

F. FILLINGHAM.
RIGGING FOR JIBSAILS.

No. 77,875.

Patented May 12, 1868.

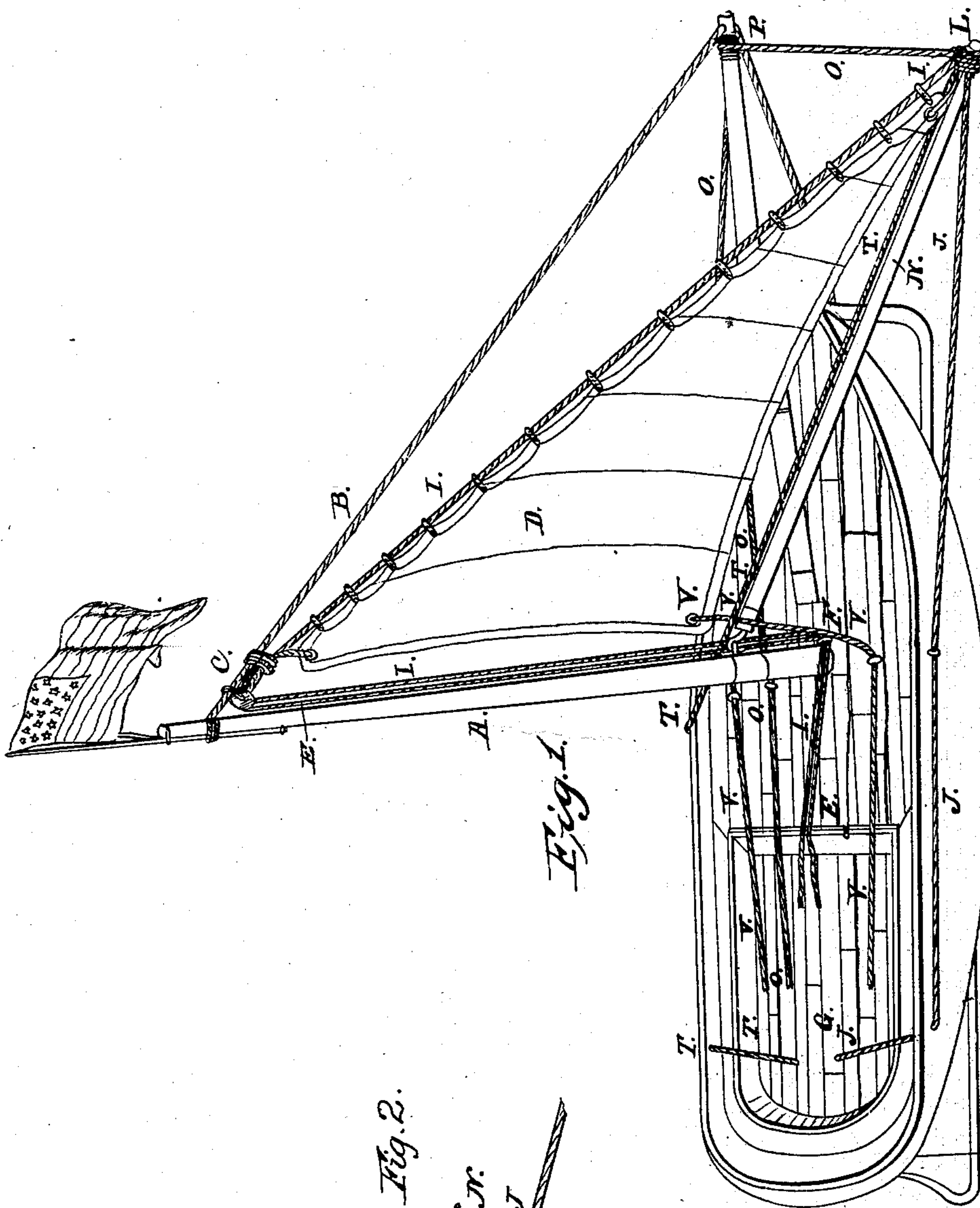


Fig. 1.

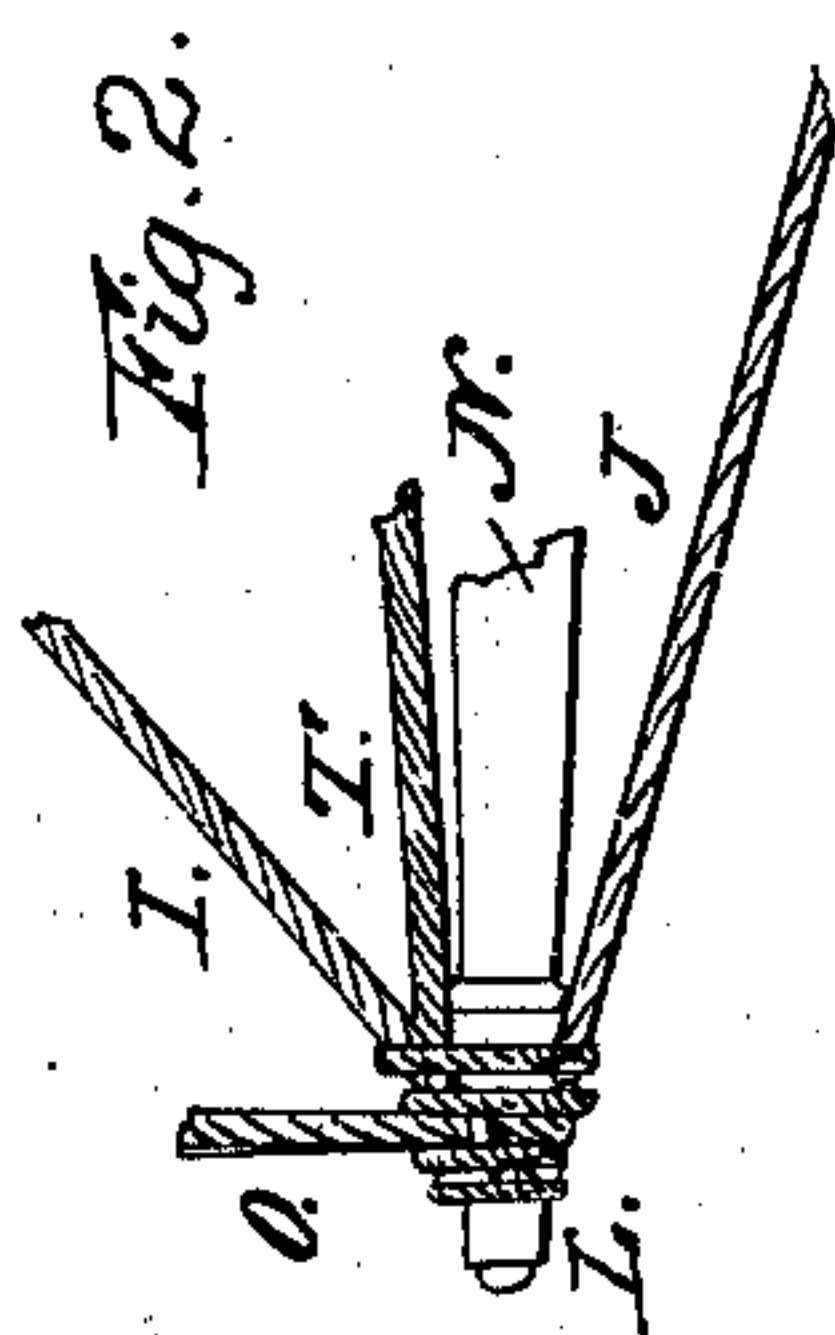


Fig. 2.

Witnesses:
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FREDERICK FILLINGHAM, OF ITHACA, NEW YORK.

Letters Patent No. 77,875, dated May 12, 1868.

IMPROVEMENT IN RIGGING FOR JIB-SAILS.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, FREDERICK FILLINGHAM, of Ithaca, Tompkins county, New York, have invented an Improved Rigging for Jib-Sails of vessels; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawing, and to the letters thereon.

Figure 1 is a view of a small sail-boat, with my improvement on it.

Figure 2, a view of the outer end of my jib-sprit or boom.

My object is to make a jib-sail, which, while it has all the uses and advantages of the one in common use, has also other and peculiar advantages, which will be apparent as it is described.

This I accomplish by making a tubular eye or thimble, and using it near the lower front corner of the jib-sail. To this eye or thimble I fasten also two guys, one for the starboard hauling of the sail, and the other for the port side of the vessel, and also an out-haul, thus making the desired and all of the movements of the sail in a great measure from and by this eye or thimble. The parts just named are attached to the outer part of the eye or thimble, but to the inner or hollow part thereof I apply, when I give novel motions and uses to a jib-sail, the forward end of a horizontal, or nearly so, sprit or boom.

The aft or inner end of the sprit or boom I attach, by a goose-neck or other joint, on or near to the foremast. The movable jib-stay, I pass through an eye fastened to the bowsprit-stay, near the fastening of this stay to the foremast.

I use at this point two eyes, for the better adjustment of the parts.

I also use other parts in common use.

These and other facts are seen in the drawings.

In fig. 1, A is the foremast, having the head or bowsprit-stay B secured to it, and the end of the bowsprit. On the bowsprit-stay, at C, are fastened, a short distance apart, two eyes or running loops or blocks. Through them goes the halyard of the jib-sail D, which halyard, E, goes to the block F at or near the deck, and, when desirable, to the cockpit G. The starboard guy J is fastened to the eye or thimble L on the end of the sprit or boom N of the jib-sail, and goes to an eye or block opposite or a little abaft the foremast, and thence to the stern of the sail-boat. The port guy T has a similar arrangement. The out or down-haul is also fastened to the thimble L, and goes thence, as shown by the letters O, to the end of the bowsprit at P, where it passes through a hole in the same, or through a block, and to the foot of the foremast, where it is secured, and, when desirable, to the cockpit. The jib-stay I, from the thimble L, goes to the blocks at C, and thence to the foot of the foremast, where it may be secured, or, if desirable, also to the cockpit, being so made and adjusted that it readily passes over the bowsprit, and also within the head or bowsprit-stay.

Jib-sheets and other and familiar parts complete the rigging.

In fig. 2, the thimble or eye L and other described parts are clearly seen at the outer end of the sprit with the same letters as in fig. 1.

It will be noticed that by the starboard guy, the jib-sail can be drawn to any distance to the right of the bowsprit, not exceeding a right angle, and, by the port guy, the same distance to the left. Thus the jib-sail is made movable, and adjustable to any point within a half circle.

And also it will be seen that this is a decided advantage for those positions of the sails when the wind is of little use in the ordinary construction of the jib-rigging.

It will also be noticed that the same use can be made of the jib-sail as of an ordinary one, by drawing the out or down-haul tight, thus fastening the thimble L to the bowsprit.

The other uses of my invention are apparent to those skilled in the art to which it appertains.

Claim.

The construction, arrangement, and use of the jib-sprit or boom, for the purpose of moving and adjusting the jib-sail to any point on the starboard or port side of the bowsprit and vessel, as and for the purposes described.

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