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HATCH TENT

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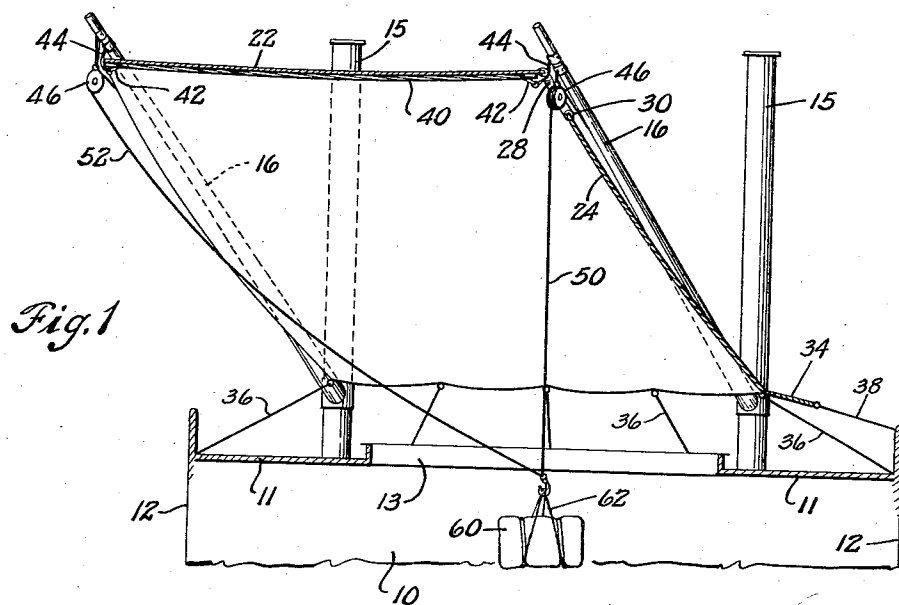


Fig. 1

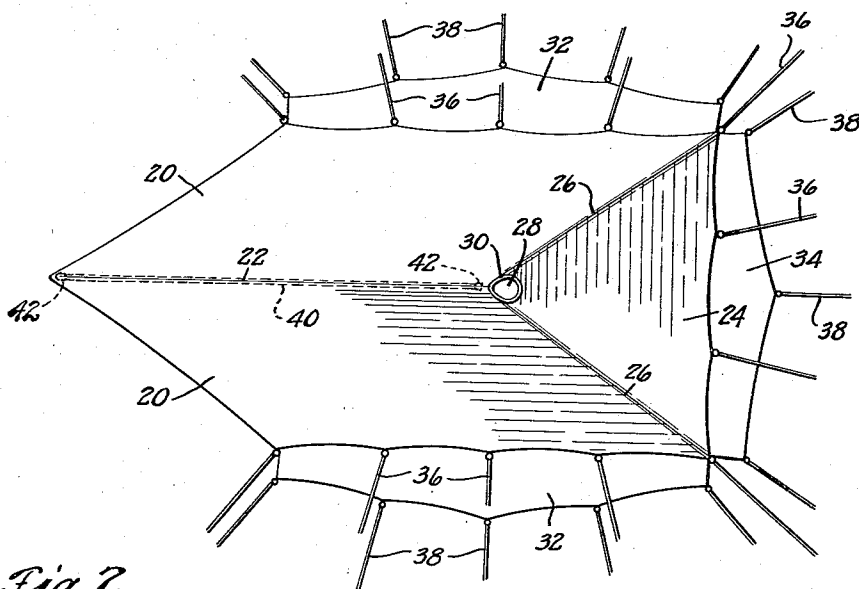


Fig. 2

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HATCH TENT

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3 Claims. (Cl. 135—1)

The present invention relates to a novel and improved weather-proof cover for hatches and more particularly to a tent adapted to cover the hatchway of a vessel during loading or unloading.

Objects and advantages of the invention will be set forth hereinafter and in part will be obvious herefrom, or may be learned by practice with the invention, the same being realized and attained by means of the instrumentalities and combinations pointed out in the appended claims.

The invention consists in the novel parts, constructions, arrangements, combinations and improvements herein shown and described.

The accompanying drawing, referred to herein and constituting a part hereof, illustrates one embodiment of the invention, and together with the description, serves to explain the principles of the invention.

Of the drawing:

Figure 1 is a vertical section showing an illustrative embodiment of the present invention and the manner of its use; and

Figure 2 is a plan view of the embodiment shown in Figure 1.

The present invention has for its object the provision of a novel and improved weather-proof cover for the hatchway of a vessel which is durable, offers the maximum protection to the cargo, and does not interfere with the discharge or loading of the vessel. A further object of the invention is the provision of an improved hatch tent which may be supported on the usual booms of the vessel and protects the cargo while it is being transferred from the hatch to the pier or vice versa.

In accordance with the illustrative embodiment of the invention, which is adapted for use with a cargo vessel having a conventional type of hatchway closely adjacent to which are the usual two Samson posts and their usual supported booms. The weatherproof cover or hatch tent comprises a generally prismatic structure having two side walls which converge upwardly and meet in a weather-tight ridge, and one end of the tent is closed while the other end is conveniently left open. Closely adjacent to the ridge and at the closed end of the tent is a reinforced aperture of sufficient size to receive and be largely closed by the usual cargo block which is supported on the boom, while the tent is supported by its ridge which is stretched between and made fast to the booms near their cargo blocks. The side walls and closed end are made fast to the deck so as to completely cover the

hatchway, and additional flaps are provided which may be let down as required by the weather, or may be furled to permit the winchman to see the operation of the hoisting lines. One of the lines is led through the reinforced aperture, while the line from the other boom is preferably located adjacent to the ridge at the open end of the tent, the ridge and side walls extending over the ship side to cover a portion of the pier.

It will be understood that the foregoing general description and the following detailed description as well are exemplary and explanatory of the invention but are not restrictive thereof.

Referring now in detail to the illustrative embodiment of the invention as shown in the accompanying drawings, there is shown a conventional cargo vessel 10 having a deck 11 and sides 12, the deck 11 being apertured, as at 13, to provide the usual hatchway through which the cargo may be moved to or from the lower decks of the vessel. Fore or aft of the hatchway are supported the usual Samson posts 15 on which are mounted the booms 16 which are held against movement during the discharge or loading of the vessel, and ordinarily these booms are disposed as shown in Figure 1.

The weatherproof covering or hatch tent of the present invention comprises a pair of generally trapezoidal sheets 20 of weatherproof material, such as heavy canvas, which are inclined upwardly and inwardly towards each other and are securely fastened together to form a weather-tight ridge 22. One end of the structure is closed by a triangular sheet 24 of weatherproof material which is joined to the sheets 20 along the lines 26, these sheets 20 and 24 forming a generally prismatic hollow structure having an open end.

Closely adjacent to one end of the ridge 22, and preferably at the top of the triangular piece 24, is provided an aperture 28 which is reinforced with a loop of steel cable overlaid with rawhide 30, while along the bottom edge of the sheets 20 and 24 are fastened the flap sheets 32 and 34. Suitable ropes are provided for holding the tent down in its extended position as shown, and for this purpose the ropes 36 are grommeted into the lower edge of the sheets 20 and 24, while the flaps 32 and 34 are provided with another but similar series of ropes 38. All of these ropes may be made fast to the deck or sides of the vessel, as convenient, and in bad weather the flaps may be fastened down in a vertical position on the windward side.

The tent is suitably reinforced in accordance with conventional tentmaking practice, and this reinforcement includes a strong piece of rope 40 adjacent the ridge 22 and fast thereto.

5 Means are provided for supporting the tent in operative position upon the booms 16, and as embodied, eyes 42 are provided short of the ends of the ridge and on its under side, to which ropes 44 may be fastened for supporting on the
10 ends of the booms and adjacent to the cargo blocks 46. As shown, the right-hand end of the ridge is fastened immediately above its cargo block, while the left end is fastened immediately below the cargo block on the other boom. In
15 this position, the block 46 on the righthand boom enters into and substantially fills the vertical projection of aperture 28, while allowing free runs of the hoisting line 50, while at the other end, the cargo block hangs just beyond the open
20 end of the ridge, and its line 52 also runs clear of the tent. Thus, the ridge 22 is supported in tension between the booms 16, and the tent not only completely covers the hatchway 13 but also extends for a considerable portion over the
25 sides of the vessel and pier.

In using the illustrative embodiment of the invention, with the hoisting lines and booms arranged in the manner shown in Figure 1, cargo may be removed from the hold of the vessel
30 through the hatchway 13 and discharged onto the pier by first attaching the bale or other package 60 to the hook 61 by means of the conventional sling 62. The winchman then takes up on the hoisting line 50 to raise the package
35 clear of the hatchway and the gunwales. The other winchman then takes up on the line 52 and simultaneously the line 50 is payed out until the package 60 is over the side of the vessel and above the pier, after which the line 52 is
40 payed out with the line 50 running free to land the package on the pier. During all of this operation, the cargo is fully protected, and both the lines 50 and 52 run without touching the canvas and consequently there is no wear on
45 the tent. Furthermore, the tent is relatively light and easy to handle, and may be stored away on the vessel in a relatively small space.

The invention in its broader aspects is not limited to the specific mechanisms shown and
50 described but departures may be made therefrom within the scope of the accompanying claims

without departing from the principles of the invention and without sacrificing its chief advantages.

What I claim is:—

1. A hatch tent comprising a generally prismatic structure of weatherproof material having a closed end, an open end and inclined sides meeting in a weather-tight ridge, a relatively small opening adjacent to the ridge and means for securing the ridge at its ends to booms substantially at the level of the usual blocks on said booms, said ridge being drawn taut therebetween, said opening being adapted to admit and be substantially closed by a block whereby cargo may be manipulated under cover by cables operating at the ends of the ridge in said blocks, said cables thus operating at all times so as to be substantially free from rubbing action on any portion of said tent.

2. A hatch tent comprising a generally prismatic structure of weatherproof material having inclined sides and an inclined closed end, the sides and end meeting in a weathertight ridge, a relatively small opening adjacent to one end of the ridge and formed in the inclined closed end, said opening being adapted to be positioned against the boom and to receive a block near the end of the boom, and means for supporting and tensioning the ridge between two booms near the outer ends thereof, substantially at the level of the usual blocks, whereby all play of cables through said blocks is substantially free from rubbing action on said tent.

3. A hatch tent comprising a generally prismatic structure of weatherproof material having inclined side walls and an inclined closed end, meeting in a weather-tight ridge extending from one boom to another boom, the end opposite the closed end being left open, a reinforced opening in the inclined closed end adjacent to the ridge adapted to receive a block, and means for attaching the opposite ends of the ridge to two booms substantially at the level of the usual blocks on said booms and reinforcing means extending along said ridge between said end attaching means, whereby said ridge may be securely extended between said booms in a substantially straight line and so positioned that the play of cables through said blocks is substantially free from rubbing action on said tent.

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