

J. Taber.
Hawser Clamp.

N^o 63.
31,067.

Patented Jan. 1, 1861.

Fig: 1.

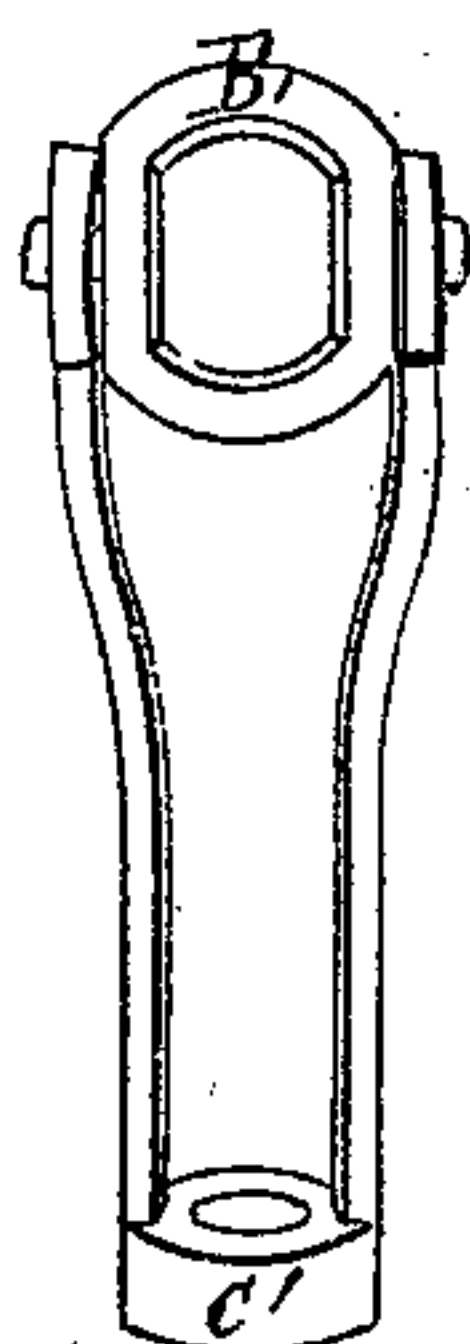
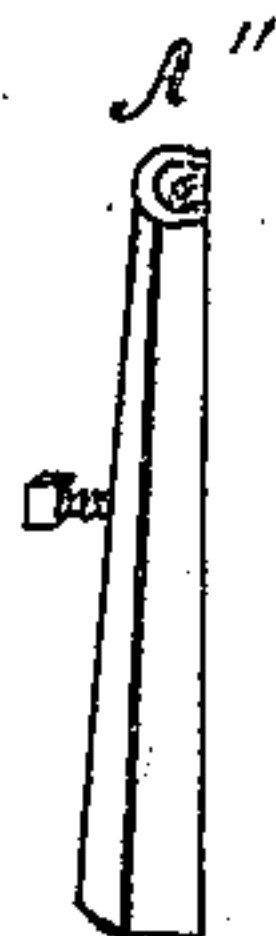
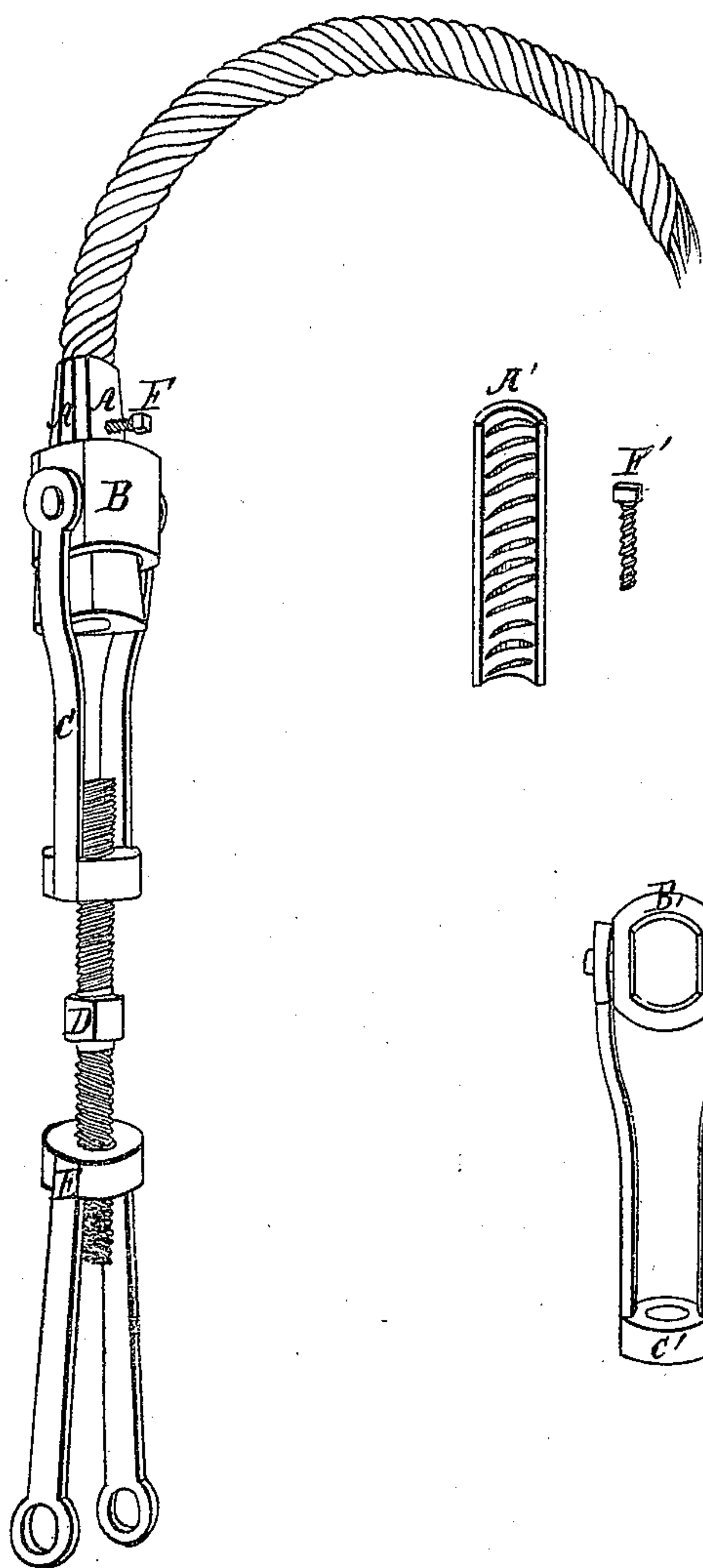
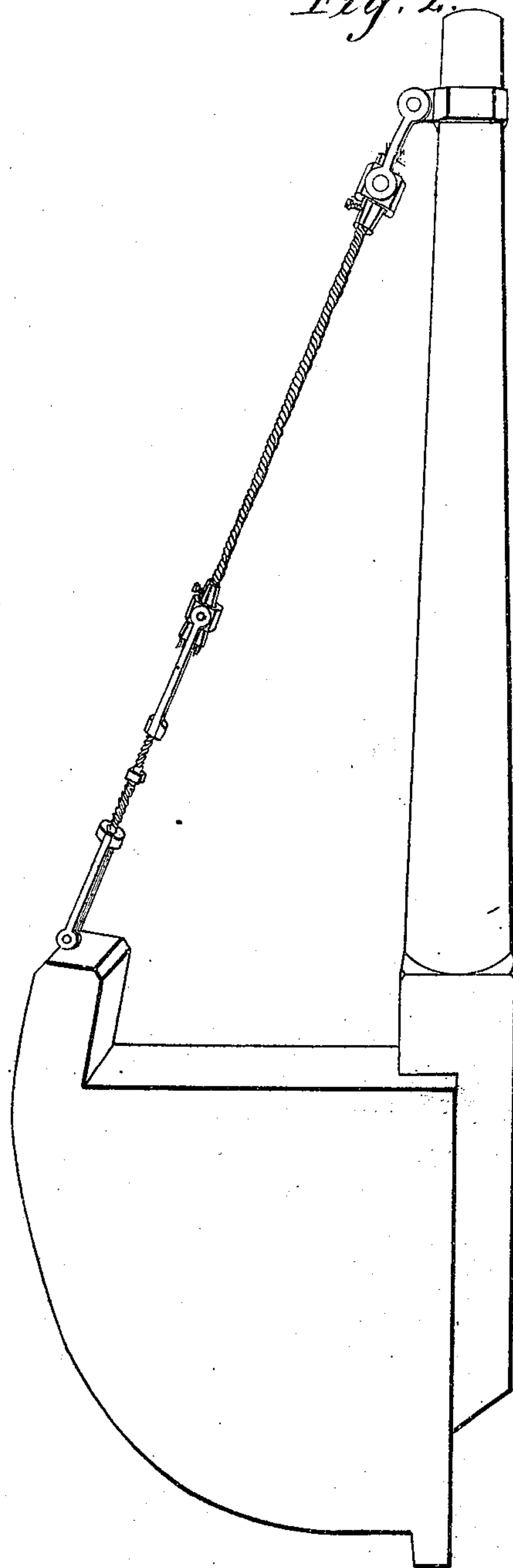


Fig: 2.



Witnesses.
Chas. G. Crosby
Chas. E. Philips

Inventor.
John Taber

UNITED STATES PATENT OFFICE.

JOHN TABER, OF BANGOR, MAINE.

ATTACHING THE SHROUDS OF SHIPS.

Specification of Letters Patent No. 31,067, dated January 1, 1861.

To all whom it may concern:

Be it known that I, JOHN TABER, of Bangor, county of Penobscot, and State of Maine, have invented a new and Improved
5 Mode of Setting Up the Standing Rigging upon Ships and Vessels; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings and to the let-
10 ters of reference marked thereon.

The nature of my invention consists in securing the ends of the standing rigging without the use of dead-eyes and lanyards, and when applied to the upper end of the
15 shrouds firmly securing them without the cumbersome loop passed over the mast head.

To enable others skilled in the art to make and use my invention I will proceed to describe its construction and operation.

20 It is made of iron or any other metal sufficiently strong.

In Figure 1 A A is a wedge shaped tube split longitudinally (making two semi-
25 tubes) grooved on their inner surfaces and made smooth on the outside. The tapering form is confined to the outside. The diameter of the aperture is uniform. B is a strong sliding clasp around the wedge
30 shaped tubes of sufficient size to pass over the smaller end of the tubes when placed together, but not large enough to pass over the larger end of the same, and is made tapering in its bore to correspond with the
35 taper of the tube it surrounds. C is a nut with double straps riveted to the clasp B. D is a double screw, right and left screw, (square in the middle where a lever may be
40 applied) passing through the nut C and through the nut E. E is a nut similar to C having its two iron straps attached to the
45 chain plates or to the vessel. F is a small screw to be screwed into holes made at intervals in the tubes A to keep the clasp B in its place. A' is a front inside view of
one of the grooved semi-tubes. A'' is a side
view of the same. B' is an end view of the
clasp B attached by the straps to the nut C'.
F' is the small screw to be put into the holes
made for it in the semi-tube.

50 Fig. 2 represents a section of a vessel and the lower mast with my invention applied to each end of a single shroud.

My invention for securing the upper end of a shroud or other standing rigging is
55 the same as for securing the lower end ex-

cepting that the position is reversed. To secure the upper end of the shroud to the mast head by dispensing with the usual loops over the mast head, I put an iron band of sufficient strength around the head of the
60 mast containing a number of projecting eyes corresponding to the number of pieces of rigging to be attached thereto. To one of these eyes is attached the clasp B around the
65 tubes A by metallic straps.

The method of using and the operation of my invention being the same at each end of a shroud or other piece of standing rig-
70 ging I will describe the method of applying it to the lower end of a shroud. This will be sufficient to enable any one to learn its application and operation under any cir-
cumstances.

The upper end of the shroud being secured to the mast head, and the nut E being se-
75 cured by its straps to the chain plate, and the screw D turned through the nut E, and the clasp B by means of the other nut and straps C screwed into the other end of the
80 screw D, I pass the end of the rigging through the clasp B far enough to allow me to place the semi-tubes A A on the one and the other side of the rope below the
85 clasp. This brings the smaller end of the tubes below the larger end of the orifice in the clasp. Then I slip the clasp over the tube and drive it down with force and apply
all the power necessary to tauten the rig-
ging to the clasp B by means of the screw
90 D or by any other power. The semi-tubes (or jaws as they might now be called) being
tapering and smooth on the outside the greater the power applied to slide down
95 the clasp the more firmly will the rigging be grasped. The size of these tubes or jaws is to be graduated by the size of the rigging
to which they are applied, and should be of such a size as to permit all needful pressure
upon them without their sides coming in
100 contact when claspings the rigging. After the rigging is set up the screw F may be
screwed into the outside of the tube to keep
the clasp in its place in case the rigging
should get slack in a gale of wind and slat
105 badly and endanger the driving up the clasp toward the smaller end of the tube or jaws.
After the rigging has been once set up and again become slack a few turns upon the
double screw D will probably tauten it suf-
110 ficiently. If it will not it will be easy to

loosen the clasp, draw out the semi-tubes, place them farther from the end of the rigging and again secure them as before with the clasp.

5 What I claim as my invention and desire to secure by Letters Patent is—

The combination of the tapering semi-

tubes A A as constructed, with the clasp B, and right and left screw D, operating as set forth, and for the purposes described. 10
JOHN TABER.

Witnesses:

CHARLES E. PHILLIPS,
CHAS. S. CROSBY.