view, and Fig. 6 a rear elevation, of it as separate from the rail.

It is somewhat analogous to that for which a patent of the United States was granted to me on the 20th day of February, 1877, and numbered 187,485. The article so patented was made to rest on and to be fixed to the top of the rail; but such is not the case with my present improved article or tripper, which is to extend into a vertical recess or notch in the upper part of the bulwark or the rail thereof, the article being held thereto by cap-plates let into the rail flush or even with its surface. One of such cap-plates answers as a shoulder to support the anchor-fluke when it is in the head or upper part of the curved inclined chamber or channel of the tripper.

This tripper (shown at A) is composed of a head, *a*, and a dovetailed extension or tenon, *b*, projecting from such head, all being formed as represented. The tripper is channeled or grooved in its upper part, as exhibited at *c*, the channel being inclined gradually in the head and from it into the tenon, through which it is extended. From the tenon the channel curves into the head, in manner as represented, the tenon being dovetailed in transverse section, as shown. Furthermore, on each of the dovetailed edges of the tenon there is one or more grooves, *d d d*, extending through the edge from top to bottom thereof.

The bulwark (exhibited at B) has a recess, *i*, cut transversely through it to receive the cap-plates *g h*, and opening into the recess is a dovetailed groove, *e*, which also is made transversely through the rail, such groove being to receive and fit to the tenon, which, after having been driven or forced into it until the shoulder *f* of the head may bring up against the rail, is to be keyed to the bulwark or rail by nails or keys driven down through the grooves *d* and into the said rail or bulwark. Next the cap-plates are to be placed in the recess, and so that each shall lap a short distance over and upon the tenon, the cap plates being subsequently secured to the bulwark by nails *k* or screws going down through them and into it, the upper surfaces of the said plates being flush with the top of the rail or bulwark.

The tenon, being dovetailed and sustained by the caps, will easily resist the strain brought upon it by an anchor-fluke, which, when in the head of the tripper, rests against the shoulder or cap-plate *g*, and is held in place thereby. On pressing the fluke off the head, the weight of the anchor and the inclination of the channel of the tripper will cause the fluke to descend through and pass out of the channel, and as a consequence the anchor will be tripped off the rail.

What I claim herein as my present invention is as follows:

1. The combination of the separate cap-plates with the rail or bulwark and with the tripper composed of the head and tenon, arranged and channeled in their upper surfaces or parts and applied to and within the rail or bulwark, substantially as explained.

2. The tripper composed of the head and tenon, arranged and channeled in their upper parts, and provided with grooves in the opposite edges of the tenon, such grooves being to receive fastening devices or keys, as explained.

3. The tripper, the cap-plates, and the keys, arranged with each other and with respect to the rail or bulwark, as specified.

ELISHA ROBBINS.

Witnesses:
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