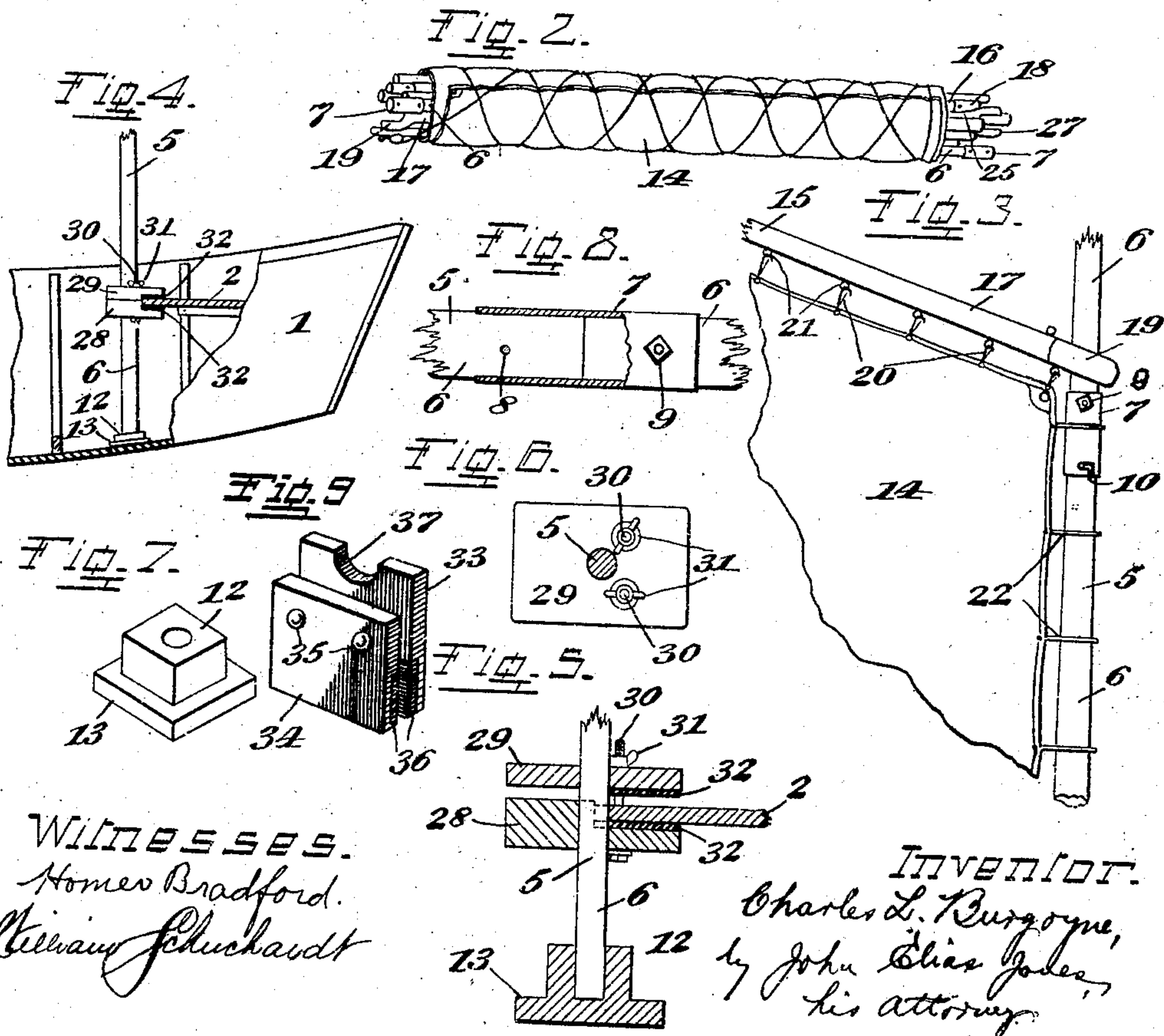
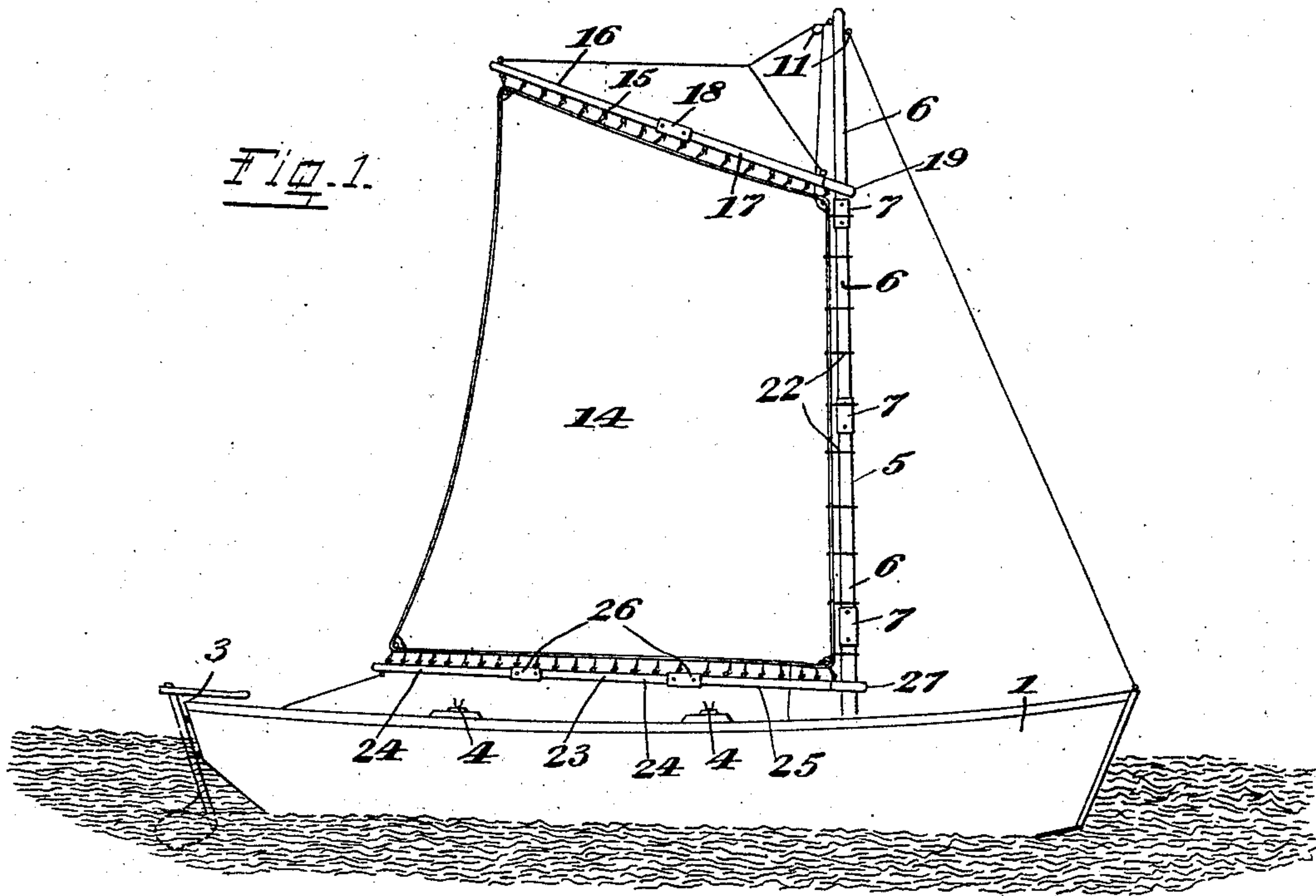


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PATENTED JAN. 1, 1907.

C. L. BURGOYNE.
KNOCKDOWN SAILING ATTACHMENT FOR ROWBOATS.
APPLICATION FILED NOV. 17, 1905.



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KNOCKDOWN SAILING ATTACHMENT FOR ROWBOATS.

No. 840,198.

Specification of Letters Patent.

Patented Jan. 1, 1907.

Application filed November 17, 1905. Serial No. 287,857.

To all whom it may concern:

Be it known that I, CHARLES L. BURGOYNE, a citizen of the United States of America, and a resident of Norwood, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Knockdown Sailing Attachments for Rowboats, of which the following is a specification.

10 This invention relates to certain improvements in sectional or "knockdown" sail attachments, such as are more especially designed and adapted for use in connection with rowboats and similar small craft; and
15 the object of the invention is to provide an attachment of this character of a simple and inexpensive nature and of a light, strong, and durable construction which shall be adapted for ready and convenient application to the
20 rowboat or other craft whereon it is desired to use the attachment, so as to be capable of effective use for sailing the same, the improved attachment being adapted to be set up in position for use without requiring any
25 change in the rowboat or other craft and without marring or damaging the same in any way and being adapted to be taken down and compactly folded into a small bulk, so as to be readily portable by hand or packed for
30 transportation with the baggage of the user.

The invention consists in certain novel features of the construction, combination, and arrangement of the several parts of the improved sectional or knockdown sailing attachment whereby certain important advantages are attained and the attachment is rendered simpler, cheaper, and otherwise better adapted and more convenient for use, all as will be hereinafter fully set forth.

40 The novel features of the invention will be carefully defined in the claims.

In the accompanying drawings, which serve to illustrate my invention, Figure 1 is a side elevation showing a sailing attachment
45 constructed according to my invention applied for use to an ordinary rowboat. Fig. 2 is a perspective view drawn upon a small scale and showing the improved sailing attachment compactly folded up in convenient
50 shape to be carried in the hand or otherwise transported from place to place. Fig. 3 is a fragmentary section of the improved sailing attachment, drawn upon an enlarged scale and showing certain features to be hereinafter referred to. Fig. 4 is a sectional detail
55 view taken through the forward part of the

rowboat and showing the improved means for stepping the mast forming a part of my improved sailing attachment. Fig. 5 is an enlarged fragmentary detail view of the step-
60 ping means shown in Fig. 4, the clamping devices for holding the mast in erect position being shown in section. Fig. 6 is a transverse section taken through the mast in a plane above the clamping devices shown
65 in Figs. 4 and 5 and illustrating the structure of said devices. Fig. 7 is a perspective view showing the step-block for receiving the lower end of the mast. Fig. 8 is a sectional detail view showing a fragment of the mast
70 of the improved sailing attachment for illustration of the detachable joint between the sections thereof. Fig. 9 is a perspective view showing a portion of my improved attachment, which consists of a clamping device
75 for engagement with the stern of the boat and provided with an oar-lock to receive an oar for steering in the absence of other steering means on the boat.

In the views, 1 represents a rowboat, 80 which may be of any desired kind, and 2 indicates the bow-seat or forward rowing-seat thereof and at the side or edge of which it is desired to set up the improved sailing attachment. In the case of small boats it may be
85 desirable to set up said attachment immediately back of the bow-seat; but in boats of larger sizes the attachment may be advantageously set up at the side of the forward rowing-seat, so as to render the craft less
90 sluggish in the water. The structure and arrangement of the improved attachment is the same, however, whether set up at one seat or the other.

3 represents the stern of the rowboat, 95 and 4 4 the oar-locks to receive the oars for rowing the boat in the ordinary fashion.

As seen in Fig. 1, the rowboat 1 is provided with a rudder for steering, and in this case the oar-steering device forming part of
100 my invention and shown in Fig. 9 of the drawings will not be required, nor will said device be required on boats which are provided with a row-lock at the stern for receiving an oar for steering or sculling. On
105 boats unprovided with a rudder or with such stern oar-lock, however, the attachment seen in Fig. 9 is capable of very convenient use, comprising two members 33 and 34, which may be formed from wooden blocks
110 or other suitable material adapted to take upon opposite sides of the stern-piece of the

boat, being faced upon their inner surfaces, as seen at 36, with leather or similar soft material and pierced with clamping-screws 35 at their upper ends, so that when the device
 5 is clamped by means of such screws upon the stern of the boat the leather facings shall prevent scratching or marring of the
 10 the woodwork or paint of the boat. One of the blocks or members of the improved clamping device, as the member 33, has a central notch 37, forming an oar-lock to receive the
 15 steering-oar. This device is also capable of use in case of breakage of one of the oarlocks 4 at the sides of the boat, being capable
 20 of application at the side, as well as at the stern.

5 indicates as a whole the mast of the improved sailing attachment, and this mast is, as herein shown, formed from a series of
 20 lengths or sections 6 6, joined end to end by means of ferrules 7 or like means, which are held by pins, as seen at 8 in Fig. 8, to the end
 25 of one section or member 6 and project therefrom in position to form a socket for receiving the end of an adjacent section or
 30 member 6, fastening means being preferably provided for holding the sections or members in such sockets when the improved sailing attachment is set up for use. Such fastening means may comprise bolts set
 35 through the ferrule at the socket end thereof and passed through openings in the inserted ends of the mast section or member 6, as seen at the right in Fig. 8, nuts 9 being provided on the ends of the bolts. By this
 40 means when the attachment is set up for use a rigid structure is insured, and at the same time on removal of the bolts and nuts 9 the sections 6 may be uncoupled. The structure shown in Fig. 3 may also be used for this purpose. Herein the socket end of the ferrule 7 has a bayonet-slot 10 to receive a pin on the inserted end of the section 6, so that
 45 when said section is inserted and turned in the socket of the ferrule a locking engagement of the pin in the bayonet-slot will be effected.

The sections or members 6 of the mast may be of any desired length; but I prefer
 50 to make them about thirty inches long, so that when the attachment is taken down and compacted, as seen in Fig. 2, the length of the parcel shall not be too great for convenient handling and transportation; also,
 55 any number of sections or members 6 may be employed for the mast, dependent on the size of the sail to be used. The upper section or member 6 is provided with the blocks and tackle necessary for staying the mast and supporting the sail therefrom, as seen at
 60 11 in Fig. 1 of the drawings.

12 indicates a rectangular block, which may be of wood or other material, being provided with a socket at its upper part in
 55 which the lower end of the mast 5 is stepped,

and said block has an expanded lower part, as herein shown at 13, to fit flush on the bottom of the boat, as seen in Fig. 4. The step-block 12 has no attachment, however, to the bottom of the boat, but is rested loosely
 70 thereon, so that the boat shall not be marred in any way. The weight of the mast and of the sail thereon serves to prevent lateral movement of the block 12 on the boat-bottom.

For holding the mast 5 in erect position when the improved sailing attachment is set up for use I provide a clamping means for engagement with the bow-seat or forward rowing-seat of the boat, as seen in Figs. 4, 5,
 80 and 6, and said clamping means comprises upper and lower clamping members or parts 29 and 28, having corresponding perforations through which the lowermost mast-section 6 is passed. The blocks or clamping
 85 members 28 and 29 are shown in Fig. 6 as being rectangular in form and may be conveniently made from wood, although I do not limit myself in this particular, and at one side said blocks or members 28 and 29 are
 90 pierced by clamping-screws 30, carrying wing-nuts 31 at their upper ends, so that when said nuts 31 are turned on the screws 30 the members or blocks 28 and 29 will be forcibly drawn toward each other into
 95 clamping engagement with the upper and lower surfaces of the bow-seat or forward rowing-seat of the boat, as clearly shown in Fig. 4. The adjacent faces of the blocks or members 28 and 29 which bear upon the seat
 100 of the boat will preferably be lined or covered over with leather or the like, as seen at 32, so as to avoid marring the wood or paint of the seat when the device is clamped thereon. By this construction it will be seen
 105 that when the device is clamped upon the edge of the seat of the boat the apertures in blocks 28 and 29 form a socket in which the lower end of the mast is securely held against lateral movement, and at the same
 110 time said device is capable of being readily detached from the seat of the boat when the attachment is to be taken down. The improved clamping device also requires no cutting or alteration of the seat of the boat and
 115 is not liable to splinter or mar the same, so that there can be no objection on this score to the use of the sailing attachment upon hired boats.

14 represents the sail, and 15 the gaff by
 120 means of which the upper end of the sail is held, while 23 represents the boom to which the sail is connected at its lower part.

22 represents the loops or eyes for connecting the sail with the mast 5 in a well-known
 125 way.

The preferred connection of the sail 14 with its gaff and boom is shown in Figs. 1 and 3 and comprises eyes 21 set along the gaff and boom and engaged by detachable snap-hooks
 130

20 20, suitably arranged upon the sail, so that the sail may be readily detached or set in place when desired.

5 The gaff 15 is, as herein shown, formed from two lengths or sections 16 and 17, which are connected by a ferrule 18 in a manner similar to that above described with reference to the mast 5, so that when the attachment is set up for use the sections or members 16 and 17 of the gaff may be securely and quickly coupled and may also be readily uncoupled when the sail is to be taken in. One end of the inner section or member 17 is also forked, as seen at 19, or otherwise 15 formed for convenient engagement upon the mast 5, so that the sail may be swung thereon in tacking. The sections or members of the gaff will preferably conform as nearly as possible to the sections of the mast, so that when 20 the attachment is compacted, as seen in Fig. 2, none of the sections will protrude to any great extent beyond the others.

The boom 23 is formed similarly to the mast 5 and gaff 15 in three sections 24 24 25 and 25, as herein shown, and these sections are detachably connected by means of ferrules or couplings 26, and the inner end of the boom carries a fork 27 similar to that of the gaff for engagement upon the mast to hold 30 the sail in place during tacking. The sections of the boom will also be preferably of lengths conforming with the sections of the gaff and mast, and when the attachment is taken down and compacted the sail 14 may 35 be folded up and used as a covering for wrapping about said sections, as shown in Fig. 2, whereby a neat and compact bundle may be formed of all of the parts excepting the step-block and clamping devices, which latter are 40 of small size and may be readily disposed of by the user of the attachment when the sail is not required for use.

The improved sailing attachment constructed according to my invention is of an 45 extremely simple and inexpensive nature and is especially well adapted for use, since it permits of being employed upon small rowboats and other light craft which are unprovided with sails and are not primarily designed for sailing, so that greater convenience and pleasure is afforded the users of such 50 boats, who may by use of the improved sailing attachment take advantage of favorable winds, and thereby avoid considerable labor in rowing and also save time. The improved attachment is of such a nature that it may be 55 conveniently and quickly set up for use in

any boat and may be taken down readily and compactly folded into a small bulk convenient for handling and transportation, so 60 that the attachment is especially well designed for use by persons renting boats, who may purchase such attachment and carry it with them upon trips for application to rented boats, and thereby effect a material 65 saving in boat hire. It will also be obvious that the improved sailing attachment is capable of considerable change without material departure from the principles and spirit of the invention, and for this reason I do not 70 desire to be understood as limiting myself to the precise form and arrangement of the several parts of the attachment herein shown and described in carrying out my invention in practice. 75

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. A sailing attachment for rowboats and the like comprising a mast and a clamping 80 device having means for detachable connection with said mast and comprising members adapted for engagement at opposite sides of a seat or other part of the boat and means for holding said members in clamping engage- 85 ment on said seat or other part.

2. A sailing attachment for rowboats and the like comprising a mast and a clamping device comprising members having apertures which are traversed by said mast and pro- 90 vided with clamping-screws passed through said members, said members being adapted for engagement at opposite sides of a seat or other part of the rowboat for supporting the mast in erect position. 95

3. A sailing attachment for rowboats and the like comprising a mast, a step-block adapted to be loosely rested on the bottom of the rowboat and having a socket at its upper part in which the foot of the mast is 100 stepped and a clamping device comprising members perforated for the passage of the mast and having adjacent lined surfaces to engage opposite sides of a seat or other part of the boat and clamping-screws passed 105 through said members for drawing the same into clamping engagement on said seat or other part of the boat.

Signed at Cincinnati, Ohio, this 14th day of November, 1905.

CHARLES L. BURGOYNE.

Witnesses:

JOHN ELIAS JONES,

WILLIAM SCHUCHARDT.