

No. 871,567.

PATENTED NOV. 19, 1907.

J. CLOSTER.
LOADING HATCHWAY FOR SHIPS.
APPLICATION FILED JUNE 19, 1906.

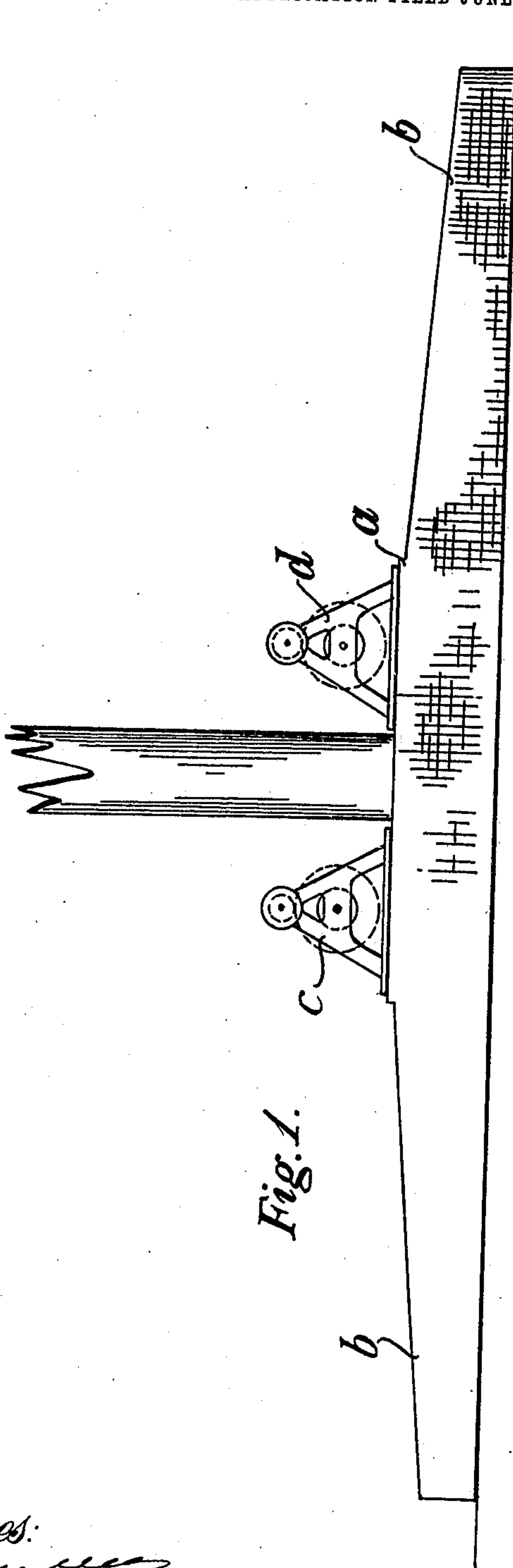
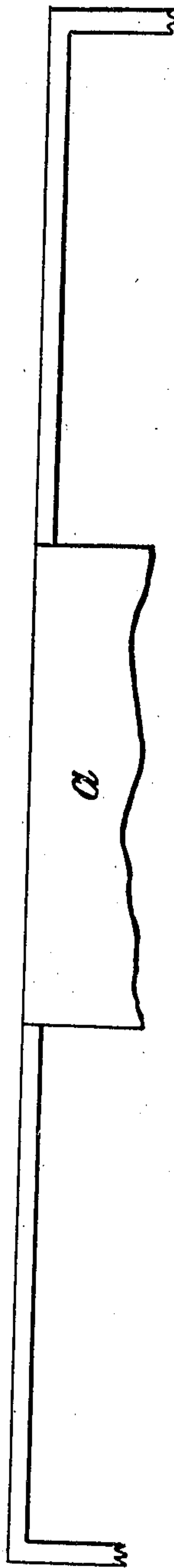


Fig. 1.

Fig. 2.



Witnesses:
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UNITED STATES PATENT OFFICE.

JEP CLOSTER, OF APENRADE, GERMANY.

LOADING-HATCHWAY FOR SHIPS.

No. 871,567.

Specification of Letters Patent.

Patented Nov. 19, 1907.

Application filed June 19, 1905. Serial No. 266,082.

To all whom it may concern:

Be it known that I, JEP CLOSTER, subject of the German Emperor, and resident of Apenrade, Germany, have invented certain new and useful Improvements in Loading-Hatchways for Ships, of which the following is a specification.

This invention relates to ships' hatches and especially to cargo-ports for cargo ships and its object is to provide a hatch of this kind which, owing to its special construction and great length, allows of very long objects such as planks railway rails and the like being very easily loaded and stowed away nearly up to under the deck of the ship.

In the annexed drawings, Figure 1 shows a side elevation view of the improved hatchway or cargo-port, while Fig. 2 is a plan view of a part of same.

When long objects are to be introduced into the cargo room of ships, the cargo-ports or hatchways must have a very great length. This length of the hatches must however not exceed a certain extent as otherwise the transverse connections of the deck and especially the deck beams would be interrupted or cut away on too long a distance.

The object of this invention is to reestablish, at least to a certain extent, the transverse connections of the ship which have been reduced by a very great length of the hatchway. To this end, the longitudinal flanges *b* of the hatchway are shaped in such a manner that their height is greater on a certain distance in the middle of their length than that of the end flanges, this higher

part of the end flanges being parallel to the deck thus affording convenient place for mounting upon them a platform *a* extending across the hatchway. This platform is therefore situated at a higher level than the upper edge of the end flanges (transverse ones) of the hatch and the upper edges of the longitudinal flanges of the hatchway are sloping on both sides from their highest parts, supporting the platform to the end or transverse flanges. It is easily seen that the platform *a* as well as the lateral flanges *b* of the hatchway must have the necessary strength for insuring a sufficiently strong transverse connection of the lateral parts of the ship's deck. The platform *a* may be used for supporting windlasses *c* and *d*.

Having now fully described my invention, what I claim and desire to secure by Letters Patent is:

In a ship's hatch or cargo-port the combination with the end transverse flanges, of longitudinal flanges each of the upper edges whereof have at their middle parts a higher part arranged parallel to the ship's deck, while the other parts of the said lateral flanges are sloping on both sides from these higher parts towards the extreme transverse flanges of the hatch and of a transverse platform arranged on and rigidly secured to the said higher parallel parts of the side flanges of the hatch, substantially as and for the purpose set forth.

JEP CLOSTER.

Witnesses:

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