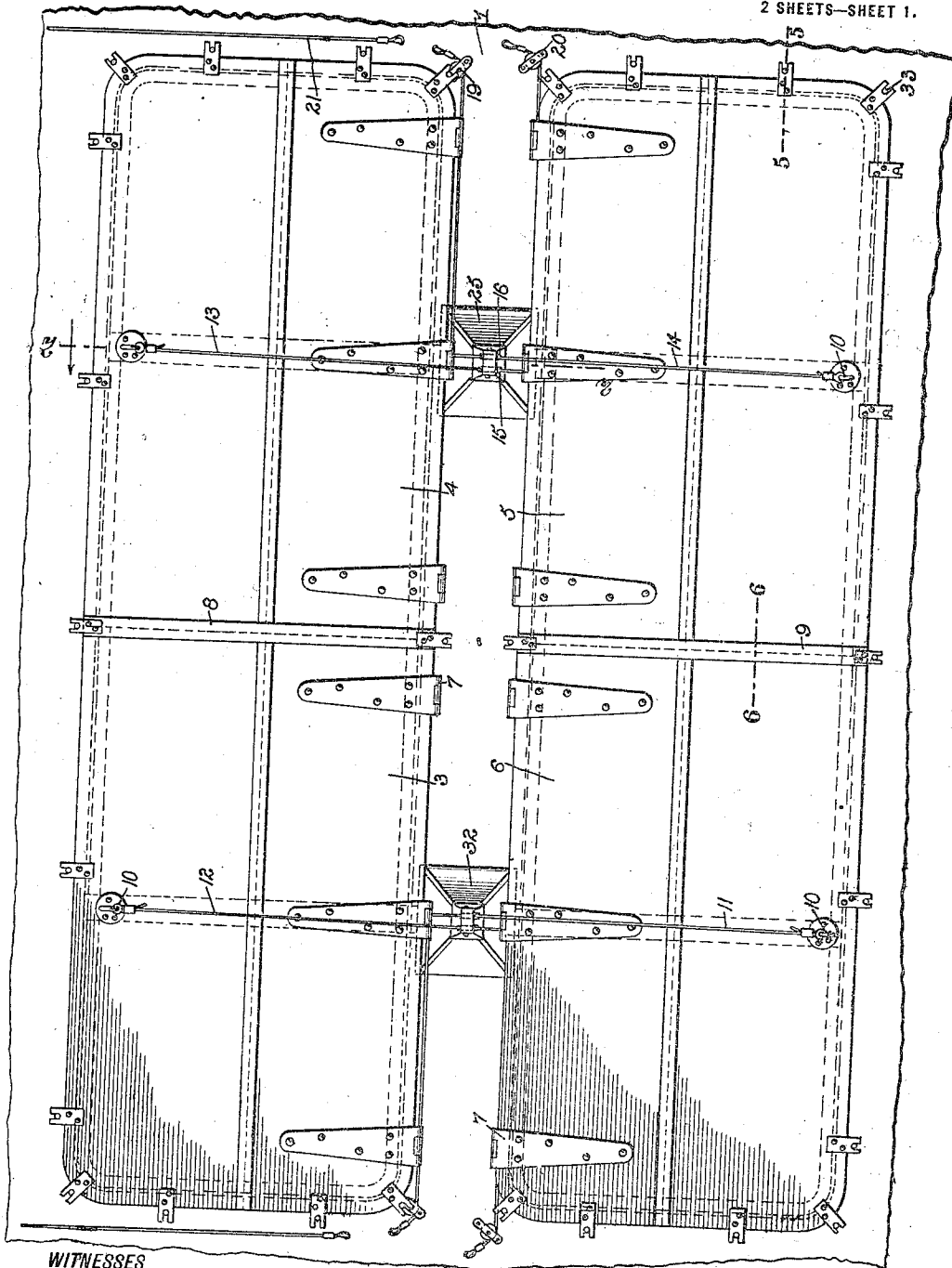


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W. H. HUNT,
HATCH COVER LIFT.
APPLICATION FILED APR. 28, 1917.

Patented Sept. 25, 1917.
2 SHEETS—SHEET 1.



WITNESSES

Geo. Maylor
A. L. Ritchie

W. H. Hunt

INVENTOR

William H. Hunt

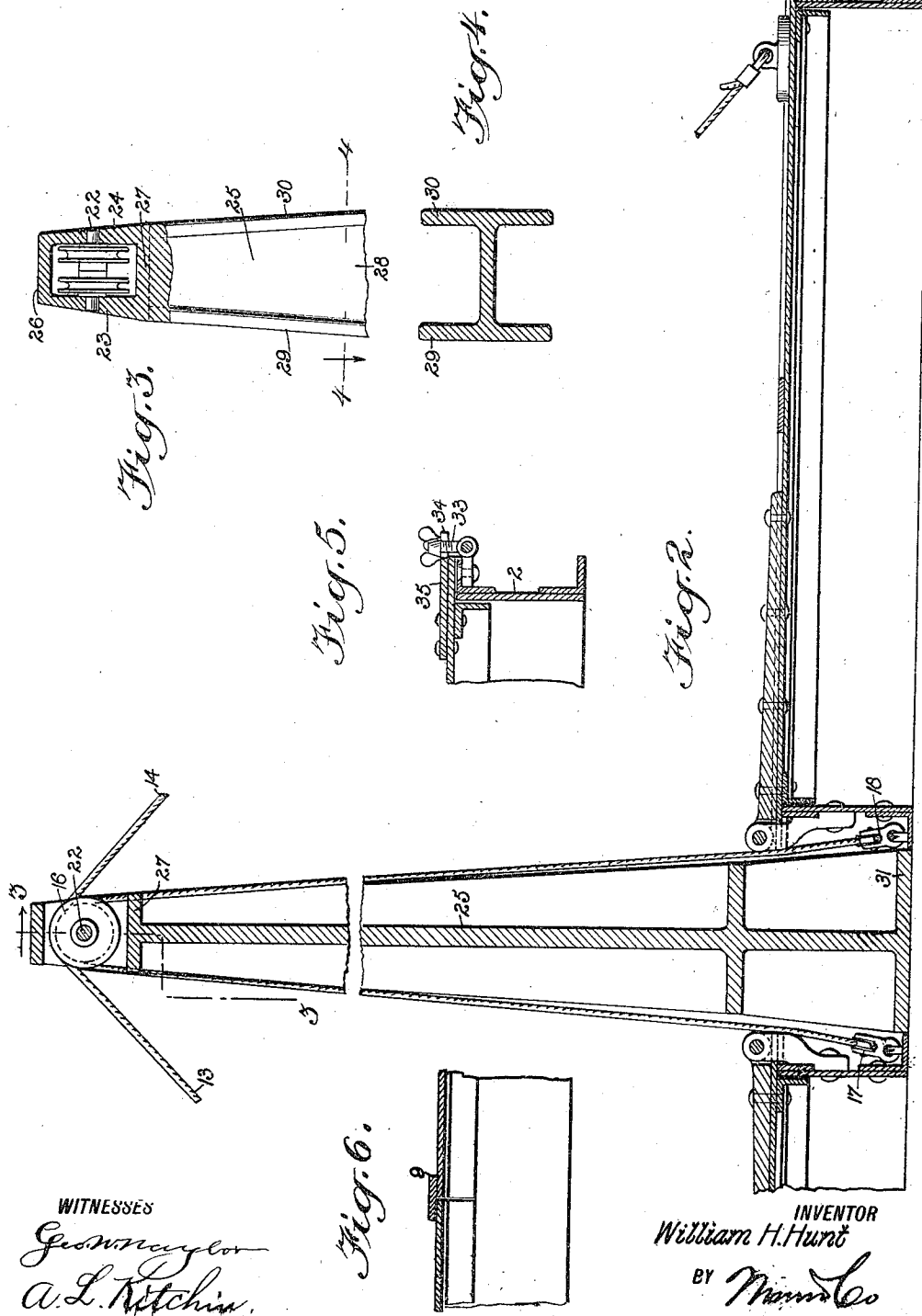
BY *Wm. Co.*
ATTORNEYS.

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WITNESSES
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Fig. 6.

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UNITED STATES PATENT OFFICE.

WILLIAM H. HUNT, OF NEW YORK, N. Y.

HATCH-COVER LIFT.

1,241,385.

Specification of Letters Patent. Patented Sept. 25, 1917.

Application filed April 28, 1917. Serial No. 165,103.

To all whom it may concern:

Be it known that I, WILLIAM H. HUNT, a citizen of the United States, and a resident of the city of New York, borough of Manhattan, in the county and State of New York, have invented a new and Improved Hatch-Cover Lift, of which the following is a full, clear, and exact description.

This invention relates to lifting devices for lids or, rather, covering members, and has for an object the provision of an improved construction for raising the covers of the hatches of ships in such a manner as to quickly and easily remove any cover or all covers simultaneously.

Another object in view is to provide an improved arrangement of lifting devices for hatch covers which will allow the easy raising of hatch covers of any weight quickly and by a minimum manual effort.

In the accompanying drawings:—

Figure 1 is a top plan view of part of the deck of a ship showing the hatch covers in place and an embodiment of the invention associated therewith.

Fig. 2 is a fragmentary transverse sectional view on an enlarged scale through Fig. 1 on line 2—2.

Fig. 3 is a fragmentary sectional view through Fig. 2 on line 3—3.

Fig. 4 is a transverse horizontal sectional view through Fig. 3 on line 4—4.

Fig. 5 is a detail enlarged fragmentary sectional view through Fig. 1 on line 5—5.

Fig. 6 is an enlarged detail fragmentary sectional view through Fig. 1 on line 6—6.

Referring to the accompanying drawings by numerals, 1 indicates the deck of a vessel of any kind, provided with hatches 2 of any desired kind or usual construction, said hatches being provided with covers 3, 4, 5 and 6, said covers being held in place by a number of hinges 7. At the point where the covers 3 and 4 come together and also where the covers 5 and 6 come together are arranged straps 8 and 9 overlapping the joint so as to make a watertight construction. The detail construction of the covers 3 to 6, inclusive, may be of any kind without departing from the spirit of the invention provided they are hinged in position as shown in Fig. 1 and also supplied with eyelet members 10 to which the various cables 11, 12, 13 and 14 are respectively connected. The cables 13 and 14 pass over pulleys 15 and 16 and from thence downwardly over

pulleys or sheaves 17 and 18 (Fig. 2) and from said sheaves extend to pulleys or sheaves 19 and 20 near the end of the hatches. The ends of the cables 13 and 14 are provided with hooks, rings or other connecting means whereby the cable 21 may be connected therewith in order that when the cable 21 is wound up or pulled by the winch on the ship the covers 4 and 5 will be raised or opened. It is evident that the cable 21 could be connected to either of the cables 13 or 14 so as to raise either cover independently.

The pulleys 15 and 16 are rotatably mounted upon a shaft 22 journaled in the upstanding walls 23 and 24 of the standard 25, said walls merging into a top covering member 26. The standard 25 is preferably cast so as to make the construction shown in Fig. 3, which includes a bottom bracing member 27, said bracing member and the sides 23 and 24 merging into a central web 28 and into side webs or flanges 29 and 30 as shown in Figs. 3 and 4. The entire construction tapers as shown in Fig. 2 so that the parts are properly braced, the lower end being provided with a solid piece 31 which may be bolted or in any suitable way connected with the deck 1 of a ship. The standard 25 and also the standard 32, which is identical with standard 25, are permanently fixed and will remain in position at all times so that the covers may be raised whenever desired.

Suitable locking bolts 33 (Fig. 5) are provided which extend through notches 34 in retaining straps 35, said bolts being pivotally connected with the various hatches 2. After the bolts 33 have been loosened and moved to one side the covers may be raised manually by one or more persons lifting upwardly thereon or may be raised by operating the respective cables connected thereto. It will be observed that the construction of the standard 33 and arrangement of pulleys, cables and winch cable are identical with the structure shown in connection with standard 25 so that no additional description will be necessary. By connecting both of the winch cables to the lifting cables all of the covers may be raised simultaneously or by connecting any one or more of the lifting cables to the winch cables the desired number of covers may be lifted.

What I claim is:

1. A lifting device for hatch covers, com-

prising lifting cables, pulleys for guiding said lifting cables, and a standard for carrying some of said pulleys, said standard comprising an upright member having a
5 boxing or casing at the upper end for receiving the journal member of some of said pulleys, and a base capable of receiving securing means for securing the standard to a ship.

10 2. A hatch cover lift, comprising a cable for each cover, means for connecting said

cables to said covers, a plurality of pulleys for guiding said cables, and a standard for supporting some of said pulleys, said standard being formed with a central web and a
15 pair of side webs for bracing the central web, said side webs merging into a casing at the upper end open on two sides for carrying the journal of the pulleys supported by the standard and for protecting said last
20 mentioned pulleys.

WILLIAM H. HUNT.