

(No Model.)

C. F. WINSOR.
RIGGING FOR BOATS.

No. 313,398.

Patented Mar. 3, 1885.

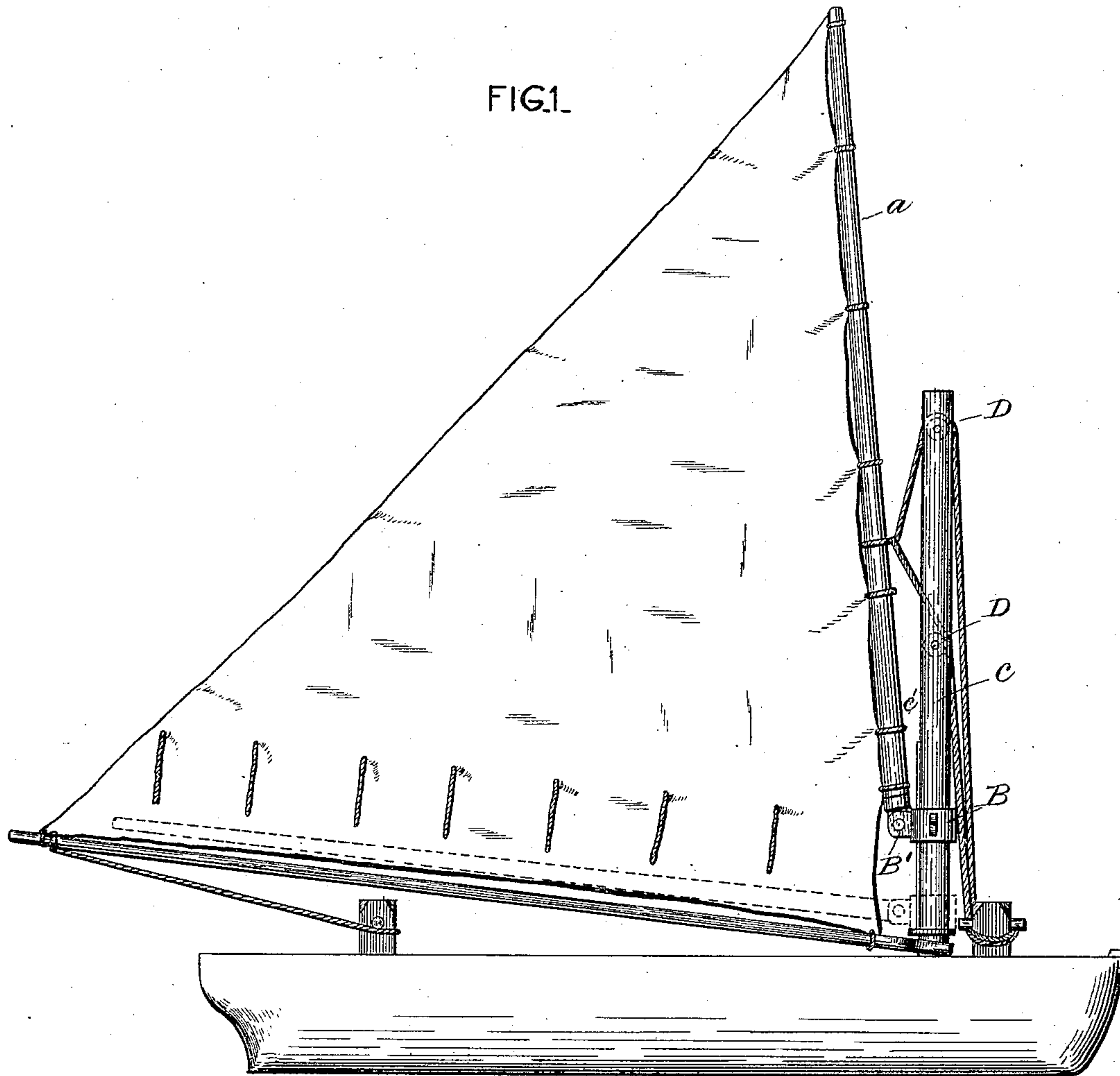
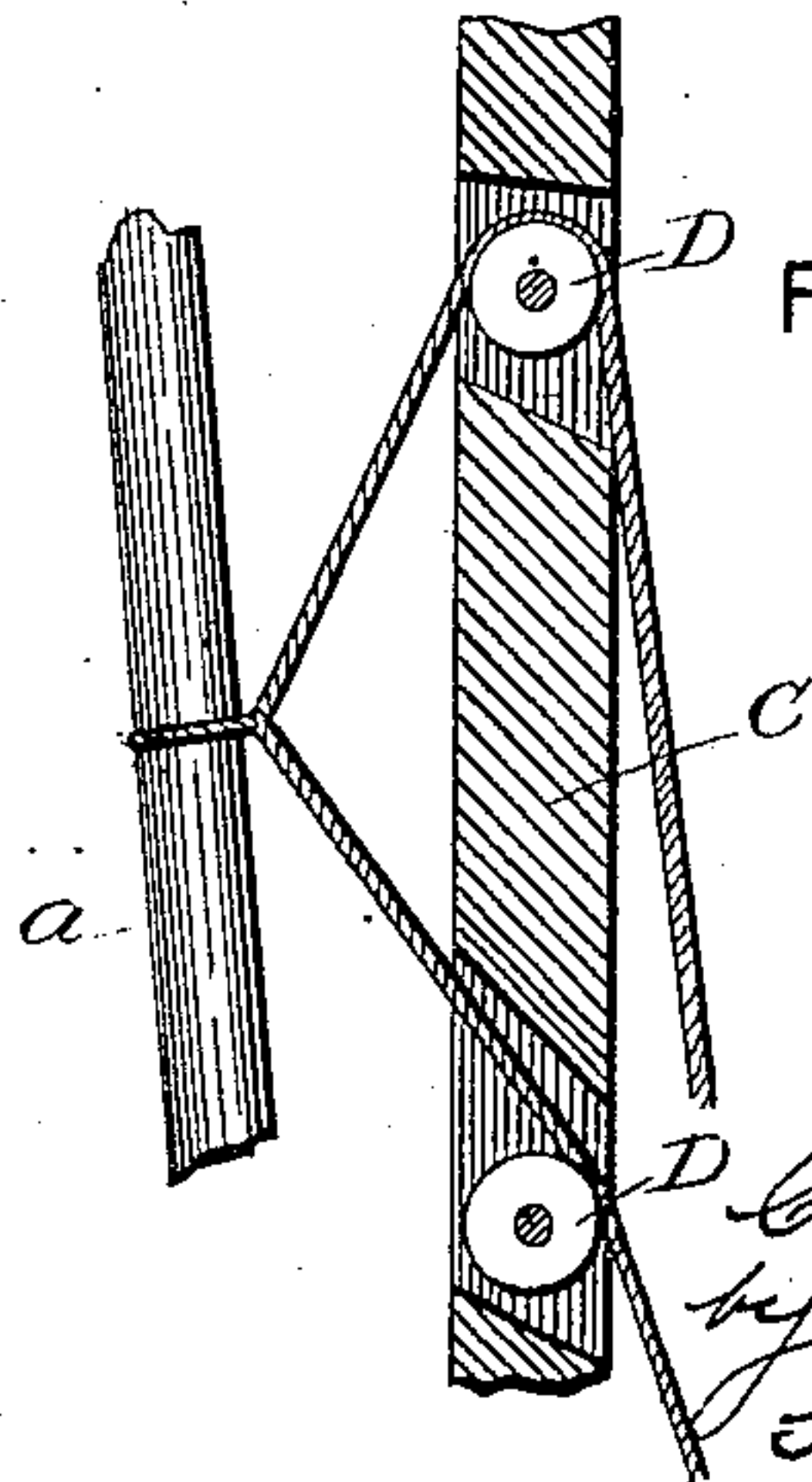
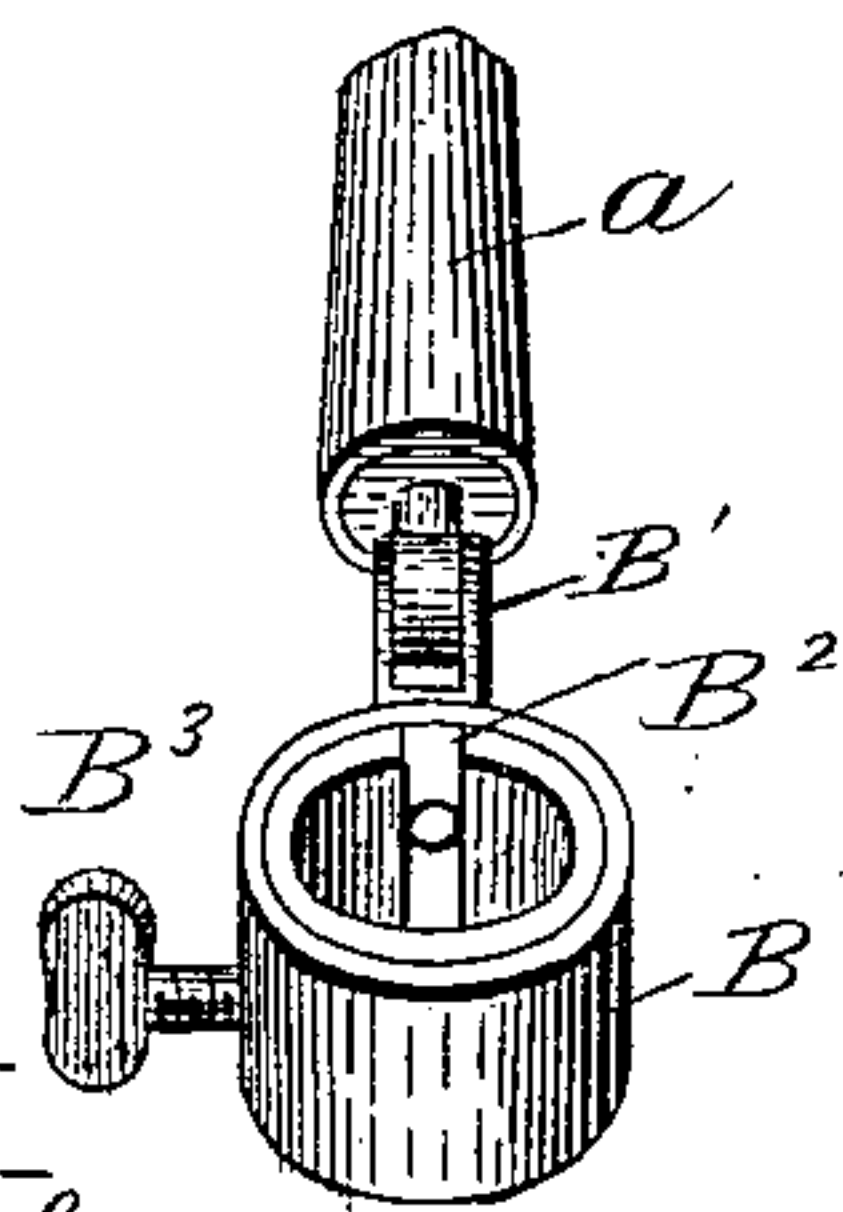


FIG. 2.



INVENTOR.

Chas F Winsor
by
H A Snow
his atty

ATTEST.

Sam R. Stuart,
W. L. McKenna

UNITED STATES PATENT OFFICE.

CHARLES F. WINSOR, OF SAN QUENTIN, CALIFORNIA.

RIGGING FOR BOATS.

SPECIFICATION forming part of Letters Patent No. 313,398, dated March 3, 1885.

Application filed June 24, 1884. (No model.)

To all whom it may concern:

Be it known that I, CHAS. F. WINSOR, of San Quentin, county of Marin, and State of California, have invented a new and useful Improvement in Boats; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use it, reference being had to the accompanying drawings, forming a part thereof.

My invention relates to improvements in sail-boat rigging; and it consists of a mast slotted and provided with pulleys and incased by a collar. The object is to prevent the top boom from swinging from side to side in a heavy gusty wind. This I accomplish by the mechanism shown in the drawings, in which—

Figure 1 is a side elevation of the rigging applied to a boat. Fig. 2 is a detail of the collar and boom attachment. Fig. 3 is a sectional view of the mast with the pulleys in elevation.

In a cat-rigged boat, such as shown in the drawings, there has been the difficulty of managing the booms and thus controlling the sail. This has been difficult from the fact that the top boom was loose to swing as it pleased, of course to a limited extent. I obviate this by attaching the boom A to the collar B by the connecting-hinge B'. This hinge allows of perpendicular motion, but of no side movement. The collar B encircles the mast C, and is provided with a slot, B², on its inner surface to engage the guide C' on the mast C. By this means the lateral movement spoken of is prevented. On the collar B is the set-screw B³.

This is to aid in regulating the reefing, as will be readily seen. In the mast are cut slots, in which are placed the pulleys D D. Over these pulleys pass the ropes for hoisting the sail, which are attached to the boom A. The sail and lower boom are both the usual ones used in boats of this kind.

The operation will at once be seen. The only feature to explain is, the mast is very short, so as to obviate the tendency to capsize in a heavy sea; at the same time, as the boom A is as tall or as long as you please, the amount of sail is not decreased.

The reefing is accomplished by the same means as in the ordinary sail—to wit, by the reefing-ropes shown in Fig. 1 of drawings, and the boom A is lowered by means of the set-screw B³.

Now, having fully described my invention, what I claim is—

1. The combination of the boom A and the collar B, provided with the slot B², with the mast C, provided with the guide C', substantially as and for the purposes set forth and described.

2. The combination of the boom A and the collar B, provided with the slot B², with the mast C, provided with the guide C', pulleys D D, and ropes for hoisting the boom A, substantially as and for the purpose set forth and described.

In testimony that I claim the foregoing I append my signature.

CHARLES F. WINSOR.

Witnesses:

ALBERT TIPPETT,
MARY ANN F. WINSOR.