

(No Model.)

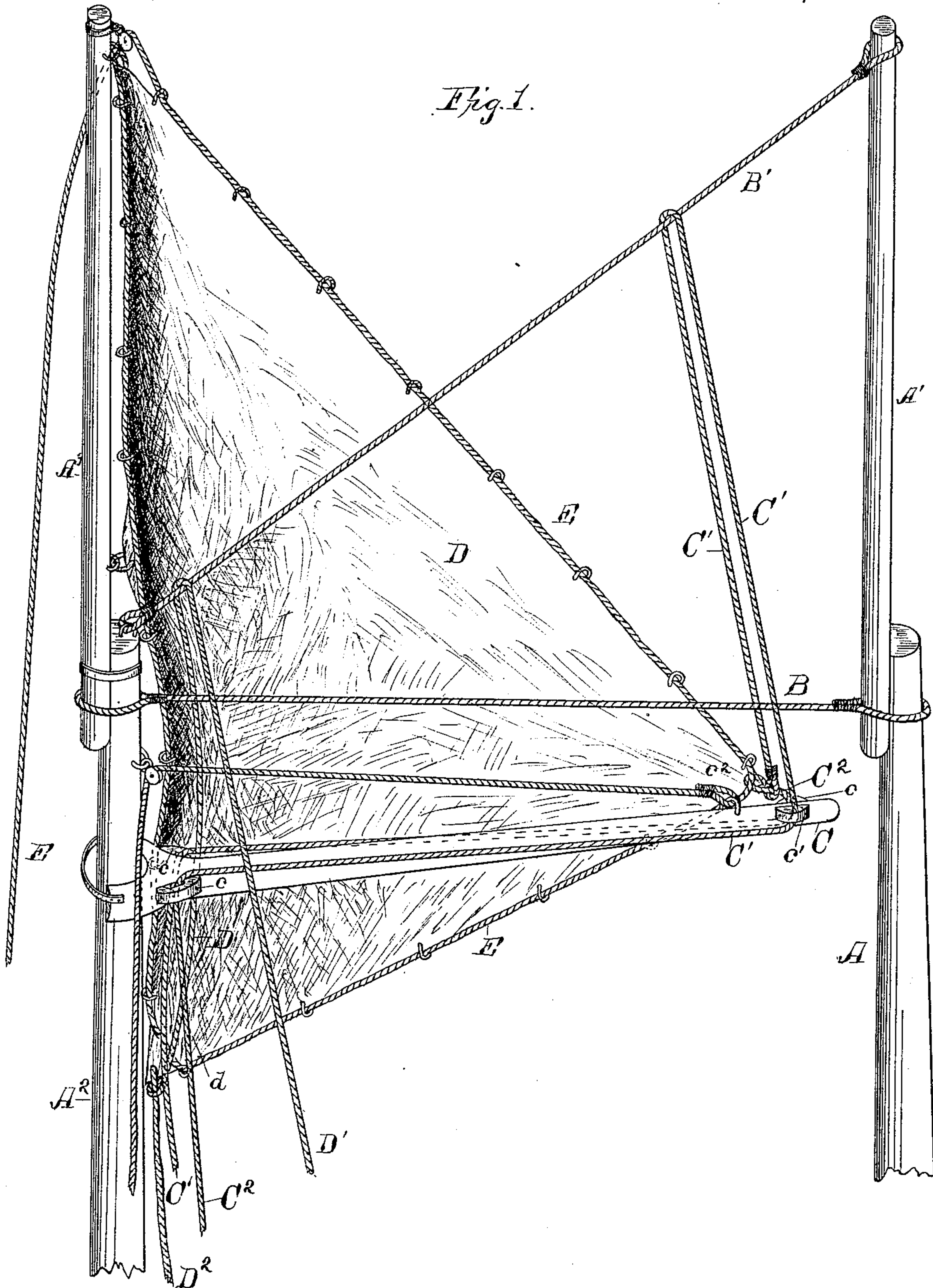
2 Sheets—Sheet 1.

A. R. WINSTEAD.

SHIFTING THE TOP SAIL SHEET AND TACK.

No. 329,988.

Patented Nov. 10, 1885.



Witnesses:
T. F. Holden
Geo. R. Byington

Adairon Robert Winstead Inventor
Per Hallenbach Atty.

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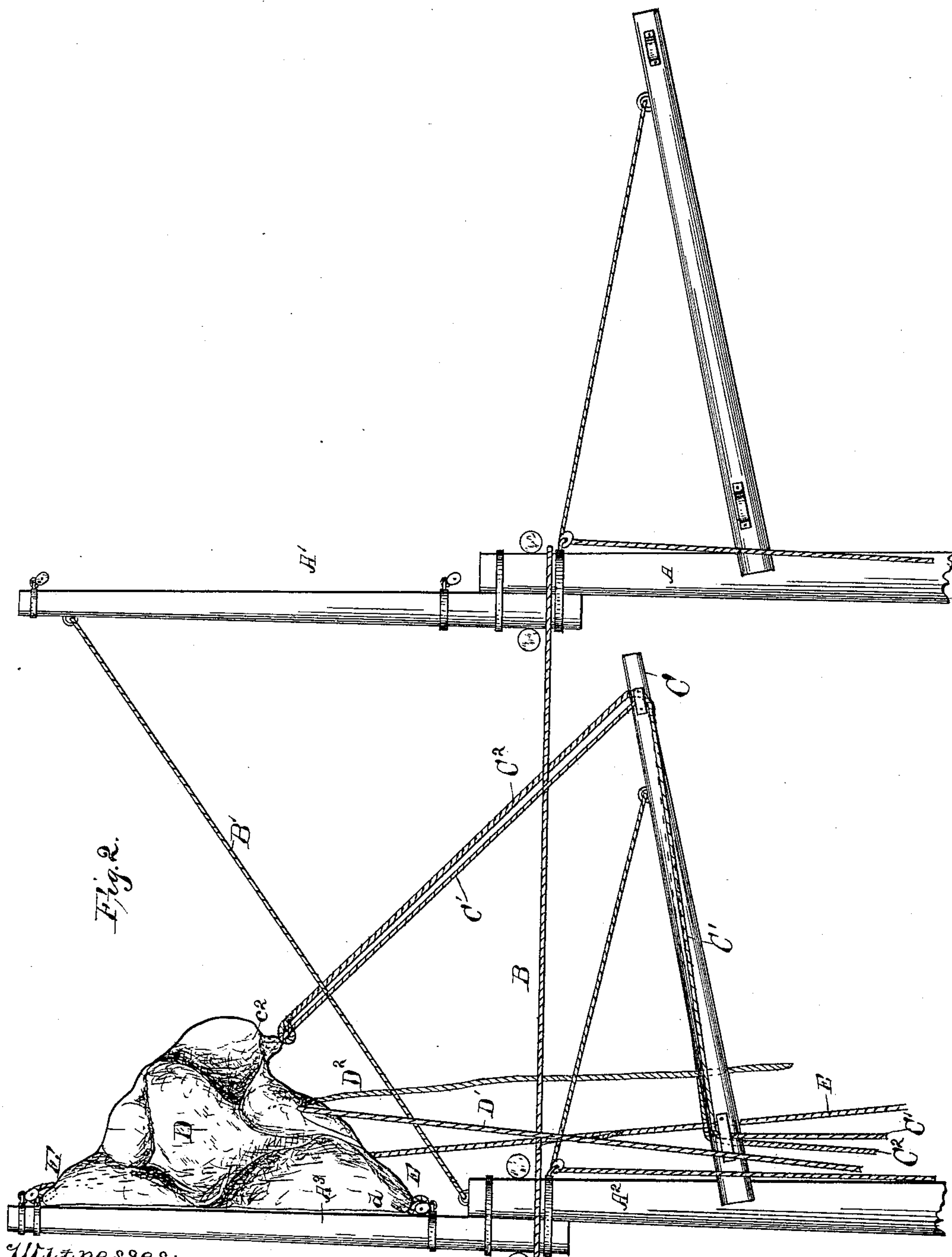
2 Sheets—Sheet 2.

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Witnesses:

D. G. Holden.
Geo. R. Byington.

Admiral Robert Winstead
per Haller & Haller
Atty.

UNITED STATES PATENT OFFICE.

ADDISON ROBERT WINSTEAD, OF GRAFTON, VIRGINIA.

SHIFTING THE TOP-SAIL SHEET AND TACK.

SPECIFICATION forming part of Letters Patent No. 329,988, dated November 10, 1885.

Application filed August 4, 1885. Serial No. 173,551. (No model.)

To all whom it may concern:

Be it known that I, ADDISON ROBERT WINSTEAD, a citizen of the United States, residing at Grafton, in the county of York and State of Virginia, have invented certain new and useful Improvements in Shifting the Top-Sail Sheet and Tack; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to devices for shifting the foretop-sail when the vessel is put about. Heretofore when the foretop-sail was shifted it was necessary to station one or more men in the cross-trees to lift the sail over the stays. The position of the men is very dangerous, and fatal accidents often occur.

The object of my invention is obviate the necessity for stationing the men in the cross-trees; and to that end the nature of the invention consists of constructions and combinations, all as will hereinafter be described in the specification and pointed out in the claims, whereby the foretop-sail can be shifted from the deck.

Referring to the drawings, Figure 1 represents a perspective of a foretop-sail and its connecting parts; and Fig. 2, a side elevation showing the sail clewed up, preparatory to shifting it across the stays.

A represents the mainmast, having the main-top-mast A'; A², the foremast, having the fore-top-mast A³; B, the spring-stay; B', the main-top-mast stay; C, the gaff of the foresail; D, the foretop-sail, and E the clew-line.

So far as described the device is old, and further description is unnecessary. In this construction it requires one or men in the cross-trees to shift the sail across the stays whenever the vessel is put about.

By my construction, which I shall now proceed to describe, the necessity of stationing men in the cross-trees is obviated, as it is designed to extend the operative means to the deck, from which said means can be controlled.

Upon each side of the gaff C are placed the side blocks, c and c', for the port and starboard sheets C' and C². The sheet C' passes through the blocks c' and the sheet C² through the blocks c, on the opposite side of the gaff, and connected to the sheet c² of the top-sail. Attached to the tack of the top-sail d are port and starboard tack-lines D' and D².

The operation of the device is as follows: Suppose the foretop-sail to be clewed up, and it is desired to set the sail upon the port side, the sheet of the top-sail is set by the sheet C', and the tack of the top-sail d tacked down by tack-line D'. When this is done, line D² and sheet C² hang over from the windward side of the stays, so that when it is desired to put about all that will be necessary is to clew up the top-sail and tack and sheet down with tack-line D² and sheet C². This brings the sheet C' and tack-line D' over the windward side of the stays, so that the sheet of the top-sail and tack of the top-sail can be drawn down or set on the port side whenever the sail is shifted from the starboard side.

It is obvious that when there are three or more masts the top-sails of the intermediate or mizzen mast can be supplied with similar means.

What I claim as new is—

1. The combination of a foretop-sail having a clew-line, port and starboard tack-lines, and port and starboard sheets, all passing over the foretop-sail stay, and a foresail-gaff having blocks for the sheets, substantially as described.

2. A foretop-sail having a clew-line, port and starboard tack-lines, and port and starboard sheets, the tack-lines and sheets arranged substantially as described, so that when the sail is in use they will pass over the foretop-sail stay, for the purpose set forth.

In testimony whereof I affix my signature in presence of two witnesses.

ADDISON ROBERT WINSTEAD.

Witnesses:

M. F. HALLECK,
GEO. R. BYINGTON.