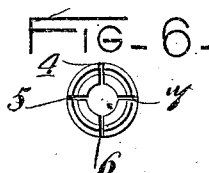
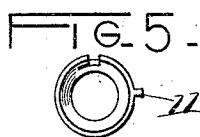
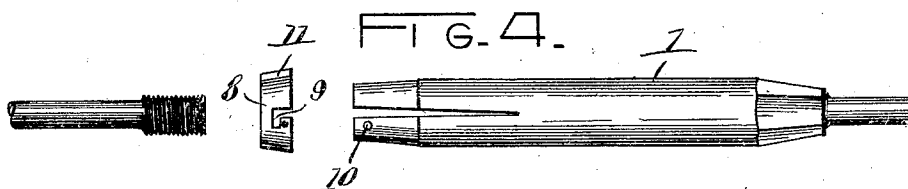
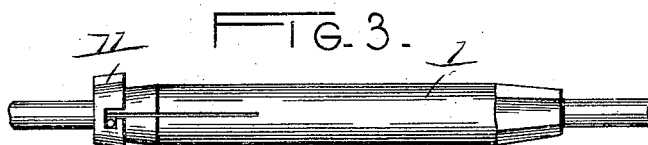
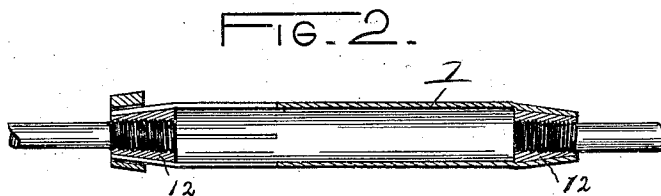


C. W. CLATTENBURG.
 TURNBUCKLE CENTER FOR ATTACHING SHIPS' RIGGINGS TO CHAIN PLATES.
 APPLICATION FILED APR. 22, 1908.

953,896.

Patented Apr. 5, 1910.



Witnesses:

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UNITED STATES PATENT OFFICE.

CHARLES W. CLATTENBURG, OF BRIDGEWATER, NOVA SCOTIA, CANADA.

TURNBUCKLE-CENTER FOR ATTACHING SHIPS' RIGGINGS TO CHAIN-PLATES.

953,896.

Specification of Letters Patent.

Patented Apr. 5, 1910.

Application filed April 22, 1908. Serial No. 428,694.

To all whom it may concern:

Be it known that I, CHARLES W. CLATTENBURG, a subject of the King of Great Britain, residing at Bridgewater, county of Lunenburg, in the Province of Nova Scotia, Canada, have invented certain new and useful Improvements in Turnbuckle-Centers for Attaching Ships' Riggings to Chain-Plates; and I do hereby declare that the following is 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 improvements in the mode of attaching the ship rigging to chain plates instead of dead eyes and lanyards.

The object of this improvement is in the case of vessels hove down, which often occurs in squalls, causing the loss of the ship and crew, or in other cases of necessity if it is found necessary to cut away the rigging instantly. I claim by the use of my turn buckle center that the rigging can be let go immediately and thus cause the masts to break off, thus saving the hull of the ship. I attain these objects by the mechanism illustrated in the accompanying drawings forming part of the present application.

Throughout the several figures of the drawings, like reference characters designate the same parts in the several views.

In the drawings: Figure 1 is a side elevation of the turn buckle, as applied; Fig. 2 is a central longitudinal section of Fig. 1; Fig. 3 is a side elevation on the side opposite to Fig. 1; Fig. 4 is a side elevation of the turn buckle center, after the lock or trip ring is tripped; Fig. 5 is an inside elevation of the locking ring, removed; Fig. 6 is an end elevation of the kerfed end of the tube; and Fig. 7 is a similar view of the opposite end, with the rod in place.

Referring to the drawings in detail, 1 indicates a hollow tubular body having one continuous hexagonal tapered end 2 and one split resilient conical end, adapted to seat co-operating blocks which may be provided with threaded openings to receive the ends of threaded connecting rods. The blocks 12 are formed as continuous tubular members

having conically tapered exteriors and screw-threaded interiors. They are adapted to be loosely seated in the tapered ends of the member 1 and to have free movement longitudinally thereof so that they may be wedged in these tapered ends. The end opposite that of hexagonal shape has four kerfs, 4, 5, 6 and 7, extending about one-third of the length of the tube.

8 represents the lock or trip ring provided with a bayonet slot 9 adapted to receive a pin 10 on the hollow tube 1, and having ridges or fins 11, by which it may be turned to place.

It is thought that the operation and use of the invention will be clear from the preceding detailed description.

Changes may be made in the construction, arrangement and disposition of the several parts, without in any way departing from the field and scope of the invention, and it is meant to include all such changes within this application, wherein only a preferred form has been shown and described.

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

1. A turn buckle of the character described, comprising a hollow tube provided with one continuous hexagonal tapered end and one conical end having a plurality of kerfs therein, blocks adapted to be seated in said ends, and a locking ring adapted to fasten the kerfed end about its block.

2. A turn buckle of the character described, comprising a hollow tube provided with one continuous hexagonal tapered end and one conical end having a plurality of kerfs therein, a pin on said tube, blocks adapted to be seated in said ends, and a locking ring to engage the aforesaid pin and adapted to fasten the kerfed end of the tube about its block.

3. A turn buckle of the character described, comprising a hollow tube provided with tapered ends, one of which is provided with a plurality of kerfs, blocks adapted to be seated in said ends, and a locking ring adapted to fasten the kerfed end about its block.

4. A turn buckle of the character de-

scribed, comprising a hollow tube provided with tapered ends, one of which is provided with a plurality of kerfs and has mounted thereon a pin, blocks adapted to be seated
5 in said ends, and a locking ring provided with a bayonet slot which is adapted to receive the pin.

In witness whereof I have hereunto set my hand in the presence of two witnesses.

CHARLES W. CLATTENBURG.

Witnesses:

C. S. MARSHALL,
VERNON A. KERR.