J. Davis Jr

Boom Saddle and Jaws.

No. 4,345. Patented Dec. 31, 1845.

Fig: 1.

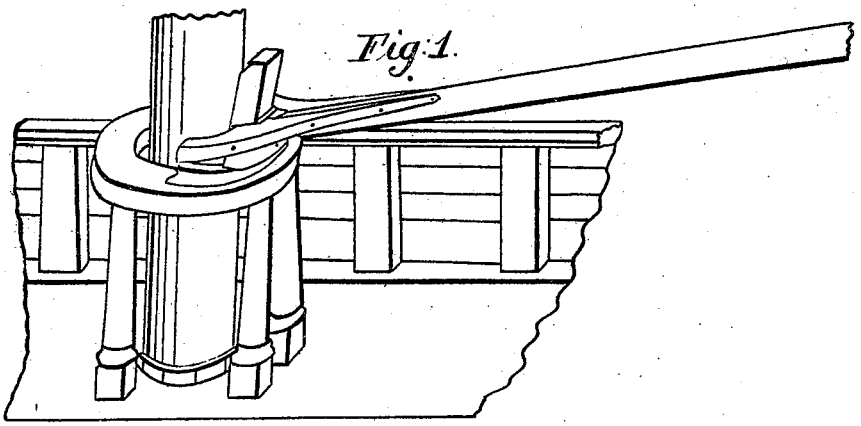

Fig: 2.

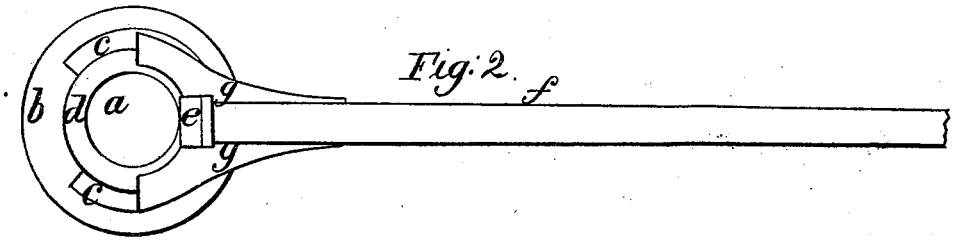

Fig: 3.

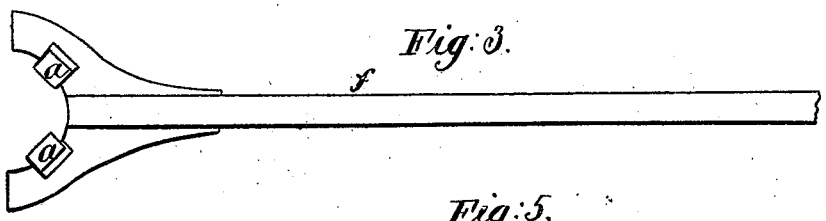

Fig: 4.

Fig: 5.

UNITED STATES PATENT OFFICE.

JAMES DAVIS, JR., OF GLOUCESTER, MASSACHUSETTS.

SADDLE AND JAW FOR BOOMS.

Specification of Letters Patent No. 4,345, dated December 26, 1845.

To all whom it may concern:

Be it known that I, JAMES DAVIS, JR., of Gloucester, county of Essex, and State of Massachusetts, have invented new and Improved Boom Saddles and Jaws for Schooners, Sloops, and other Vessels; and I do hereby declare that the following is a full and exact description of the same, the accompanying drawings, hereinafter referred to, constituting a part of said description.

The nature of my invention and the description thereof is as follows, viz: Boom saddles for vessels are now constructed of circular pieces of wood fastened to the mast either with spikes, or by an iron band passing around them and secured with a screw. My improved method of constructing boom saddles consists in resting the saddle on the circle rail, with which most vessels of recent build are provided; or in case there be no circle rail, or it be dispensed with, then the saddle is to rest upon upright posts, or other supports. The saddle is in all cases to be disconnected with the mast, and leaving a space between the mast and saddle of about three or four inches. The saddle is made of circular pieces of wood, and is attached to the circle rail or other supports by spikes or bolts. My improved method of constructing boom jaws, in connection with my boom saddles, is to fit the jaws with one or two slides, according to pleasure. These slides are small pieces of wood, about a foot in length, fitted perpendicularly into the jaws, that is, so that when the boom is in its place the grain of the wood of the slides shall run up and down the mast. The lower ends of the slides project below the jaws of the boom, and are cut circular on the back part, to play in the space already mentioned between the mast and saddle. The slides are fastened by bolts passing through the jaw and slides; so loosely through the slides as to allow them free motion. The jaws are cut back above and below at the back part of the slides to allow free motion to the boom as it plays up and down the mast. In case of one slide only being used a chock of wood is fitted to the under side of the jaws. This chock runs across the jaws from side to side, and supports them upon the saddles. The chock must be so fitted as to rest upon the saddle directly beneath the bolt which passes through the slide, and will prevent the slide from slipping up and down the mast as the outer end of the boom rises and falls.

The figures in the accompanying drawings are thus described, viz: Figure 1 is a perspective view of a part of a vessel, representing my improved boom saddle and jaws. Fig. 2 is a horizontal section, representing the boom upon the saddle. Fig. 3 represents the manner of inserting two slides in the jaws of the boom. Fig. 4 represents one of the slides. Fig. 5 represents the chock which is placed beneath the jaws.

In Fig. 2 *a* is the mast. *b* is the circle rail extending around the mast. *c c* is the saddle resting upon the circle rail, and extending around the mast beneath the jaws of the boom. *e* is the slide fitted into the jaws *g g*, the lower end of which plays in the space *d*.

In Fig. 3 *f* represents the boom, and *a a* the slides in the jaws of the boom. In Fig. 4 *a* represents the lower end of the slides, and shows the manner in which it is cut on the back part to fit it to the saddle. *b* shows the hole through which the bolt passes on which the slide hangs.

In Fig. 5 *a* represents a notch cut in the chock to admit the slide.

The advantages which I expect to result from my improved boom saddle and jaws are the following, viz: First, the insertion of the slides will prevent the mast from galling, which under the old method renders it necessary frequently to cover the mast with leather, zinc, copper, or wood; and notwithstanding which precaution the mast frequently gets badly galled. Second, it will obviate the necessity of driving any spikes into the mast or of having anything whatever attached to the mast. Third, in cases where vessels are to carry a high deck load the booms can be raised to any height without danger of galling the masts. Fourth, when an old mast is to be removed and a new one inserted there will be no necessity of removing the saddle and tearing off cleats, and then refitting them upon the new mast. All that will be necessary with my improved saddle will be to remove the boom from the saddle, and when the new mast is inserted to replace the boom upon the saddle. Fifth, when vessels have a circle rail

which all should have for the preservation of the halyards my improved saddle will be easier of construction than the old one.

To enable others skilled in ship-building to make my invention, they need only follow the above description, including the drawings.

The main feature in my said new and improved boom saddle and jaws which I claim as my invention and desire to secure by Letters Patent is the following, reference being had to the above description and drawings, viz:

The method of constructing a saddle, so as to leave a space between the mast and saddle, in connection or combination with the insertion of the slide or slides in the jaws of the boom.

In testimony whereof I have hereunto set my hand this nineteenth day of December A. D. 1845.

JAMES DAVIS, Jr.

Witnesses:
JOHN WONSON,
BENJ. A. WONSON.