June 21, 1955 A. S. JETTER 2,711,149

SAIL TRACK

Filed Aug. 10, 1953

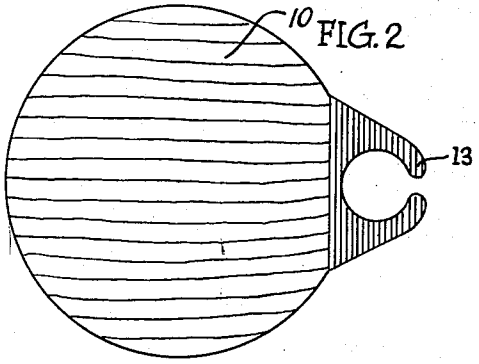


FIG. 2

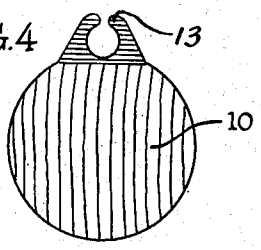


FIG. 4

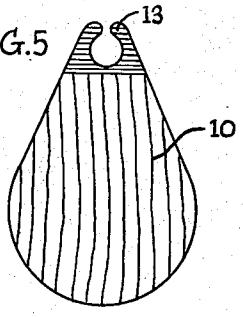


FIG. 5

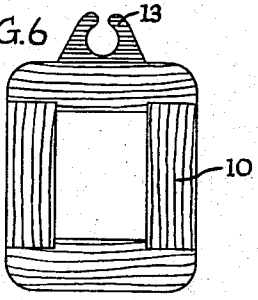


FIG. 6

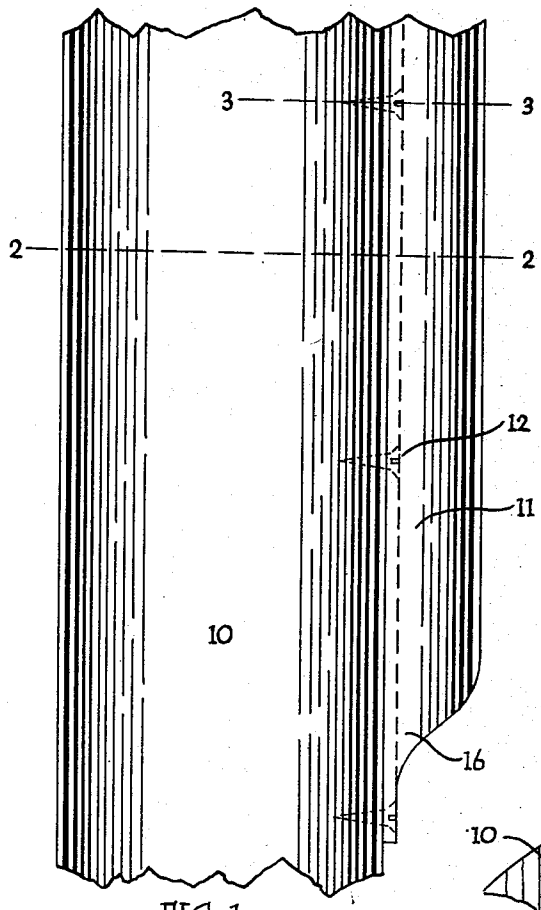


FIG. 1

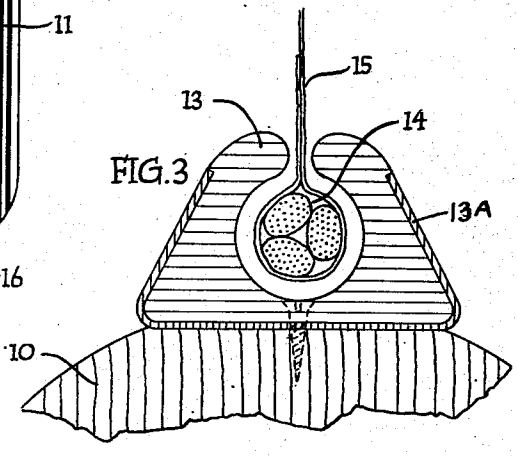


FIG. 3

INVENTOR.
ALBERT S. JETTER
BY
James J. Kennedy

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SAIL TRACK

Albert S. Jetter, Flushing, N. Y.

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1 Claim. (Cl. 114—112)

This invention relates to sail boats and is more particularly concerned with a device for the slidable securing of sails to the mast and the boom.

In sail boats the mast and the boom are generally equipped with tracks fastened longitudinally to the surface of the spars, which tracks slidably engage fittings secured to the edges of the sails. In other forms, longitudinal slots are machined in the spars as an integral part, which slidably engage the bolt rope along the edges of the sail. Such devices enable the raising or lowering of the sail and boom, and at the same time allow some movement of the sail relative to the mast. These types of construction have certain disadvantages, however, since the external track may become clogged with paint or varnish and necessitates the fastening of numerous clips to the edges of the sail. The machining of the slot into the spar is also a costly operation, and once it is cut into the spar, must be kept clean to prevent clogging. Also such a slot has a tendency to raise splinters which clog or prevent facile raising or lowering of the sail or boom.

With these objections in mind, I have invented a device which overcomes these problems. The device of my invention comprises a pre-formed slotted track, which can be attached to any spar quickly and easily, which affords easy operations, and which eliminates the necessity of attaching numerous fittings to the sail. The device of my invention is practical and economical, both in manufacture, attachment and use.

In the drawing:

The embodiment of one form of my invention is shown, in which Figure 1 is a fragmentary side-elevational view of a sail boat mast showing the track attached thereto.

Figure 2 is a detail cross-sectional view taken on line 2—2 of Figure 1.

Figure 3 is an enlarged cross-sectional view of a fragment of the mast and track on the line 3—3 of Figure 1.

Figures 4, 5 and 6 are cross-sectional views of the track and masts, showing the track as attached to masts of different shapes.

Referring more particularly to the drawings, numeral 10 represents the mast of a sail boat, to which the track 11 is attached by screws 12 or other conventional means of attachment. The track 11 as shown is in the form of a vertical member having flanges 13, which slidably embrace the leading edge 14 of the sail 15. Said leading edge 14 may be a rope or a conjunct of ropes covered by the fabric of the sail 15, as shown in Figure 3. The flanges 13 hold the leading edge of the sail in position next to the mast, but at the same time allow the edge to be raised or lowered, and also allows for lateral movement of the sail in relation to the mast. The track is provided with flanges 13, as shown in Figure 3, which slidably embrace the bolt-rope 14 to hold the sail in

position, and which are preferably of a relatively soft material such as plastic, wood or soft metal. These flanges are rounded at the edges and on the exterior of the track, where contact with the sail is made. The track itself is substantially triangular in form as shown in Figure 3, to conform with the shape of the spar or mast 10.

A metallic reinforcing frame 13A is provided on the outer surface of the track, to reinforce the flanges 13 and the track itself, and to provide reinforcement in attaching the track to the spar. The frame 13A is preferably of steel or brass of sufficient thickness to hold the embracing flanges 13 rigid, and is embedded into the outer surface of track to provide a smooth outer surface of the track, where the sail might contact the track, or where the track is in contact with the spar to which attached. With the combination of the softer material of the flanges, and the rigid reinforcing frame 13A, the sail track presents a smooth surface in contact with the sail, and at the same time a strong rigid member which is adapted to be secured to a mast or spar. At the lower portion of the mast 10, the track 11 may be cut away as shown in Figure 1 at 16, in order that when the sail is lowered, the leading edge may fall out of the track and become free for furling or other handling.

The track of this invention may be attached to masts of all types, whether new or under construction, or used, and as shown in Figures 4, 5 and 6, the track will fit masts of all ordinary shapes or forms.

It is obvious that the track may be manufactured by machining, rolling or extruding of such different suitable materials such as plastic, metal and the like, and that such track may be of different sizes and shapes, depending upon the requirements.

The new pre-formed slot of my invention will afford a smooth, snag-free inner and outer surface for the sail and bolt rope. It will eliminate the jamming of the bolt rope caused by the swelling of wooden slotted masts or booms, and will also eliminate the necessity of constant varnishing and care as on the conventional wooden construction. It will afford a complete and separate unit that does not have to be machined as a more costly integral part of wood or metal spars. The pre-formed slot of my invention is easily attached or detached, and may be attached to new or old spars. Furthermore, the slot of my invention is economical to manufacture and assemble on either new boats, or old boats, and it obviates many parts heretofore needed in securing the edge of a sail to a spar.

Having described my invention, I claim:

A slotted sail track comprising a substantially triangular shaped member of relatively soft material embedded in a rigid metallic reinforcing outer frame, having a web adapted for attachment along a spar, said track having rounded flanges extending therefrom in opposed relation forming an inwardly enlarged slot for receiving an enlarged sail edge, and a relatively narrow opening between the flanges for accommodating the sail while preventing egress of the enlarged edge of said sail.

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