H. K. Eldridge,

Sib Hawk.

No. 100,019. Patented Feb. 22. 1870.

Fig. 1.

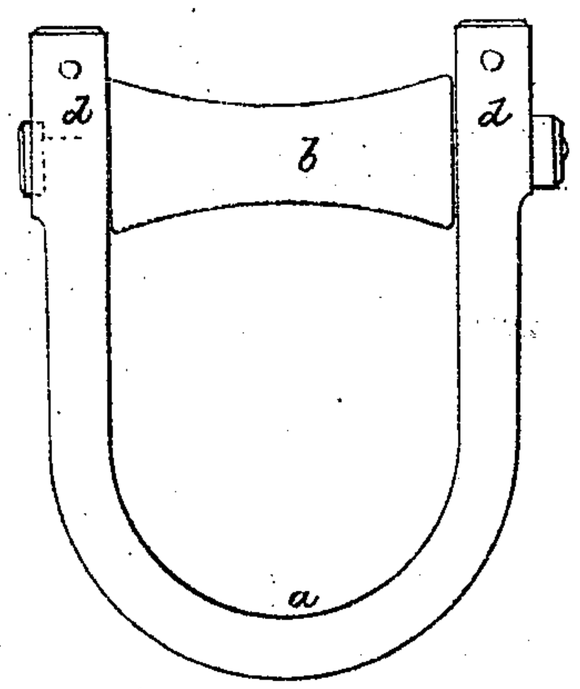
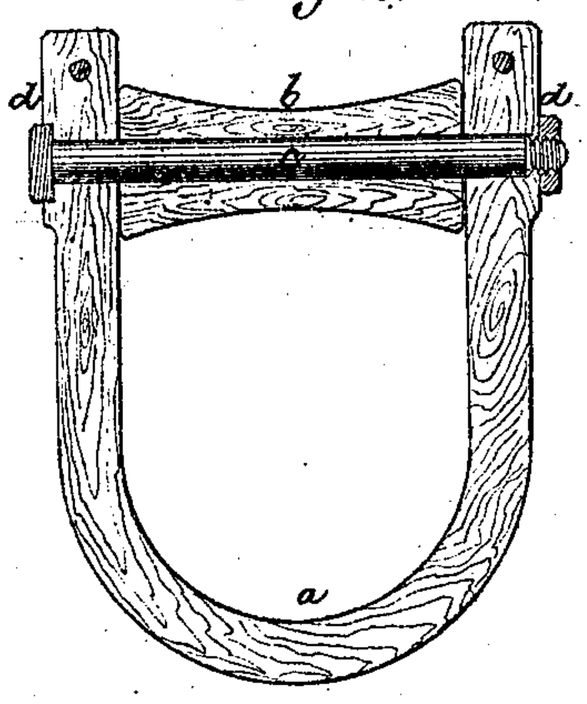


Fig. 2.



Witnesses.

Edward L. Griffeth.

Geo A Loring

H. K. Eldridge

by his Attorney.

Frederick Curtis.

United States Patent Office.

H. K. ELDRIDGE, OF CAMBRIDGE, MASSACHUSETTS.

Letters Patent No. 100,019, *dated February* 22, 1870.

IMPROVEMENT IN JIB-HANKS FOR VESSELS.

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

To all to whom these presents shall come:

Be it known that I, H. K. ELDRIDGE, of Cambridge, in the county of Middlesex, and Commonwealth of Massachusetts, have made an invention of a new and useful Improvement in "Jib-Hanks" for Rigging of Navigable Vessels; and do hereby declare the following to be a full, clear, and exact description thereof, due reference being had to the accompanying drawings making part of this specification, and in which—

Figure 1 is an outer elevation, and

Figure 2 a longitudinal section of a jib-hank, made as contemplated by my invention.

This invention relates to the construction of a jib-hank, whereby strength, simplicity, and ease of application are secured.

The drawings which accompany this specification represent a jib-hank as composed of a wooden yoke, *a*, and a collar, *b*, these parts being formed and arranged as in many similar devices now in use, it being understood that the yoke is to be seized to the bottom of the jib in the usual manner.

My invention consists in the adoption of a bolt, *c*, extending through the arms *d d* of the hank-bow and the roller, the head of the bolt partially overlapping the outer surface of one arm, and the nut of the bolt that of the opposite arm, as represented.

A transverse metal pin may or may not be inserted and riveted within the extremity of each arm *d d*, to strengthen it.

Heretofore, in the construction of jib-hanks in which an anti-friction roller has been employed to reduce friction and wear upon the jib-stay, it has been customary to employ an iron strap or clasp, overlapping the ends of the arms of the yoke, and spanning them, the ends of this clasp having short inwardly-projecting pins or studs to extend through the arms, and a short distance into the bow of the roller, to serve as journals for the same, the ends of said clasp being secured immovably to the arms.

The advantages of my invention over the last mentioned construction, in a mechanical point of view, are that it is stronger, cheaper, and more durable, and equally, if not more efficient in action.

My invention, however, possesses several and peculiar advantages which would be apparent only to sea-faring men. For instance, should it become necessary to substitute a new for an old one, the bolt and roller in my invention may be instantly removed, and a new hank substituted with equal ease and rapidity; whereas, under the old construction, to accomplish this it was necessary to come up with the jib-stay.

Another great advantage of the use of my construction of hank, which will be apparent to sea-faring men, will be found in the unshipping of the jib-boom.

The bolt *c* in my invention serves the purpose of a strong stay against spreading of the arms of the yoke, as an axis for the roller, and as a ready means for permitting the hank to be applied to or removed from the jib-stay.

Claims.

I claim as my invention, and desire to secure by Letters Patent of the United States, as follows:

As a new article of manufacture, a jib-hank, composed of the yoke *a*, bolt *c*, and roller *b*, said parts being constructed and arranged for joint operation, as shown and set forth.

H. K. ELDRIDGE.

Witnesses:

FRED CURTIS,

EDWARD GRIFFITH.