

D. Dryburgh.
Band for Booms & Gaffs.
Nº 95,442. Patented Oct. 5, 1864.

Fig: 1.

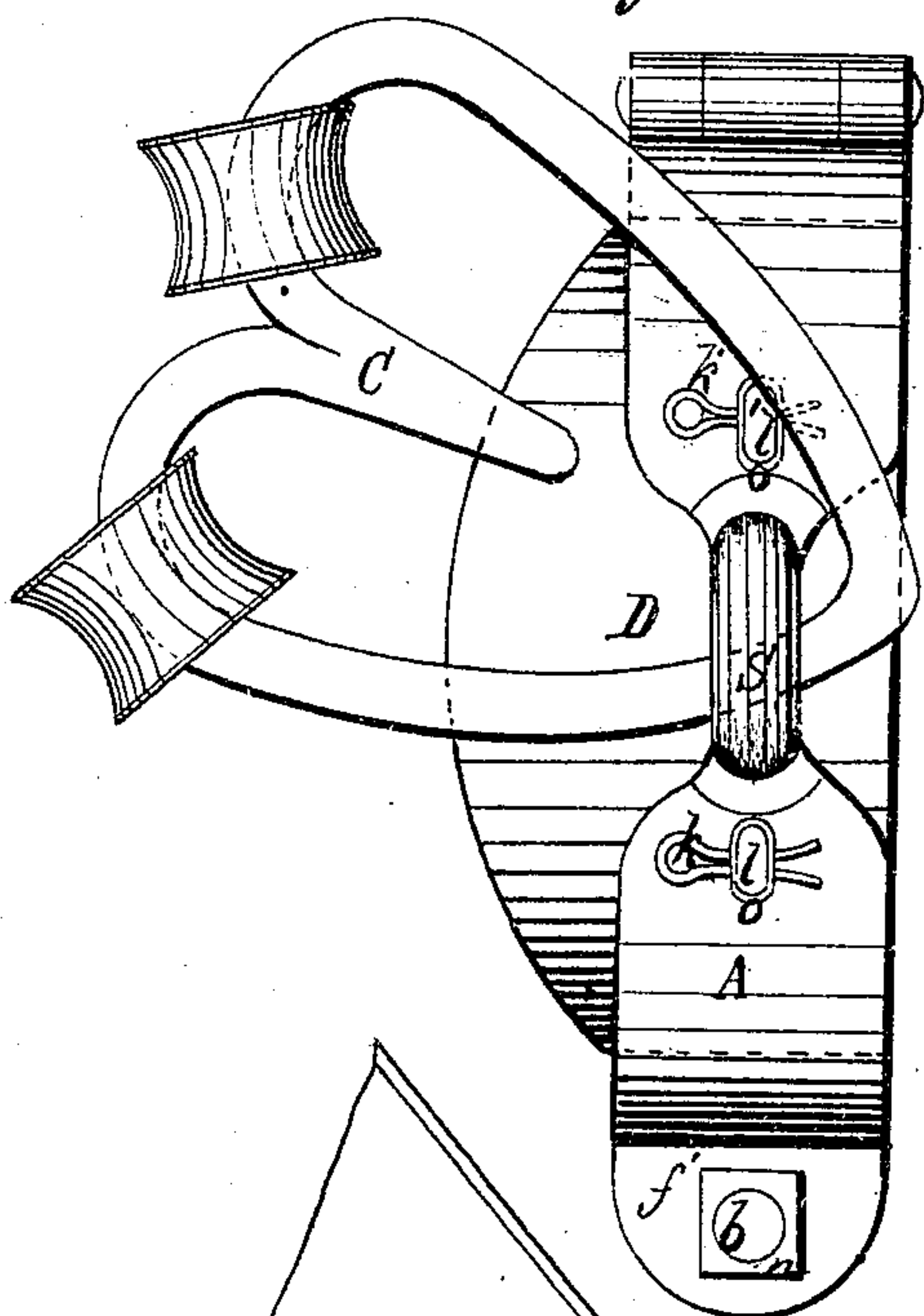


Fig: 2.

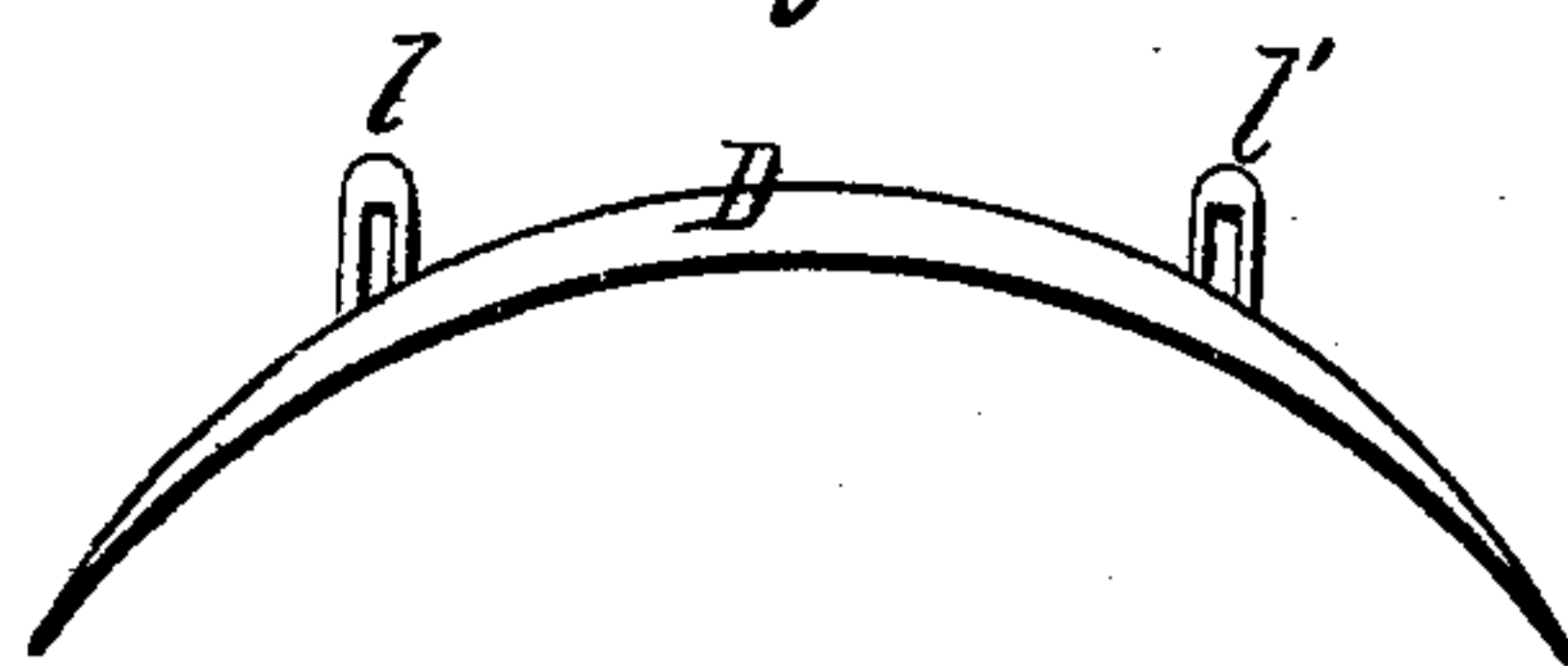
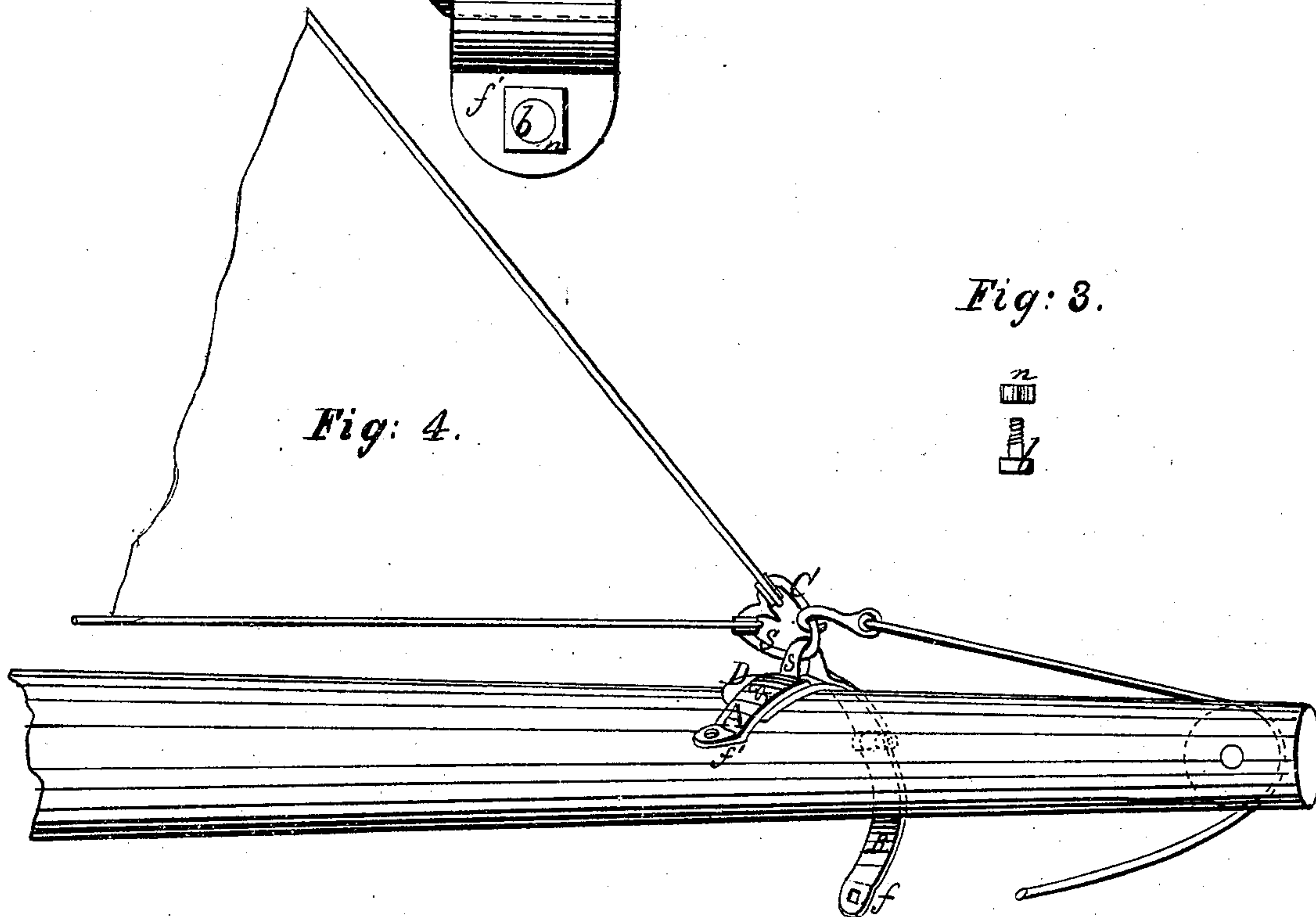


Fig: 3.



Fig: 4.



Witnesses:
Charles McEvoy
James H. Crawford.

Inventor.
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United States Patent Office.

DAVID DRYBURGH, OF PHILADELPHIA, PENNSYLVANIA.

Letters Patent No. 95,442, dated October 5, 1869; antedated September 20, 1869.

IMPROVEMENT IN BANDS FOR BOOMS AND GAFFS.

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, DAVID DRYBURGH, of the city of Philadelphia, county of Philadelphia, and State of Pennsylvania, have invented a new and useful Improvement in "Bands for Booms and Gaffs;" and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The object of my invention is to secure sails to the ends of booms or gaffs, in an effectual manner, at a saving of labor; also, to prevent the chafing and wearing away of the gaff or boom.

In the present method of securing the end of the sail to the gaff or boom, the sail is hauled out to the proper position, and secured by means of a band. To accomplish this, the band has to be carried out to the end of the gaff or boom, and there secured, thus requiring the labor of two or three men to get it into position.

This is objectionable, on account of the liability of losing the band, also the danger incurred, and the number of hands required in attaching it.

Figure 1 is a top view of my band for booms and gaffs.

Figure 2 is a detached view, showing the saddle of same.

Figure 3 is a detached view of the bolt and nut used for securing the ends of the band.

Figure 4 is a view of my band attached to a sail, showing it (the band) as it appears when the sail is being set.

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

The band is made circular in form and in two parts, A and B. Said parts are connected by means of a hinge, H, formed thereon.

The ends of parts A and B, opposite to the hinge H, are turned out, so as to form flanges *f* and *f'*, in which are made openings, through which passes a bolt, *b*, where it is held in place by means of nut *n*.

In the centre of part A the metal is raised and made

semicircular in form and rounded off, so as to form a hook or staple, S.

On the inner side of the part A, and made to conform to the same, is a saddle, D, fig. 2. Said saddle is made flush on one side of the band, and the other side projects somewhat beyond it, and is made semicircular.

The upper part of the saddle D is provided with lugs *l* and *l'*, in which are formed rectangular openings.

On each side of the hook or staple S are made openings O and O', in which are inserted lugs *l* and *l'*, of saddle D, where it (the saddle) is secured by means of keys *k* and *k'*, passing through the openings made in the lugs.

Passing through, or hooked into the staple S, and prevented from dropping out by means of the saddle D, is a heart-shaped clew, C, of ordinary construction.

The operation of the band is as follows:

The clew C is secured to the end of the sail, as shown in fig. 4, the band sliding along the boom or gaff as the sail is being drawn out. When the sail is set, the band is closed around the boom, where it is held firmly by means of the bolt *b* and nut *n*, thus requiring only one man out on the boom or gaff.

It will be obvious that the form of the saddle will prevent the clew C from touching on or chafing the gaff or boom, when the sail is slackened up.

Having thus described my invention, its construction and operation,

What I claim, and desire to secure by Letters Patent of the United States, is—

The combination and arrangement of the parts A and B, saddle D, provided with lugs *l* and *l'*, keys *k* and *k'*, and clew C, so as to operate substantially in the manner and for the purpose set forth.

In testimony whereof, I have hereunto set my hand, in the presence of two subscribing witnesses.

DAVID DRYBURGH.

Witnesses:

CHARLES H. EVANS,
ISAAC R. OAKFORD.