

John E. Crane U.S. Patent No. 9,645 Issued April 5, 1853

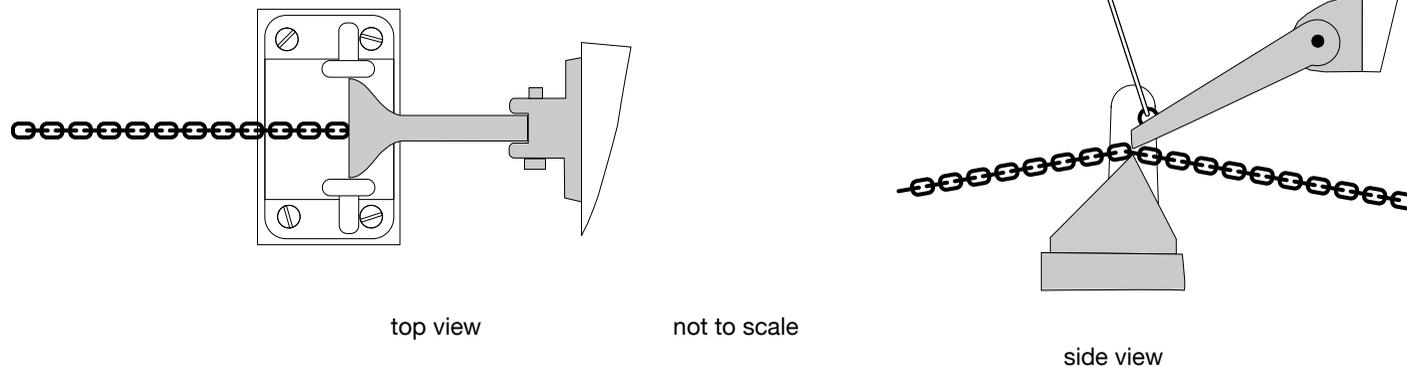
Chain stoppers were used to keep the anchor chain from running out as the anchor was being raised.

Crane received his patent for a chain stopper on April 5, 1853 but the device was in use and referred to as “Crane’s patent chain stopper” long before that date. For example Duncan McLean reported that the *Flying Fish*, which was launched in November 1851, used “Crane’s patent chain stoppers”. See this excerpt from McLean’s article about the ship:

She has a strongly secured patent windlass, and Crane’s patent chain stoppers, which, by the way, ought to be adopted in every ship. They are simple in design, economical in their cost, and of the highest utility in saving every link of chain as it is hove in. They are secured to a breast-hook close inside of the hawsehole, and the chain passes over an iron ridge, and every link as it is hove in is nipped by a paul which falls upon it, consequently its fleeting or surging upon the windlass will not lose a single link. It supersedes entirely the use of the devil’s claw. When the chain is required to be paid out, the paul is triced up out of the way, leaving fair scope for running.

McLean was clearly talking about US Patent No. 9,645. McLean does not mention what type of chain stoppers were used on the *Flying Cloud* in his article about that ship’s launching but it seems likely that they were Crane’s at the launching or were quickly replaced with Crane’s since Crane’s seems to be such an improvement over previous devices.

One can not tell the actual size of a Crane’s chain stopper for a particular sized chain from the patent so this drawing (copied from the patent) is mostly to provide information on what it looked like and operated.



FLYING CLOUD - CRANE’S CHAIN STOPPER