Oct. 27, 1931. C. V. KOZLAY 1,829,413

RIGGING FOR SAILBOATS

Filed March 22, 1930

Fig. 1.

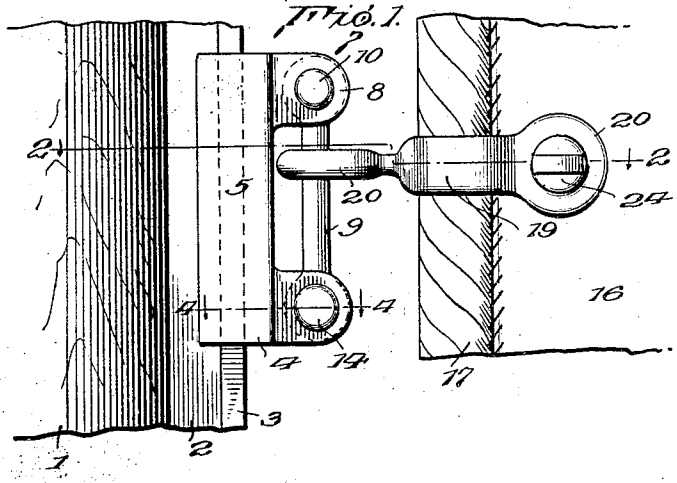
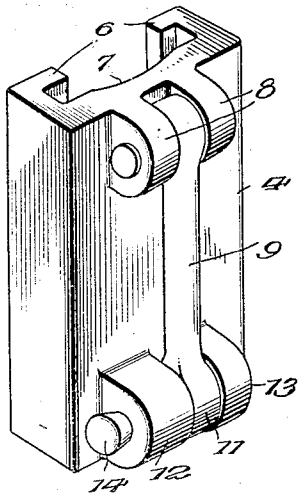


Fig. 3.



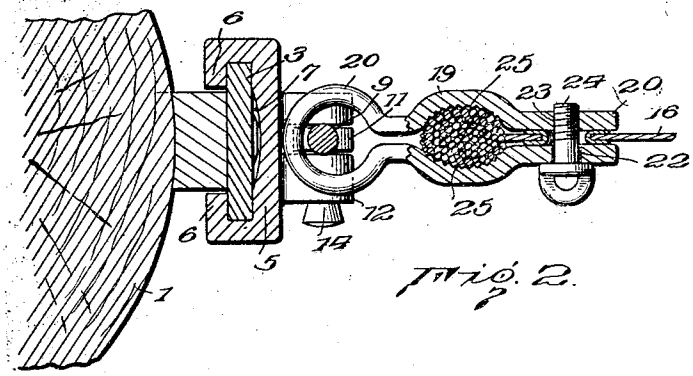


Fig. 2.

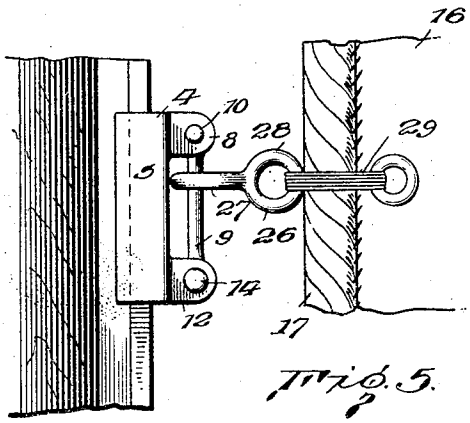


Fig. 5.

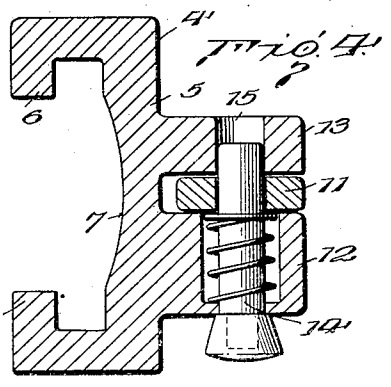


Fig. 4.

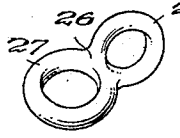


Fig. 6.

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UNITED STATES PATENT OFFICE

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RIGGING FOR SAILBOATS

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This invention relates to improvements in rigging devices for attaching a sail to the mast, or to the main gaff or boom of a sailboat.

According to one method of rigging sailboats, hoops or rings are passed around the mast and attached to the sail and luff rope to hold the sail to the mast. The use of such mast-hoops for securing the sail to the mast is accompanied by certain disadvantages, and for that reason it is now common to use what is known as a "Marconi" rigging for securing the sails to the mast.

In a Marconi rigged sailboat the aftside of the mast, or the main gaff or boom, is provided with a track on which slides secured at various intervals to the sail and luff rope travel. These slides are secured to the luff rope and sail by means of a grommet in the sail, and usually a linen or other strong cord binding passes through the slide and grommet and, at the same time, is wound around the luff rope. The sail is raised and lowered on the mast by means of a hoist which is attached to the luff rope and peak of the sail, so that the strain of raising the sail does not come entirely upon the peak of the sail, but is evenly distributed along the entire inner edge of the sail and luff rope which is adjacent the mast.

In the Marconi rigging the slides which travel along the mast-track are permanently fixed to the sail and luff rope. Therefore, whenever it is desired to affix a sail to a mast in a Marconi rigged sailboat, it is necessary to thread the several slides of the sail onto the track. While such an arrangement provides a very satisfactory means for raising and lowering the sails after the slides have been threaded onto the track, it necessitates each sail having its own set of slides and the tedious threading of the slides onto the track each time the sails are changed for purposes of drying, or to replace a set of heavy sails with a lighter set or vice versa.

The rigging of this invention is of the Marconi type, but the slides are so arranged that they are permanently carried by the mast-track and can readily be unloosened from the binding which is threaded through the grommet and around the luff rope. With an arrangement of this type it is only necessary to have one set of slides for any number of sails, and the necessity of threading the slides onto the track each time the sails are changed is eliminated, as when the sails are to be changed it is only necessary to release each one of the bindings of a given sail from its proper slide, and thereafter to affix to the slides the proper bindings of the sail which is to replace the one removed.

More specifically my invention comprises non-removable slides which fit over the track so that they cannot be pulled off, and means for detachably securing these slides to the sail and luff rope.

Each slide comprises a main body portion which slides on the track, and an arm over which the sail and luff rope binding may pass. This arm is preferably pivoted at one end to the main body portion of the slide, and the arm has its other end releasably locked to the body portion so that the sail and luff rope binding which passes thereover are securely retained against accidental removal.

In accordance with the present invention the linen cord bindings for the sail and luff rope are replaced by bindings which may more readily be secured to the slide, and which will more firmly grip the luff rope and cause the strain incident to the raising of the sail to be more evenly distributed throughout the entire inner edge of the sail and the length of the luff rope adjacent the mast.

For a fuller understanding of the invention reference is made to the accompanying drawings and description, but it is to be understood that this more detailed description is merely an exemplification of the invention and that the same is not limited thereto except as set forth in the accompanying claims.

In the drawings:

Figure 1 is a fragmentary elevation showing a sail attached to a mast by a rigging embodying the invention;

Fig. 2 is an enlarged sectional view on line 2—2 of Fig. 1;

Fig. 3 is a perspective view of one of the slides;

Fig. 4 is a sectional view on line 4—4 of Fig. 1;

Fig. 5 is a view showing an alternative method of securing the sail and luff rope to the slide, and

Fig. 6 is a detail view of the connecting link shown in Fig. 5.

In the accompanying drawings, the numeral 1 designates a spar or mast of a sailboat, although it is to be understood it might as well be the main gaff or boom, and it is in this broad sense that the term "mast" is hereinafter used, particularly in the appended claims. The aft side of the mast 1 has secured thereto a batten 2 which forms means for securing a plate 3 to the mast. This plate 3 is wider than the batten 2 and its projecting edges form a track on which slides 4 travel.

The slides 4 are substantially C-shaped when viewed from the end, and comprise a main body portion 5 and inturned marginal flanges 6. These flanges underlie the projecting edges of the track plate 3 and securely retain the slide against removal while at the same time permitting free movement of the slide longitudinally along the track. The inner face of the main body portion is preferably slightly cut away as shown at 7 to ensure clearance between the body and heads of screws, or other fastening means used to secure the plate 3 to the battens 2 and mast 1, which might possibly project beyond the face of the plate.

The outer face of the body portion of the slides are provided adjacent one end with a pair of outstanding lugs 8, between which an arm 9 is pivoted by means of the pintle 10. The other end of the arm 9 is formed with an eye 11 which is received between a pair of lugs 12 and 13. A spring-pressed pin 14 is secured in the lug 12, and in normal position passes through the eye 11 of arm 9 and is received in a recess 15 in lug 13. This releasably locks the arm in the position shown in Fig. 3.

The sail 16 has secured to its edge the usual luff or foot rope 17, and is provided with grommets 18 through which fastening means pass to secure the binding means to the sail and luff rope.

In the present case the binding means, in the preferred form of the invention, comprises, as shown in Fig. 2, a bifurcated member 19 which straddles the edge of the sail and luff rope. As also shown in this figure, the member 19 has one end formed into an eye 20 through which the arm 9 of the slide 4 is adapted to pass. The other end of the member 21 is turned at right angles to the eye 20 and is provided with openings 22 and 23 in the respective legs of the member 19, to receive the screw 24. The opening 22 is unthreaded, but the opening 23 is threaded to correspond to the threads on the screw 24. Intermediate the eye 20 and the end 21 the legs of the member 19 are inwardly concave and serrated, as shown at 25, to receive and firmly grip but not cut the luff rope 17. The bifurcated member 19 is made of metal having sufficient spring so that when it is placed over the luff rope and the edge of the sail and the screw passed through the opening 22 and grommet 18 and threaded into opening 23, the legs of the member will be pulled together and the luff rope and sail firmly clamped by the legs on opposite sides thereof. With the luff rope and sail clamped in this manner, the strain incident to the hoisting will be uniformly distributed along the entire edge of the sail and the length of the rope adjacent the mast.

In the modification shown in Figs. 5 and 6 the binding means comprises a twisted link 26 having a pair of eyes 27 and 28. The eye 27 is adapted to have the arm 9 passed therethrough the same as the eye 20 of the bifurcated member 19 of Fig. 2. However, the eye 28 in this form of the invention is secured to the sail and luff rope by a lashing 29, which passes through the grommet and around the luff rope.

With the rigging of the present invention a sufficient number of the slides 4 are nonremovably maintained on the track 3 by means of the inwardly turned marginal flanges 6. Likewise, each sail is provided at the proper intervals with means for binding the sail and luff rope to the slides.

When it is desired to secure a sail to the mast it is only necessary to release the arm 9 of the slides 4 by pulling out spring pin 14, insert the pin through the eyes 20 or 27 of the binding means, and then relock the arm 9 between the lugs 12 and 13. This may be done as the sail is being hoisted and eliminates the cumbersome and tedious method of threading the slides onto the track. Whenever it is desired to remove a sail for drying purposes, or to replace it with another sail, this operation is reversed and the slides left on the track.

It will be seen from the foregoing that I have provided a rigging means for sailboats which possesses all of the advantages of the Marconi rigging, and in addition, eliminates the necessity of threading the slides onto the track every time a sail is secured to the mast as the slides are permanently retained on the track and the sail and luff rope detachably secured to them.

I claim:

1. A slide for use in a rigging for a sailboat, comprising a body having track-engaging portions, binding means adapted to be attached to a sail, a pivoted arm carried by said body for connection with said binding means and spring means for releasably fastening the outer end of said pivoted arm to said body.

2. A slide for use in a rigging for a sailboat, comprising, binding means adapted to be attached to a sail, a body having track-engaging portions, an arm for connection with said binding means having one end pivoted to said body, and spring means for detachably securing the other end of said arm to the body.

3. A slide for use in a rigging for a sailboat, comprising a body having portions for engaging a track and retaining the slide thereon, an arm for connection with sail binding means spaced from the body, means for pivoting one end of the arm to the body, a spring-pressed pin for detachably securing the other end of the arm to the body and sail binding means adapted to be inserted upon the arm to secure the sail to the slide and in turn to the mast.

4. A sail and luff rope binding means for use in a rigging for a sailoat, comprising a bifurcated member for straddling and clamping the luff rope and sail, said member having its closed end formed as an eye for engaging a rigging slide, the inside of an intermediate portion of each of the legs of said member being serrated to more effectively grip the luff rope, means for clamping the free ends of the legs together to cause the sail and luff rope to be held between the legs of the member and a rigging slide having spring means for releasably attaching to the eye of the binding means.

5. In a rigging for a sailboat, a track secured to the mast, slides non-removably secured to and movable along said track, said slides comprising a body having track-engaging portions, and an arm pivoted at one end of the body and having its other end detachably secured to the body, and sail and luff rope binding means, said binding means having an eye through which the arm of the slide passes to secure the sail to the slides and in turn to the mast.

In testimony whereof I affix my signature.

CLARENCE V. KOZLAY.