

(No Model.)

F. W. LIMEBURNER.

CLEAT.

No. 271,484.

Patented Jan. 30, 1883.

Fig. 1.

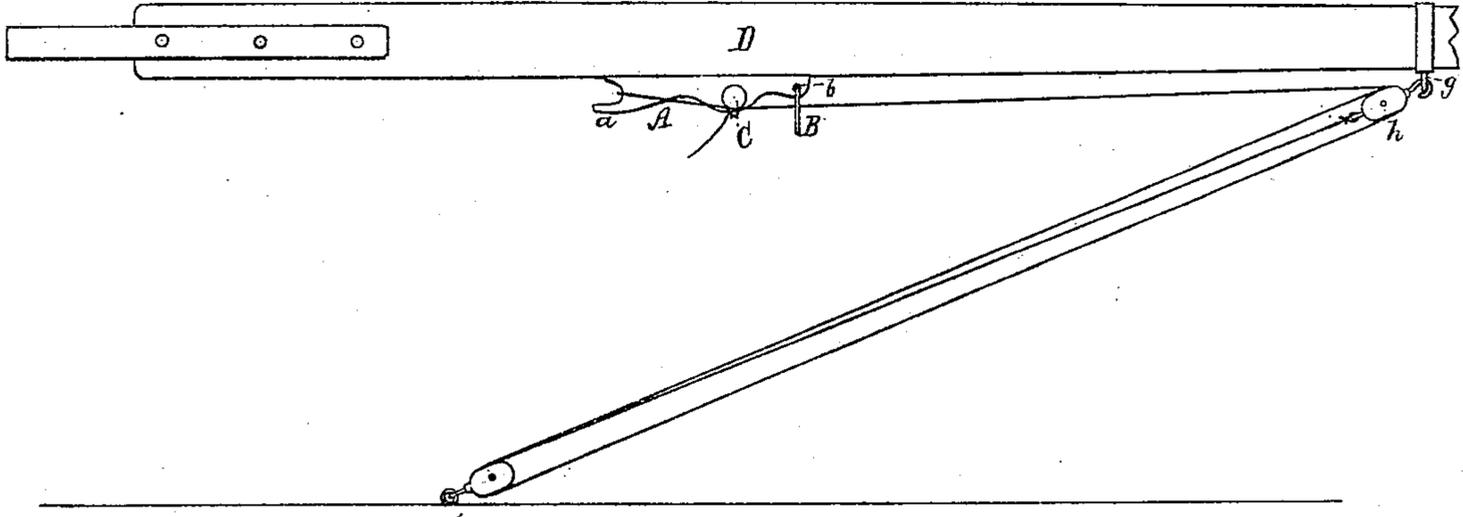


Fig. 2.

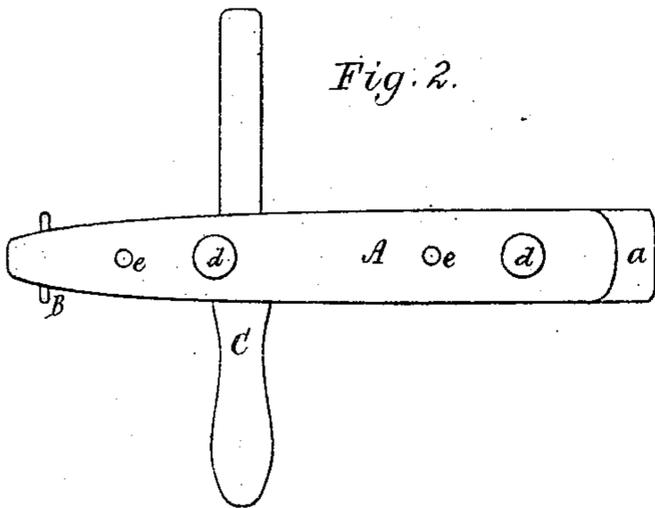


Fig. 4.

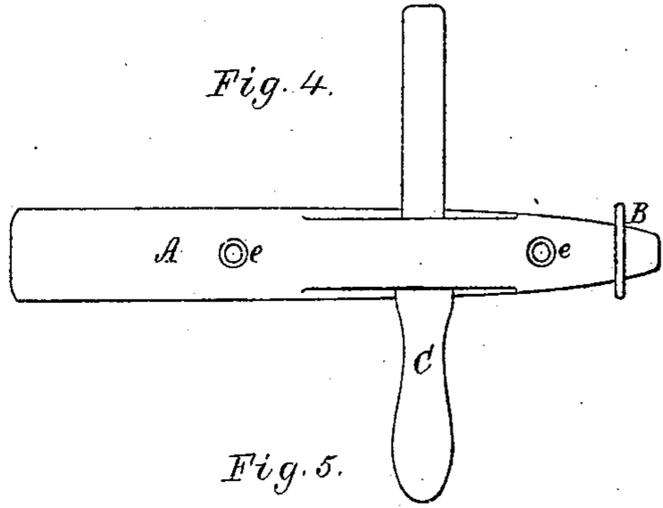
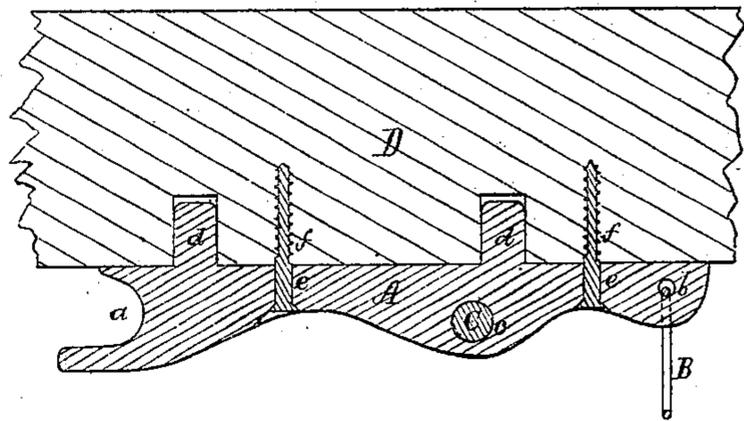
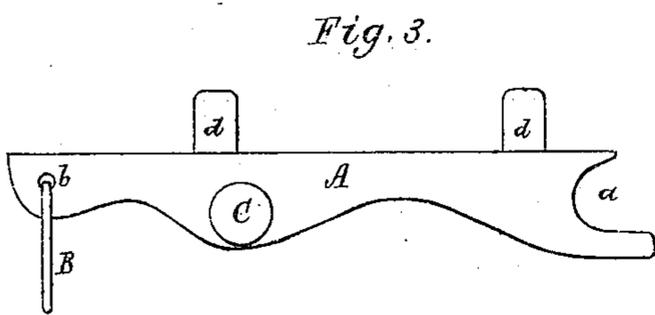


Fig. 5.



Witnesses.

S. N. Piper.

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UNITED STATES PATENT OFFICE.

FRANK W. LIMEBURNER, OF BELFAST, MAINE.

CLEAT.

SPECIFICATION forming part of Letters Patent No. 271,484, dated January 30, 1883.

Application filed November 10, 1882. (No model.)

To all whom it may concern:

Be it known that I, FRANK WEST LIMEBURNER, of Belfast, in the county of Waldo, of the State of Maine, have invented a new and
5 useful Improvement in Boom Attachments; and I do hereby declare the same to be described in the following specification and represented in the accompanying drawings, of which—

10 Figure 1 is a side view of the boom of a navigable vessel with my improved attachment applied to it. Fig. 2 is a top view, Fig. 3 a side elevation, and Fig. 4 a bottom view, of the attachment, while Fig. 5 is a longitudinal
15 section of it and that part of the boom to which it is fixed.

The improvement is to take the place of the usual "cleat," the "snatch," and the strap or collar and ring as usually applied to a boom, all
20 of which are in separate pieces, and, besides, being liable to become accidentally detached from the boom and objectionable in other respects. With my invention the whole are substantially combined and rendered much more
25 serviceable and convenient.

In the drawings, A denotes a long cleat, provided at its rear end with an arm or hook, *a*, and at its front end with a hole, *b*, to receive an elongated ring, B, which goes through such
30 hole loosely. Between the hook *a* and the hole *b* there is made laterally through the cleat a hole, *c*, to receive a belaying-pin, C, arranged in the cleat in manner as shown.

From the upper or flat edge of the cleat two
35 tenons, *d d*, are extended, and upward through the cleat are holes *e e* to receive strong screws *f*, for fixing such cleat to the under side of the boom D.

The cleat is to be made of metal—as "malleable cast-iron," for instance—in which case it
40 should be painted or covered with a plating of zinc or other metal not readily oxidizable.

In Fig. 1 the boom is shown as provided with its usual ring, *g*, to receive the hook of a
45 tackle-block, *h*. The opposite block of the

tackle is usually hooked to a ring secured to the vessel's rail. The tackle-rope is belayed on the pin after having been run around the arm or hook *a*, which serves the purpose of
50 the usual snatch. When the tackle is not hooked to the eye of the rail it is to be hooked in the ring B and drawn taut about the arm or hook *a* and belayed on the pin.

In some cases the tenons may be dispensed with; but it is preferable to have them, as by
55 extending into the boom they serve to relieve the fastening-screws from the great strain to which they would otherwise be subjected. By having the belaying-pin, instead of the usual double-horned cleat, firmly fastened to the
60 boom, the pin can be removed from the part A, so as not to be in the way when the vessel may be in port.

What I claim as my invention is as follows,
65 viz:

1. The boom attachment consisting of the
66 cleat A, provided at one end with the arm or hook *a*, and at the other with the ring *g*, and with the belaying-pin C, arranged between
70 such hook and ring, all being substantially as represented.

2. The boom attachment consisting of the
67 cleat A, having one or more tenons, *d*, projecting upward from it, as set forth, and also having
75 at one end a hook, *a*, and at the other a ring, *g*, and between such hook and ring a belaying-pin extended through it, substantially as set forth.

3. The boom attachment consisting of the
68 cleat A, having one or more tenons, *d*, extending
80 upward from it, as set forth, and also having at one end a hook, *a*, and at the other a ring, *g*, and between such ring and hook a hole *c*, to receive a belaying-pin, C, all being as shown and described.

FRANK WEST LIMEBURNER.

Witnesses:

R. H. EDDY,
E. B. PRATT.