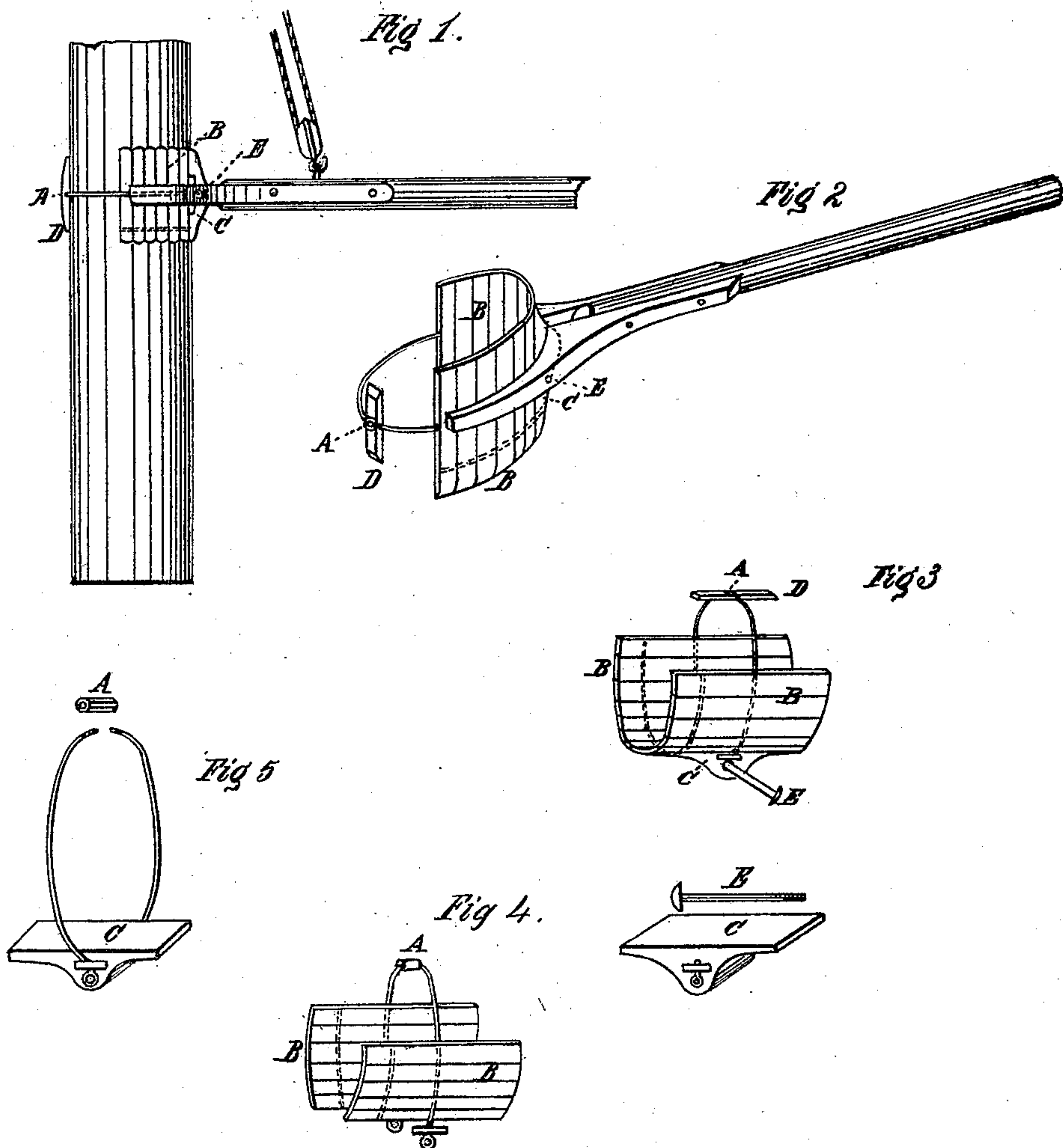


J. H. DAVID.

Improvement in Gaff Fastenings.

No. 131,508.

Patented Sep. 24, 1872.



Witnesses.

Edward K. Hall.  
Everett W. Stetson.

Inventor.

James H. David

# UNITED STATES PATENT OFFICE.

JAMES H. DAVID, OF DAMARISCOTTA, MAINE.

## IMPROVEMENT IN GAFF-FASTENINGS.

Specification forming part of Letters Patent No. 131,508, dated September 24, 1872.

*To all whom it may concern:*

Be it known that I, JAMES H. DAVID, of Damariscotta, in the county of Lincoln and State of Maine, have invented certain Improvements in Parrals or Gaff-Fastenings, of which the following is a specification:

The invention relates to fastening the gaff to the mast of a vessel with a parral, so that the gaff and sail will readily and easily fall, whatever the position of the gaff may be, without chafing or catching the mast in the descent, and whereby they may be as easily and readily raised to position.

The object of my invention is to render the raising of the gaff and sail free and easy and the lowering of the same rapid, free, and safe at any time, more particularly in a storm or sudden squall, and to prevent chafing the mast; also, in the construction of the parral-ring, which is composed of iron, steel, or other suitable metal, in two parts, with a screw or thread at one end and an eyelet at the other end of each part, with the ends with screws or threads united in front by coupling the ends with the nut A, seen in Figs. 4 and 5, thus rendering it easy to detach the parts and string on chafe-guards, marked B in the several figures; and in connecting the parral to the gaff at the center of its jaws, with chafe-guards strung on the parral-ring one-quarter way round the mast on each side, extending from the clapper C, seen in Fig. 1. In the front of the fore chafe-guard D in Fig. 1 is a niche in which the nut A, coupling the thread ends of the parral-ring, is settled, as seen more clearly in Figs. 2 and 3.

The parral is constructed as seen in Figs. 3, 4, and 5, the chafe-guards marked B in the several figures being made of wood, leather, or a combination of wood and leather, or wood and metal. The space between the chafe-guards

marked B in the several figures and the fore chafe-guard D, seen in the several figures, may be covered with leather or rollers. Through the lower part of the chafe-guards B, in Figs. 1, 2, 3, 4, a cord or small rope passes, connecting them, (not too tightly,) for the purpose of steadying said chafe-guards and keeping them in place. The dotted lines on the lower parts of said chafe-guards indicate where the said cord or rope passes through. The chafe-guards vary from five inches to twenty inches in length, according to the size of the vessel.

The parral, as constructed, is attached to the gaff at the center of its jaws by placing the eyelets (through which the bolt E passes, as seen in Fig. 3,) on each side of the clapper C, seen in the several figures, and passing said bolt through the jaws of the gaff, at their center; the eyelets of the parral and the clapper C securing it with a nut or rivet, as seen in Figs. 1 and 2.

### *General Description.*

Figure 1 is the mast, with the gaff attached by the improved parral. Fig. 2 is the gaff and parral detached from the mast. Fig. 3 is the parral detached from the mast and gaff and connected with the clapper C. Fig. 4 is the parral (minus the fore chafe-guard) detached from the mast, gaff, and clapper C. Fig. 5 is the parral-ring uncoupled, but connected with the clapper C, prepared for the chafe-guards.

What I claim as my invention is—

The combination of the parral-ring, chafe-guards B and D, clapper C with the jaws of a gaff, substantially as herein described.

JAMES H. DAVID.

Witnesses:

EDWARD K. HALL,  
EVERETT W. STETSON.