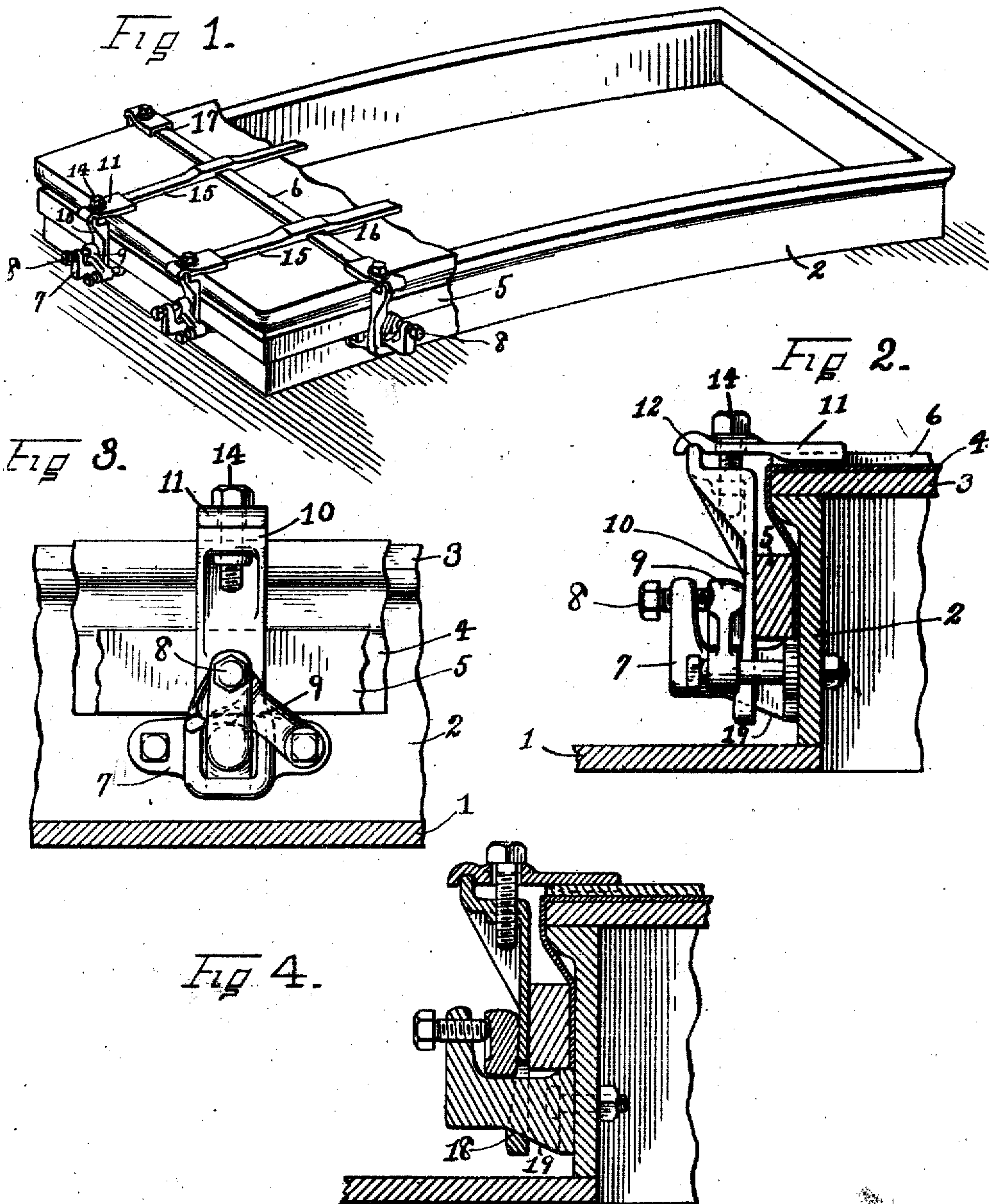


M. MULHOLLAND.
HATCH FASTENER FOR VESSELS.
APPLICATION FILED OCT. 29, 1908.

929,779.

Patented Aug. 3, 1909.



Witnesses:

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UNITED STATES PATENT OFFICE.

MATHEW MULHOLLAND, OF CLEVELAND, OHIO.

HATCH-FASTENER FOR VESSELS.

No. 929,779.

Specification of Letters Patent.

Patented Aug. 3, 1909.

Application filed October 29, 1908. Serial No. 460,074.

To all whom it may concern:

Be it known that I, MATHEW MULHOLLAND, a citizen of the United States, and resident of Cleveland, in the county of Cuyahoga and State of Ohio, have invented a certain new and useful Improvement in Hatch-Fasteners for Vessels, of which the following is a specification.

This invention relates to hatchways for vessels; and it consists of an assemblage of parts, comprising a fastener for holding down the batten bars on a hatch cover, and having for its object, the effect of sealing and securing the said hatch cover in a convenient and simple manner, to avoid leakage.

The invention is clearly illustrated in the accompanying drawing which forms a part of this specification, and in which—

Figure 1 is a perspective view of a hatchway with the cover partly broken away, and showing the application of my fasteners in the preferred form. Fig. 2 discloses one of the fasteners in side elevation in connection with and in position on the several different parts comprising a hatchway. Fig. 3 is another view of the same construction. Fig. 4 is a sectional view of the same construction as showing the adaptation of the several different parts.

Like figures refer to like parts in all of the figures in the drawing.

Each of my fasteners, in the preferred form, consist in practically the same combination of parts as disclosed in a former application for a similar device, filed May 22, 1908, and bearing Serial No. 434,365, with the exception that the member 10 is composite as shown.

In a more particular consideration of the drawing, 1 is the deck of a vessel, 2 the coaming of a hatchway, 3 the cover therefor, 4 the canvas over cover, 5 the side strip to engage the dependent edge of the canvas; 6 the batten bar on top of the said canvas, 7 the bracket on said coaming, 8 a set-screw in said bracket, 9 the dog, as a movable member between said set-screw and member 10, which is the upright member; 11 is a member to part 10, fulcrumed thereto at 12 and held in place by a cap-screw 14; 15 discloses length-

wise batten bars, adapted to overlap the batten bars 6 as at 16; 17 calls attention to the method of attaching the ends of the said batten bars 6 and 15 to the member 11; they being held in a rigid position thereat, by reason of their being introduced into a recess provided therefor in the said member 11.

The method of application and the operation thereof is as follows: All parts being in position as shown, the set-screw 8 is drawn up and exerts pressure upon the strip 5, through the dog 9, binding the dependent edge of the canvas cover as shown; this action has advanced the member 10 toward the coaming 2 and by reason of the reversely inclined ways as at 18 and 19, the result is that the said member 10 is drawn downward for a limited distance, which will be sufficient in most instances to also confine the batten bars on the top of said canvas cover; if, however, the said bars are not sufficiently confined thereby, it is only necessary to operate the cap-screw 14, and thereby adjusting any one of the fasteners, to compensate for any differences that may occur in actual, practical use.

Having thus shown and described my invention so that, to those who are skilled in this art, it will appear obvious, what I claim as new and wish to protect by Letters Patent is:

In a mechanism of the character described, the combination of a coaming of a hatch way, brackets attached thereto, a cover for said hatch way together with a canvas over cover therefor and a plurality of batten bars engaging each other and a plurality of parts dependent upon said brackets and each comprising a member 10 in connection with a member 11 and a cap-screw 14 all cooperating to exert pressure on said batten bars downwardly, to cause the said hatch cover to become firmly closed, as described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses, this 27th day of October A. D. 1908.

MATHEW MULHOLLAND.

Witnesses:

LEOTA M. GEMMILL,
JOHN J. HERIG.