

(No Model.)

W. H. PETELER.

SAIL HANK.

No. 277,338.

Patented May 8, 1883.

Fig. 1.

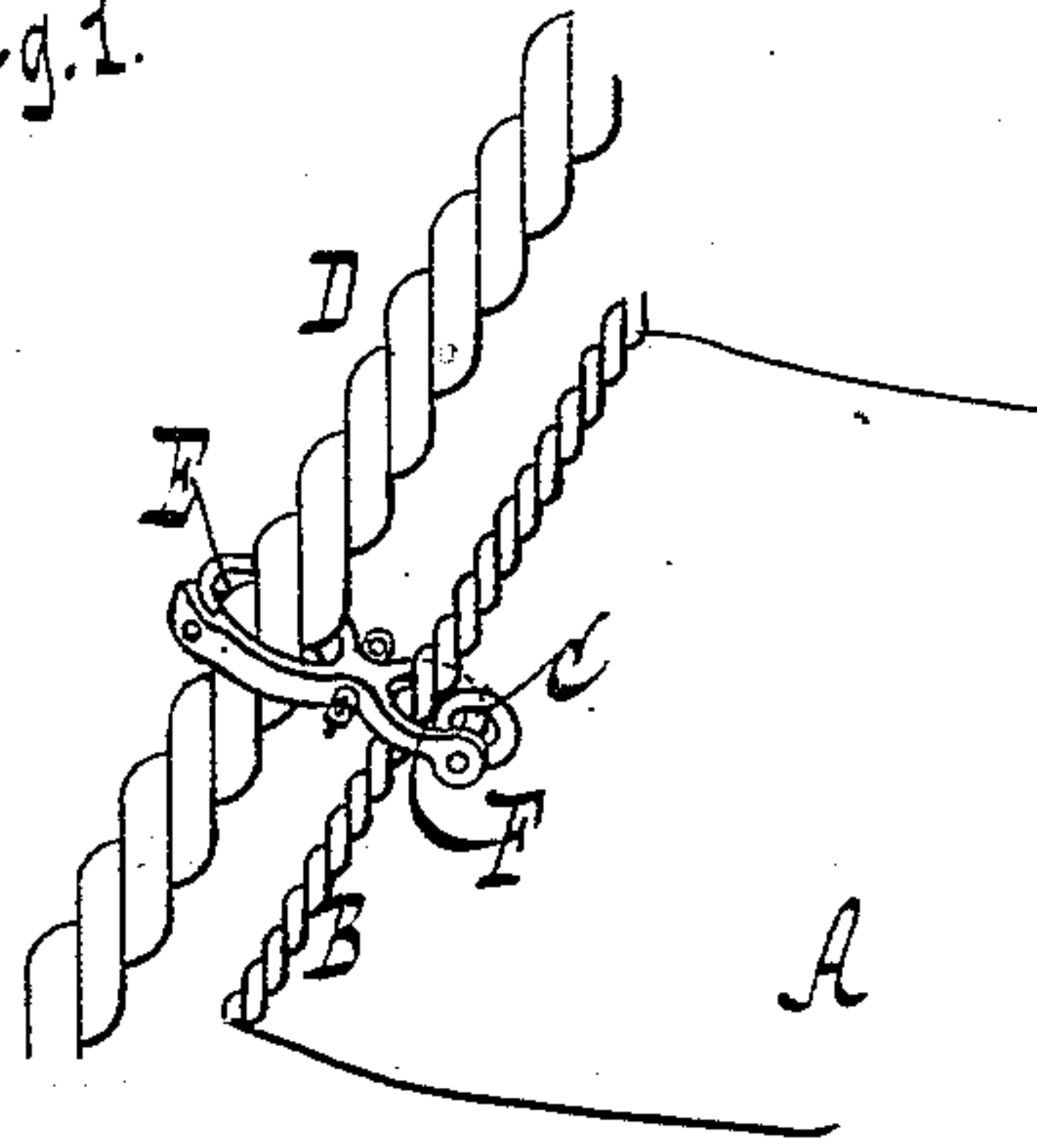


Fig. 2.

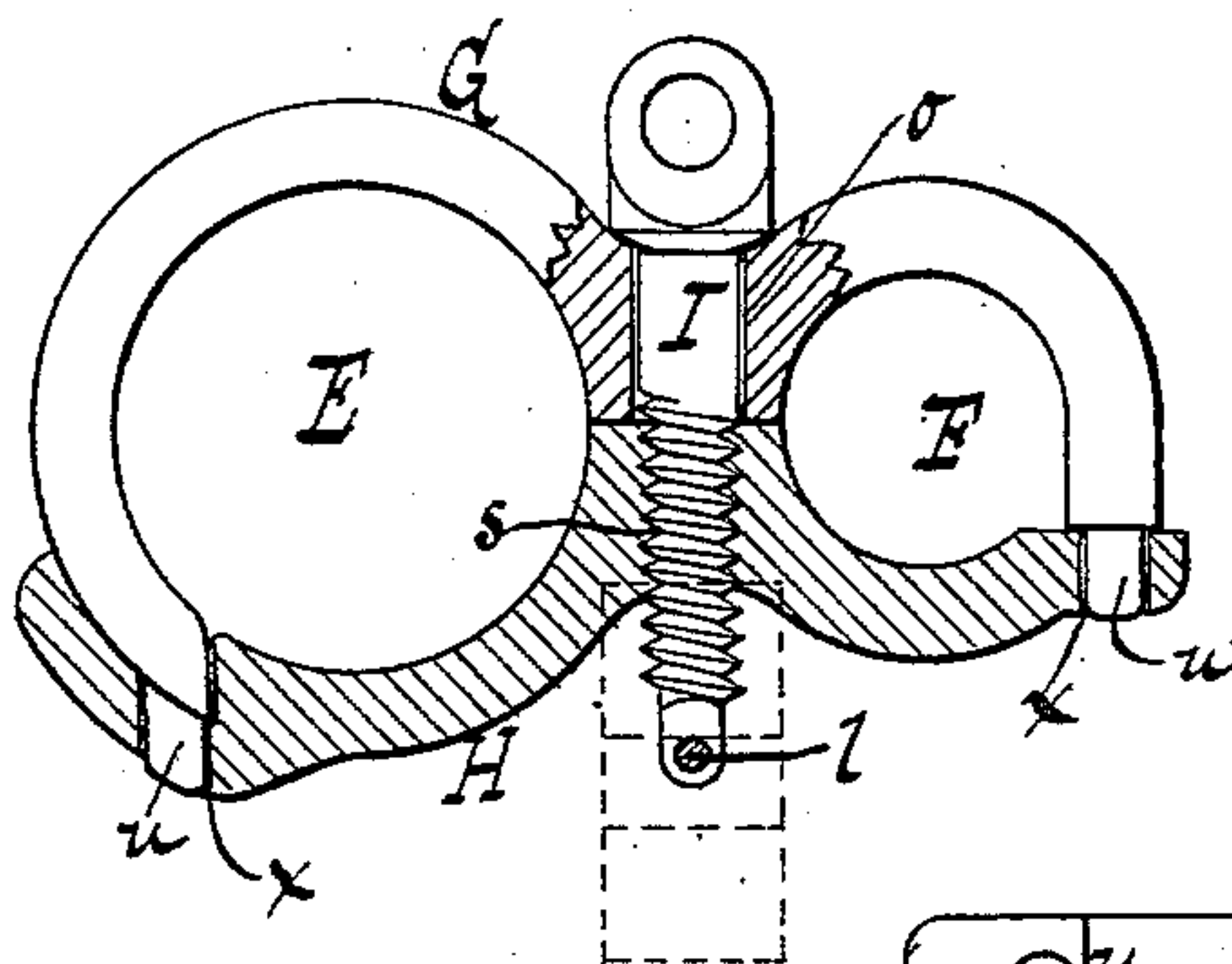


Fig. 3.

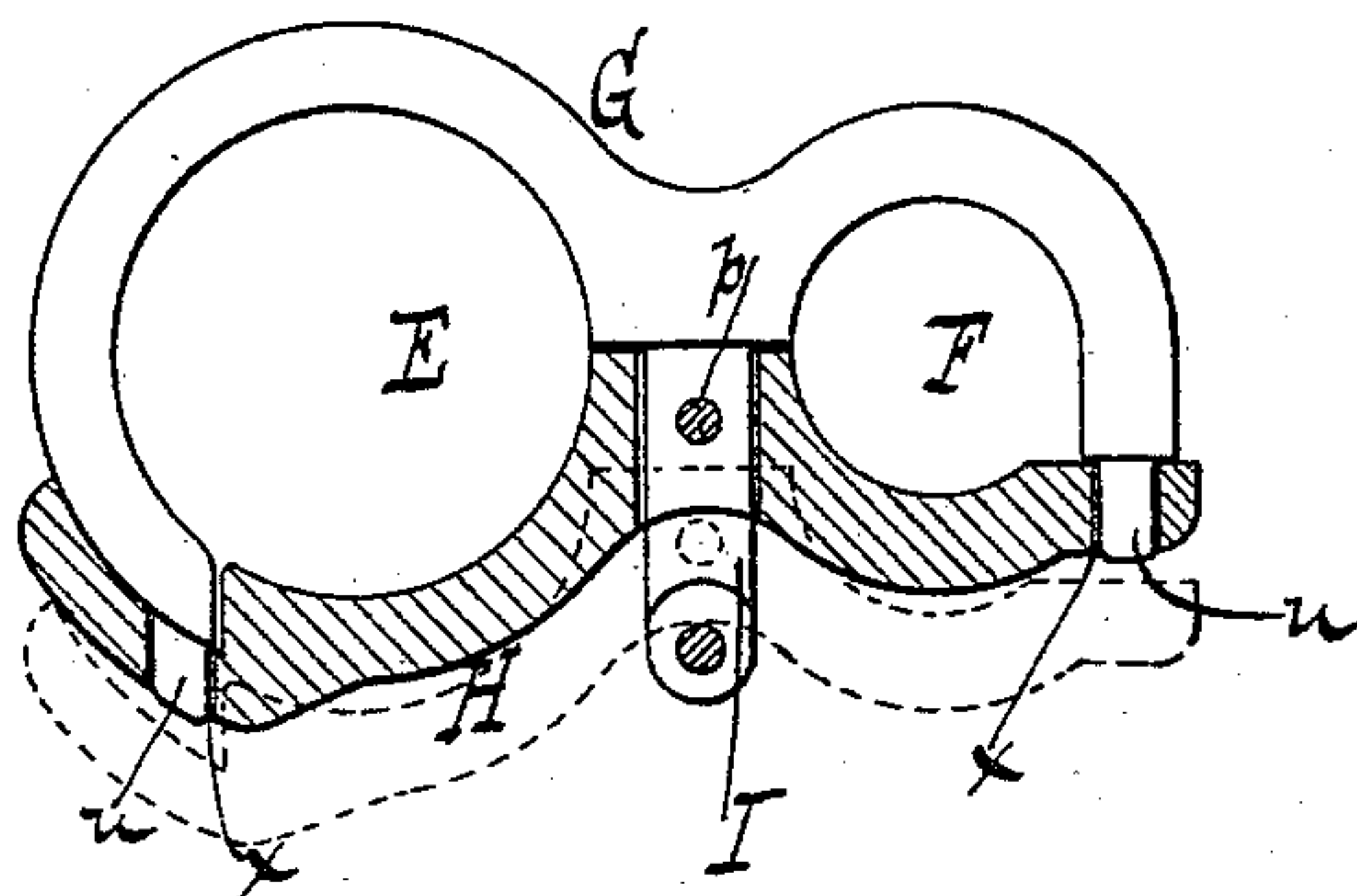
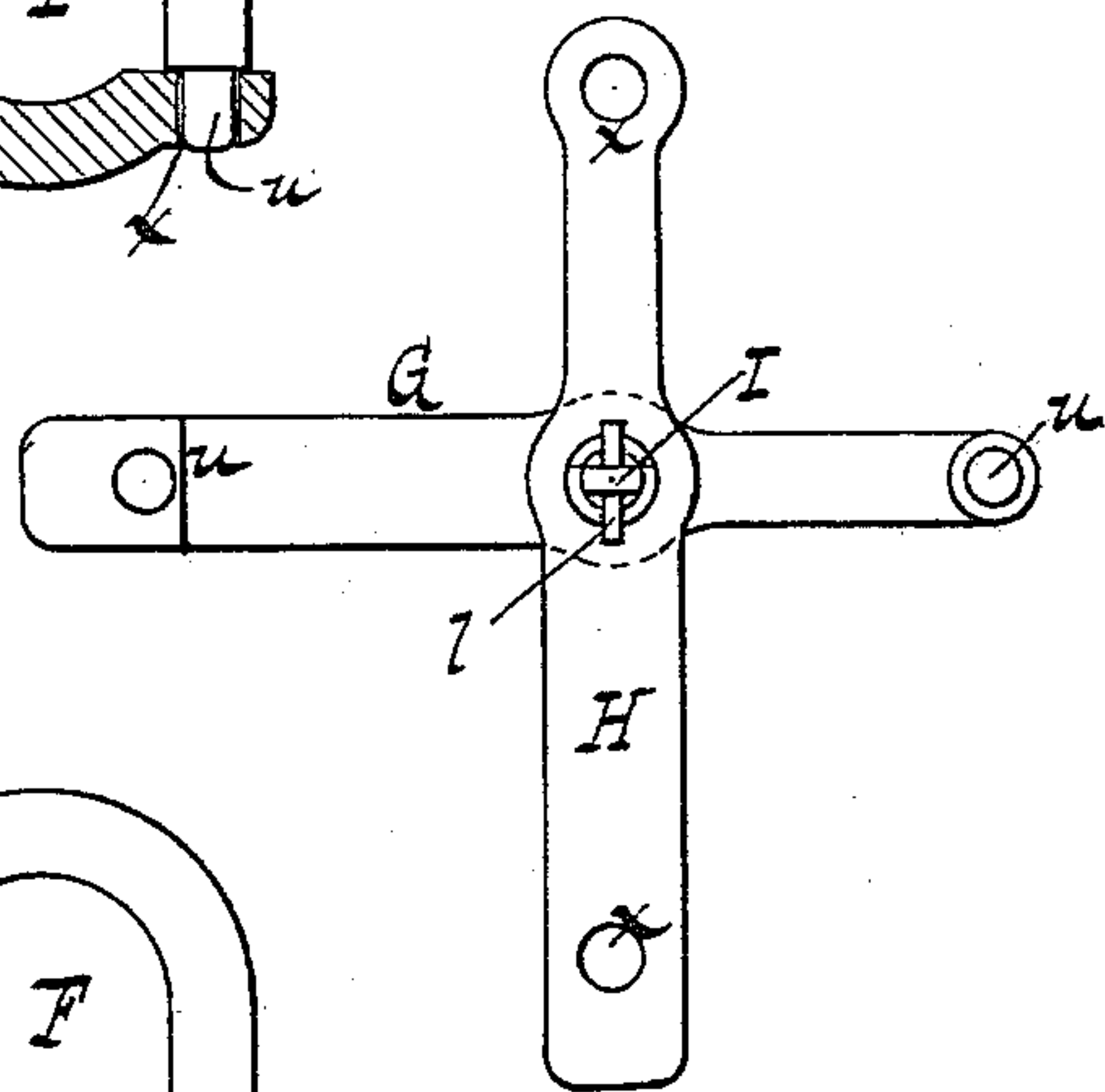


Fig. 4.



WITNESSES:

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SAIL-HANK.

SPECIFICATION forming part of Letters Patent No. 277,338, dated May 8, 1883.

Application filed February 24, 1883 (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. PETELER, a citizen of the United States, residing at New Dorp, in the county of Richmond and State of New York, have invented new and useful Improvements in Sail-Hanks, of which the following is a specification.

This invention relates to that class of sail-hanks made in two parts or sections, and with two loops which are opened for receiving the stay and leach rope, respectively, by disconnecting the sections.

It consists in the novel manner of connecting the sections of the hank, as hereinafter fully described, and as illustrated in the accompanying drawings, wherein—

Figure 1 is a perspective view, showing the hank as it appears when applied to use. Fig. 2 is a side view, partly in section, showing the device closed. Fig. 3 is a similar view, showing a modification. Fig. 4 is an edge view, showing the hank open.

Similar letters indicate corresponding parts.

The letter A designates a portion of a sail having the usual leach-rope, B, on the edge and eyelet-holes C near the edge.

D indicates a stay, to which the sail is connected by a hank containing my invention. This hank comprises two loops, E F—one to receive and clasp the stay D and the other to receive the leach-rope B—namely, when the loop is inserted in the proper eyelet-hole, while it is divided longitudinally into two sections, G H, each forming a part of both loops. These sections are entirely detached from each other, and they are provided with a key or fastening having in the example shown in Figs. 1, 2, and 4 the form of a screw, I, which passes through a plain hole, o, in the section G, into and through a screw-threaded hole, s, in the section H, such holes being coincident and in that portion of the hank intermediate of the loops E F, so that when the screw is turned in one direction it draws the sections together by advancing into the threaded hole, and holds them in position, it abutting with its head against the section G, while, when the screw is turned in the other direction, it frees the sections and allows them to be moved apart or away from each other. When the sections have been thus disconnected, one may be turned on the screw I to a position at right angles to the other, and by this means both loops

E F are laid bare or opened. On the end of the screw I is a stop, l, serving to prevent its complete withdrawal.

In order to prevent the accidental turning of the sections when they are in position, the section G is provided with tenons u—one at each end—and the section H with mortises x, which receive in them the tenons when the sections are brought together, so that the sections engage each other at the ends.

In lieu of the screw I, other similar keys or fastenings may be used, and I have used successively a bolt, I', Fig. 3, which is permanently connected to one section to extend through a plain hole in the other, and which is perforated at the proper place to receive a linchpin, p, when the sections are in position, this pin passing through a hole in one section as well as through the hole of the bolt.

It is obvious that my hank can be used for connecting the sail to a mast instead of to the stay.

What I claim as new, and desire to secure by Letters Patent, is—

1. A double-looped hank composed of two sections, G and H, each forming a part of both loops, one section having at each end a tenon, u, and the other having at each end a mortise to receive the tenons and a device for connecting the sections together between the loops, substantially as described.

2. A double-looped hank composed of two sections, G and H, one having a plain orifice, o and the other a screw-threaded socket, s, and a screw, I, connecting the sections together between the loops, on which screw one of the sections is adapted to turn, substantially as described.

3. A double-looped hank composed of two sections, G and H, each forming a part of both loops, and each having its ends constructed to interlock with each other, and a device for connecting the sections between the two loops, which permits one section to be turned at right angles to the other, substantially as described.

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

WILLIAM H. PETELER. [L. S.]

Witnesses:

CHAS. WAHLERS,
E. F. KASTENHUBER.