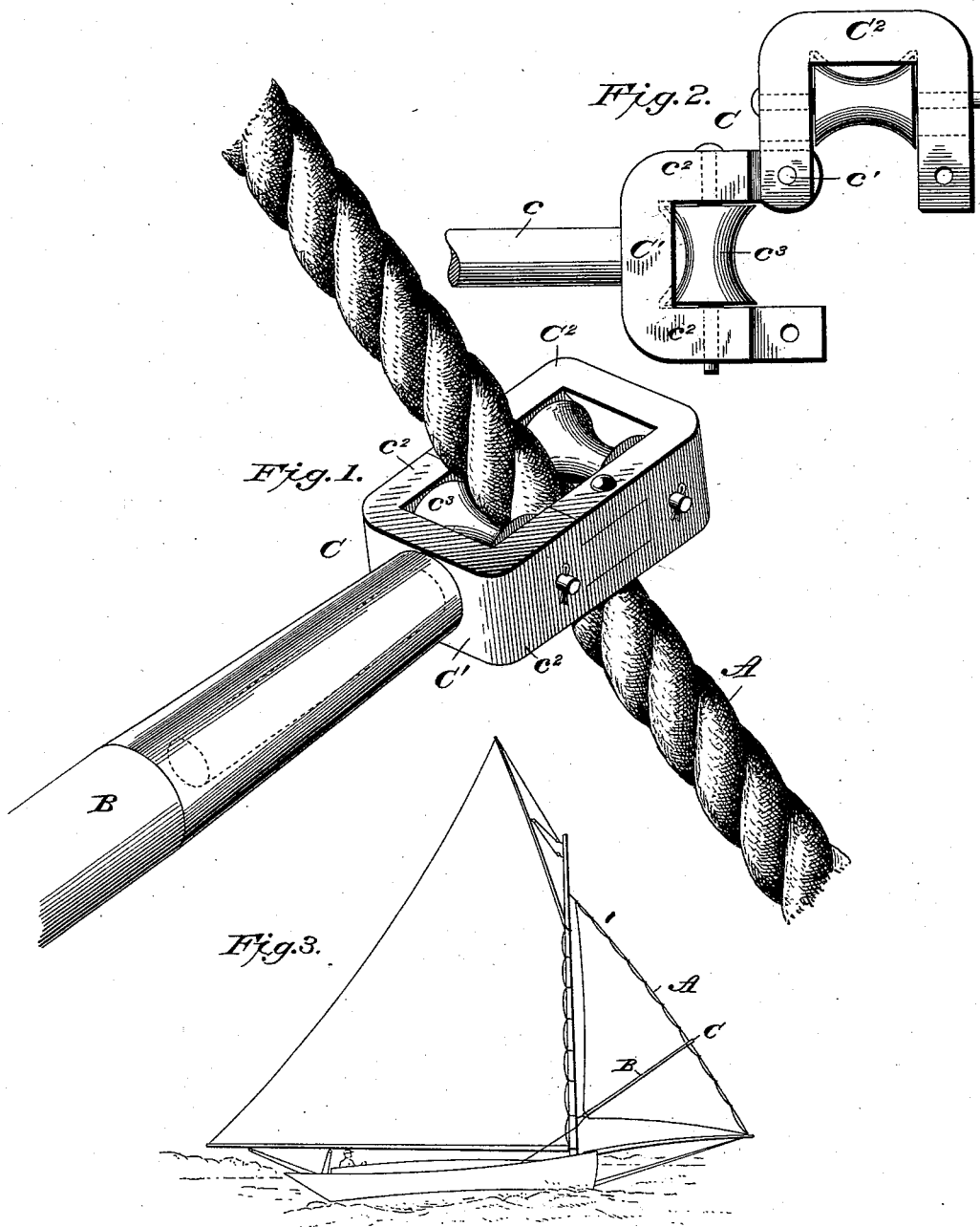


(No Model.)

G. HOOK.
SPRIT FOR JIBS.

No. 522,524.

Patented July 3, 1894.



WITNESSES

G. S. Elliott.
E. M. Johnson

Gilman Hook
INVENTOR

by *[Signature]*

Attorney

UNITED STATES PATENT OFFICE.

GILMAN HOOK, OF HARWICH, MASSACHUSETTS.

SPRIT FOR JIBS.

SPECIFICATION forming part of Letters Patent No. 522,524, dated July 3, 1894.

Application filed February 15, 1894. Serial No. 500,299. (No model.)

To all whom it may concern:

Be it known that I, GILMAN HOOK, a citizen of the United States of America, residing at Harwich (Port), in the county of Barnstable and State of Massachusetts, have invented certain new and useful Improvements in Sprit Attachments for Jibs; 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, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

The object of this invention is to provide the jib of a sailing vessel with a sprit or spar which is movably connected to the jib-stay at one end and at the other to the clew of the jib to prevent undue bellying of the sail and also prevent such accidents as are liable to occur from the jib fouling the jib-stay or other parts of the rigging. And the invention consists in providing the spar with rollers which move upon the jib-stay so that the spar will form a permanent attachment for the jib; and the invention further consists in the combination with the jib-stay of a spar having at one end separable rollers which are adapted to engage the jib-stay and prevent the detachment of the spar, the other end of the spar being attached to the clew of the jib, as will be hereinafter fully set forth and particularly pointed out in the claims.

In the accompanying drawings, forming part of this specification, Figure 1 is a perspective view showing a part of the jib-stay and the sprit or spar with the fixture which carries the rollers. Fig. 2 is a detail view of the attachment or fixture for the end of the sprit or spar, showing the same open, and Fig. 3 is a view showing the application of my invention.

A designates the jib-stay and B the sprit or spar. The spar is provided at one end with a ferrule and opening for the reception of the shank *c* of the fixture C, the fixture being preferably made in two parts which are pivoted to each other by a pintle *c'*. The part adjoining the shank is made integral therewith and presents side members *c²* between which is journaled a grooved roller *c³*, the

ends of said members being reduced and apertured for the attachment of the other part of the fixture thereto. The part C² of the fixture also carries a grooved roller and the ends of the side pieces of the same are recessed to receive the reduced ends of the part C' and are provided with corresponding apertures for the connecting pins. The object of this fixture is to provide rollers which will bear on each side of the jib-stay and which may be readily opened and when applied to the jib-stay will be securely held thereon. The rollers are preferably grooved so that they will prevent the side members of the fixture engaging the jib-stay and chafing thereon.

The end of the spar B opposite the fixture C is attached to the clew of the jib, and the length of the spar is such that it will hold the sail flat.

This device does away with the employment of a spar at the foot of the jib, and is adapted to be applied on the jib-stay at a suitable distance above the tack of the jib.

The device hereinbefore described will hold the jib flat and prevent excessive bellying, so that in running before the wind the full area of the sail will be effective and there will be no liability of the sail fouling with the jib-stay. It will also be noted that a jib with this attachment may be readily raised and lowered and that the jib may be reefed with the spar in place; also that the spar having a limited movement on the jib-stay will accommodate itself to the position of the jib.

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

1. An attachment for the jibs of vessels comprising a spar which is connected at one end to the clew of the jib and at the other end in movable engagement with the jib-stay, substantially as shown and for the purpose set forth.

2. In combination with a jib-stay, a spar or sprit having rollers which are adapted to engage with said jib-stay, the other end of the spar being attached to the clew of the jib, substantially as shown and for the purpose set forth.

3. In combination with a sprit or spar B, a

fixture made in two parts each carrying a roller, said fixture being attached to one end of the spar or sprit and adapted to engage with a jib-stay, the other end of the spar being attached to the clew of the jib, substantially as shown, the spar being adapted to move with the jib to hold the same flat, for the purpose set forth.

4. In combination with a jib-stay and jib, of a spar B having at one end a fixture or frame

with grooved rollers which are adapted to embrace and move freely upon the jib-stay, the other end of the spar being attached to the clew of the jib, for the purpose set forth.

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

GILMAN HOOK.

Witnesses:

J. ALBION BRIGGS,

H. E. JANVRIN.