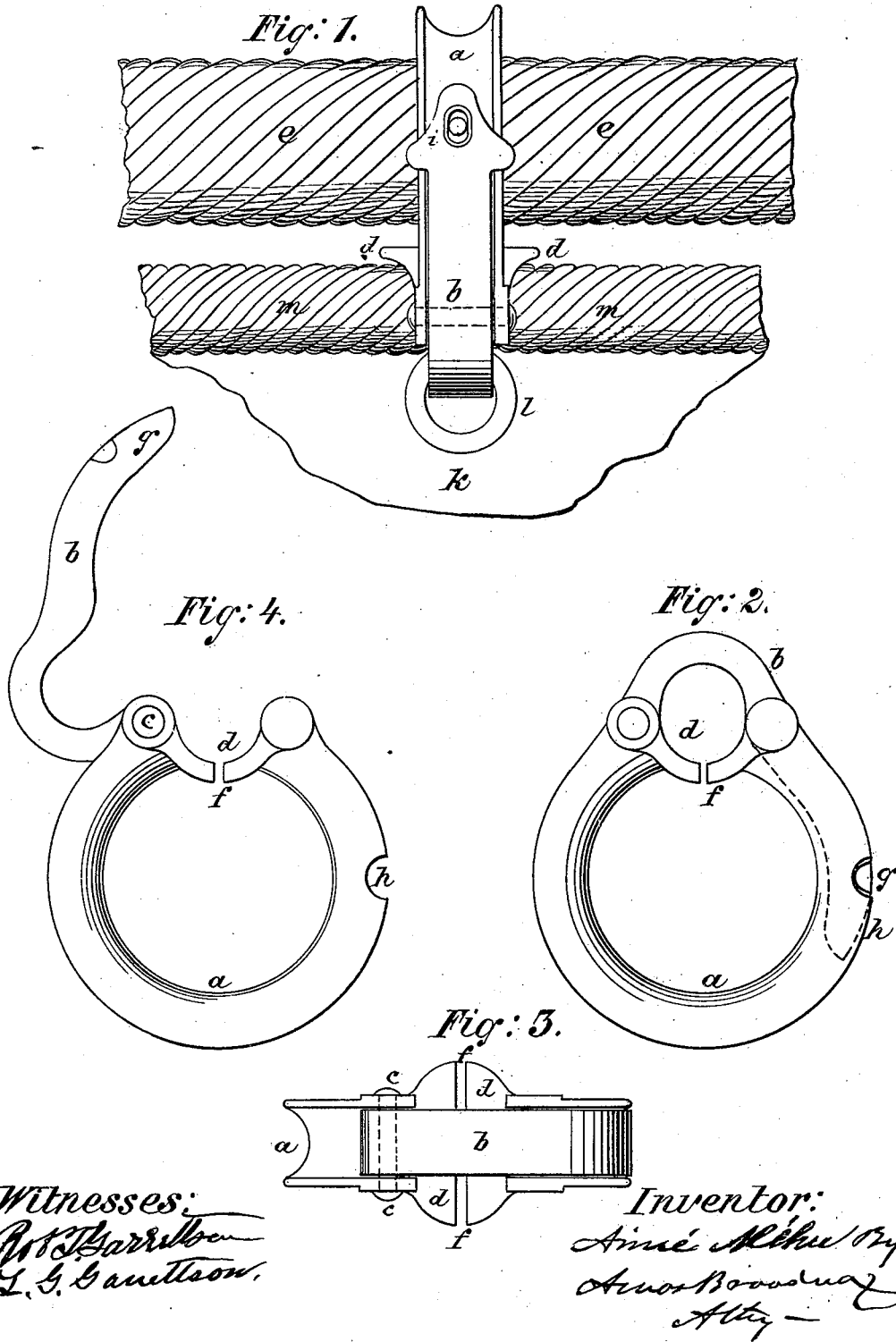


A. MÉHU.
SAIL-HANK.

No. 191,359.

Patented May 29, 1877.



Witnesses:
R. S. Harrison
L. S. Gannettson.

Inventor:
Amé Méhu
Arnos Boulevard
Alby

UNITED STATES PATENT OFFICE.

AIMÉ MÉHU, OF ST. MALO, FRANCE.

IMPROVEMENT IN SAIL-HANKS.

Specification forming part of Letters Patent No. **191,359**, dated May 29, 1877; application filed January 23, 1877.

To all whom it may concern :

Be it known that I, AIMÉ MÉHU, of St. Malo, in the Department of Ille et Vilaine, in the Republic of France, engineer, have invented an Improved Sail-Hank; and I do hereby declare that the following, taken in connection with the drawings which accompany and form part of this specification, is a description of my invention sufficient to enable those skilled in the art to practice it.

My invention relates to an improved sail-hank, or device for bending or attaching jib, stay, and other sails to their stays and masts.

My improved hank consists of a metal ring run upon the stay or gaff, and to the outside of which ring is jointed a hook-shaped clasp, which is passed through an eyelet in the sail, and incloses the bolt-rope between it and the ring. The latter is recessed on its outer circumference at this point, to form, with the clasp in the closed position, a loop corresponding to the bolt-rope in size and shape. The ring is also made broader, to give it a firmer bearing on the bolt-rope, and prevent it from working loosely thereon. The ring is also cut through at this point, to give it sufficient elasticity to yield in closing the clasp, and enable lugs on the latter to be sprung into notches in the ring, whereby the clasp is securely held.

Figure 1 is an edge view of the improved sail-hank in position on a stay-sail. Fig. 2 is a plan, and Fig. 3 an end view, of the hank closed; and Fig. 4, a view of the hank open and detached from the bolt-rope.

The hank consists of a ring, *a*, shaped like a thimble in cross-section, in order to give it sufficient strength and elasticity, and a bent arm or clasp, *b*, of the form shown, pivoted or hinged at *c* to the ring *a*. The ring *a* encircles and runs upon the stay *e*, or other support for the sail; and the ring is recessed on

the outside at *d*, to form, with the bow-shaped part of the clasp *b*, an eye or link, to inclose the bolt-rope of the sail; and the part *d* is spread out or made broader, to prevent the hank drooping or working loosely on the bolt-rope.

The ring *a* is cut through at *f*, in order to give it sufficient elasticity to enable the clasp or arm *b* to be locked by lugs or ears *g g* at either side, near the end of the arm, being sprung into notches *h* in the edges of the ring *a*, as shown. This is effected by means of a rod or pin inserted, through a hole, *i*, in the end of the clasp *b*, into a small hole in the ring, and used as a lever to compress the ring *a* and draw the clasp *b* into position to be locked.

The arm *b* lies in the hollow circumference of the ring *a*, and, owing to the peculiar construction of the latter, and method of locking the arm, it cannot be unlocked by any strain on the bolt-rope, and yet can be applied to or detached from the sail with the utmost facility.

In Fig. 1, *k* is a part of the sail; *l*, eyelet therein, through which the link *b* is passed; *m*, the bolt-rope, and *e* the stay.

The hank is preferably made of wrought-iron, tinned or galvanized, to protect it from rust; or it may be made of malleable iron or of copper.

I claim—

The within-described sail-hank, consisting of the ring *a* and the arm or clasp *b*, hinged thereto and locked, as described, the ring and arm being constructed and applied substantially as shown and described.

AIMÉ MÉHU.

Witnesses:

FREDERICK JOHN CHEESBROUGH,

JOHN HAMILTON REDMOND,

Both of 15 Water Street, Liverpool, England.