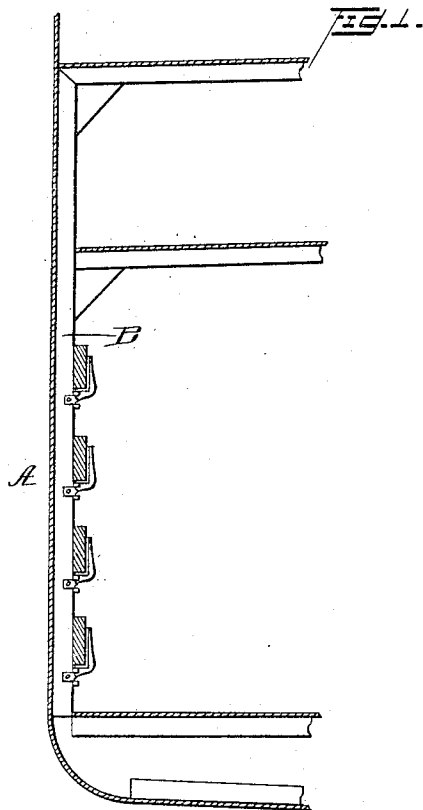
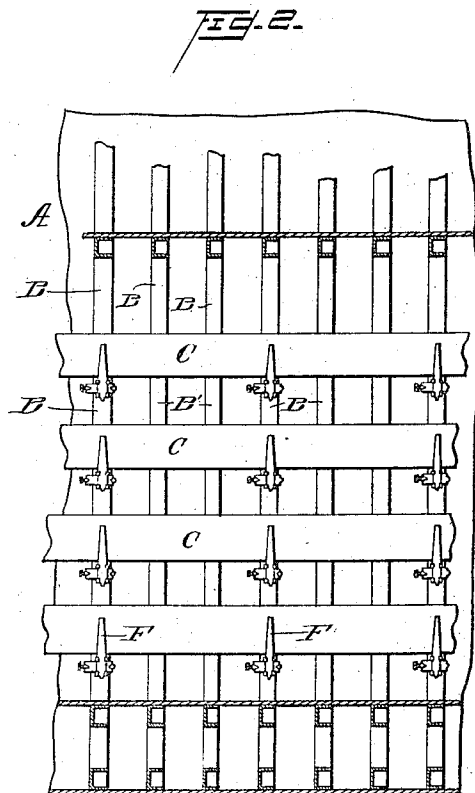
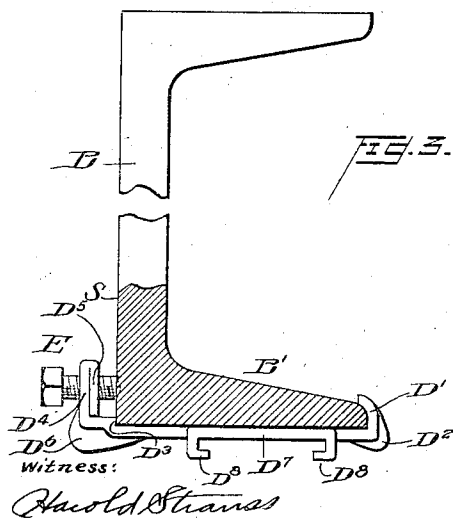
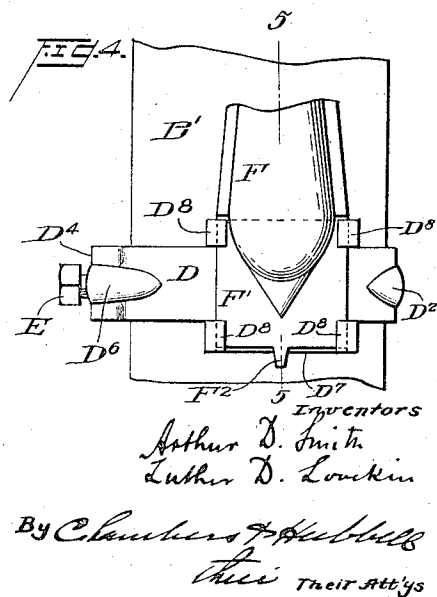


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BATTEN CLEAT.  
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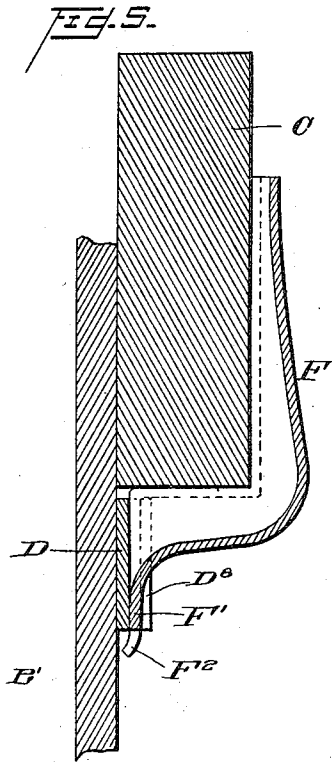
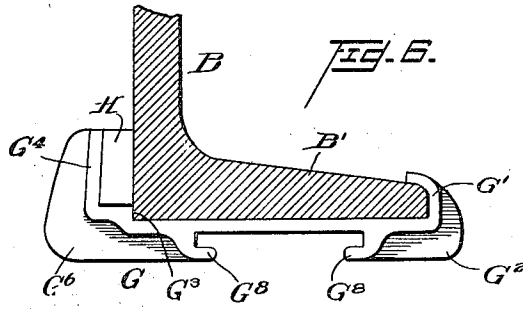
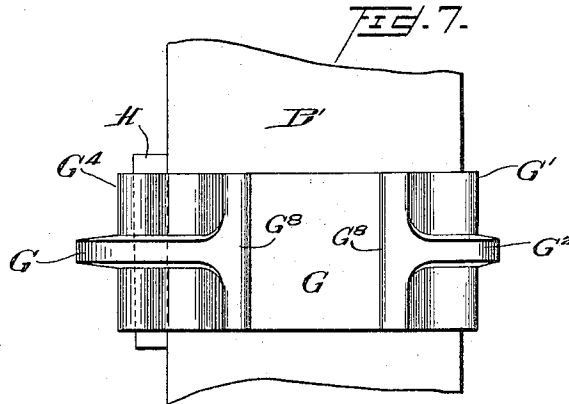
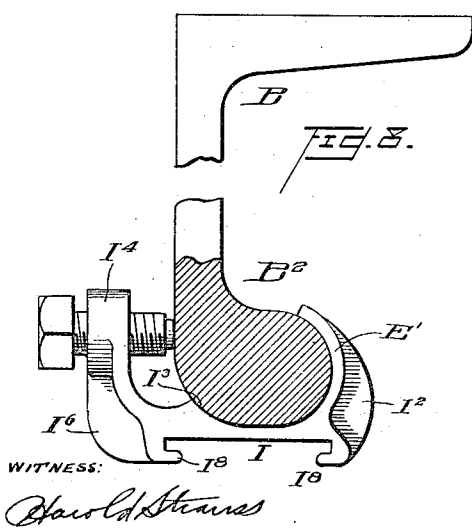
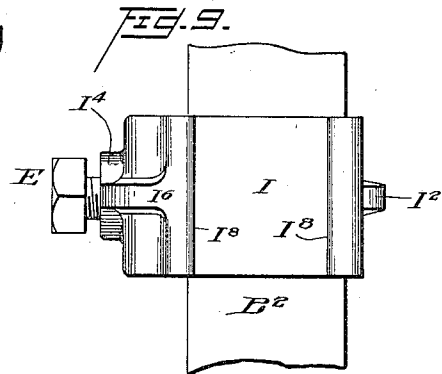
Patented Dec. 24, 1918.  
2 SHEETS—SHEET 1.



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2 SHEETS—SHEET 2.



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Arthur D. Smith  
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*their* Their Att'ys

# UNITED STATES PATENT OFFICE.

LUTHER D. LOVEKIN AND ARTHUR D. SMITH, OF PHILADELPHIA, PENNSYLVANIA.

## BATTEN-CLEAT.

1,288,945.

Specification of Letters Patent.

Patented Dec. 24, 1918.

Application filed January 28, 1918. Serial No. 214,052.

*To all whom it may concern:*

Be it known that we, LUTHER D. LOVEKIN and ARTHUR D. SMITH, citizens of the United States of America, residing in the city of Philadelphia, county of Philadelphia, and State of Pennsylvania, have invented certain new and useful Improvements in Batten-Cleats, of which the following is a true and exact description, reference being had to the accompanying drawings, which form a part thereof.

Our invention relates to the construction of cargo batten cleat device, and has for its object to provide a cleat holder which can be readily secured to the channel irons forming the ribs of a ship without requiring the channel to be perforated or otherwise weakened.

The nature of our invention will be best understood as described in connection with the drawings in which—

Figure 1 is a sectional elevation through one side of a ship showing the cargo batten cleats and cleat holders in position.

Fig. 2 is a side elevation showing the same parts.

Fig. 3 is a view showing one of the channel irons forming the ship's rib with the cleat holding device constructed in accordance with our invention in its preferred and, we believe, best form.

Fig. 4 is a face view of the device shown in Fig. 3.

Fig. 5 is a sectional view on the line 5—5 of Fig. 4, the section being shown as extending through the batten.

Fig. 6 is a side elevation, and

Fig. 7 a front view of a modified form of cleat holding device also within our invention.

Fig. 8 is a side view, and

Fig. 9 a face view of still another modification.

A indicates the side of a ship, B, etc., the channel irons forming the ribs of the ship, the inner flange of the channel being indicated at B'. C are the batten bars, D is our cleat holding device in the form in which we prefer to construct it. In this form the cleat holding device is made of rolled iron or steel, the body portion which extends over the face of the flange B' being formed with lateral extensions D' D', the ends D<sup>s</sup> of which are bent into hook form so as to form a socket for the cleat, as is best shown in Figs. 3 and 4. One end of the socket piece

D is bent into hook form as indicated at D', so as to fit over the edge of the flange B', and is strengthened by an arched rib as indicated at D<sup>2</sup>. At the opposite end of the socket piece we preferably form a shoulder, as indicated at D<sup>3</sup>, to fit quite closely against the edge of the channel iron B', and beyond this shoulder we form a rearwardly extending flange D<sup>4</sup>, preferably strengthened by being folded against itself as indicated at D<sup>5</sup>, the bent end of the socket piece being reinforced by an arched rib indicated at D<sup>6</sup>.

As shown in Figs. 3 and 4, the socket piece is clamped in position on the channel iron by means of a set screw E.

F is the cleat formed with a flat base F', which fits into the socket piece, and preferably having a tongue like extension F<sup>2</sup>, which can be slightly bent, as indicated in Fig. 5, to hold the cleat in position, and which is also useful as affording a striking point when it is desired to force the cleat out of the socket.

In Figs. 6 and 7 we have shown a modified form of our socket piece, in which it is made of a malleable casting. In this construction the socket piece G is formed with projecting hooks G<sup>s</sup> G<sup>s</sup> extending from its face to form the socket for the cleat. The hooked end G' is reinforced by a solid rib G<sup>2</sup>, and the opposite end, including the shoulder G<sup>3</sup> and rearwardly extending flange G<sup>4</sup>, is reinforced by a solid rib G<sup>5</sup>. In these views a wedge H is indicated as the device for clamping the socket piece against the channel iron.

In Figs. 8 and 9 we have illustrated still another modification of our device, especially adapted for use in connection with a bulb beam, the bulb being indicated at B<sup>2</sup>. The socket here is indicated at I and is formed with hook like extensions I<sup>s</sup> I<sup>s</sup> to form the socket. The hooked end E' is made to conform quite closely to the edge of the bulb, and is reinforced by a rib I<sup>2</sup>, and the shoulder I<sup>3</sup> is made to conform to the curve of the inner edge of the bulb. The rearwardly extending flange I<sup>4</sup> is reinforced by a rib I<sup>5</sup>, and, as shown, a set screw E is used to clamp the socket piece on the beam.

Having now described our invention, what we claim as new and desire to secure by Letters Patent, is:

1. A cargo batten cleat-holder having a socket formed on it to secure the base of the cleat, a hooked end to fit over the edge of a channel shaped ship's rib, a short shoulder

formed to fit closely over and along the opposite edge of the channel, and a rearwardly extending flange adapted to extend backwardly over the channel edge beyond the  
5 shoulder in combination with, means for acting against the flange and channel to draw the hooked end of the cleat holder against the channel edge.

2. A cargo batten cleat-holder formed of  
10 rolled iron or steel having a body portion formed with lateral extensions the front and rear ends of which are severed from the body portion and formed into hooks to form a socket for the cleat, the body portion hav-  
15 ing a hooked end adapted to fit over the edge of a channel iron ship's rib, and a rear-

wardly extending flange adapted to extend over the other edge of the channel in combination with means acting against the flange and channel to clamp the socket in place. 20

3. A cargo batten cleat holder formed of rolled iron or steel, having its body portion D formed with lateral extensions D<sup>7</sup> D<sup>7</sup>, the ends D<sup>8</sup> of which are bent into hooks to form a receiving socket for the cleat, said body  
25 portion having one end formed into a hook D<sup>7</sup> reinforced by an arched rib D<sup>2</sup>, and its opposite end formed into a shoulder D<sup>3</sup> and a flange D<sup>4</sup> and strengthened by a corrugated rib D<sup>6</sup>.

LUTHER D. LOVEKIN.  
ARTHUR D. SMITH.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."