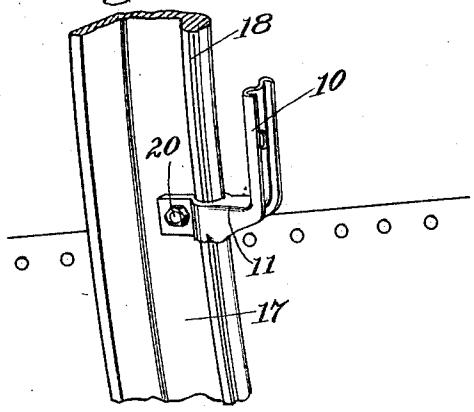
J. M. CROWE.

BATTEN CLEAT.

APPLICATION FILED FEB. 13, 1919.

1,332,325. Patented Mar. 2, 1920.

Fig. 1



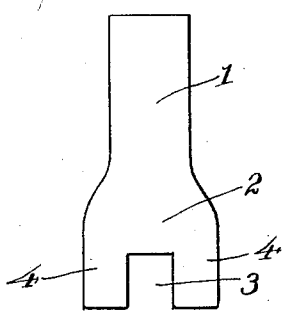


Fig. 2.

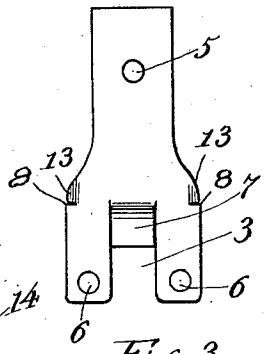


Fig. 3

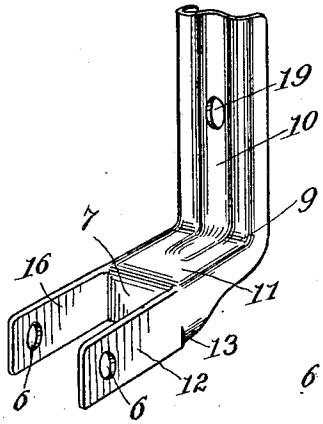


Fig. 4.

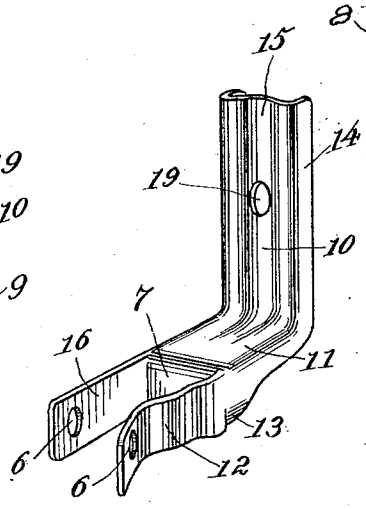


Fig. 5

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JOHN M. CROWE, OF COVINGTON, KENTUCKY.

BATTEN-CLEAT.

1,332,325. Specification of Letters Patent. Patented Mar. 2, 1920.

Application filed February 13, 1919. Serial No. 276,729.

To all whom it may concern:

Be it known that I, JOHN M. CROWE, a citizen of the United States, and a resident of Covington, in the county of Kenton and State of Kentucky, have invented certain new and useful Improvements in Batten-Cleats, of which the following is a full, clear, and exact description, reference being had to the accompanying drawing, forming part of this specification.

My invention has particular relation to the construction of batten cleats which are adapted to be secured to that construction of hull in which angle bars are employed for bracing the side of the vessel and in which these angle bars are provided with flanges terminating in a cylindrically shaped edge known as a bulb. This construction of batten cleats is therefore usually known as a bulb angle cleat. Heretofore such cleats have been constructed of cast metal, liable to broken in the rough usage to which such cleats are subjected, and if such cast metal cleats are employed they have to be of such size as to add very considerably to the dead weight of the vessel.

It is my object to furnish a cleat for this purpose made of sheet metal punched and pressed into shape between dies, but so formed as to furnish the desired strength and durability by reason of the reinforcement at the points of strain.

In the drawing,

Figure 1 is a perspective view illustrating one of my improved cleats as attached to the bulb angle rib.

Fig. 2 is a plan view of the blank from which the cleat is constructed.

Fig. 3 is a plan view of the blank after the necessary holes and cuts have been punched therein.

Fig. 4 is a perspective view of the sheet metal form bent to shape before the final operation.

Fig. 5 is a perspective view of the completed cleat.

A blank of sheet metal is first cut in the shape shown in Fig. 2, with a narrow end 1 and a broad end 2, and a slot 3 is formed in the broad end, leaving lateral wings 4, 4. The holes 5, 6, 6, are then punched in the blank and the central tongue 7 cut and also the notches 8, 8. The blank is then stamped between dies to form a right angled bend 9, with a vertical portion 10 and a horizontal portion 11. At the same time the blank is bent over to form side flanges, the portions 4, 4, becoming a pair of clamping members 12, 16, the tongue 7 being bent downwardly and the sides turned down with the small tongues 13 formed by the notches 8 bent inwardly to form a brace for the tongue portion 7. For strength in the vertical portion, the side flanges 14 are curved over and a curve in the opposite direction 15 is given the body of the cleat. The clamping member 12 is then bent so as to provide a grasping surface for the bulb angle, and the cleat, as illustrated in Fig. 5, is ready for use. The webs 17 of the bulb angle ribs are drilled with a single hole, and the cleats secured by a bolt 20 through the opening 6, the clamp member 12 being drawn down tight to engage the web of the rib. This causes the cleat to properly engage the cylindrical surfaces of the bulb 18. The battens may be secured if desired to the cleats by any desired bolt or the like engaging through the opening 19.

The construction of cleat as indicated is exceedingly strong and durable. The tongue 7 forms an effective bearing surface against the bulb of the rib and the turns in the edges 13 hold the construction stiff and rigid.

Having thus described my invention, what I claim as new and desire to secure by Letters Patent, is:—

1. A sheet metal batten cleat for use with bulb angle bar ribs made from a single blank of sheet metal pressed into shape to provide a horizontal supporting portion and an upright holding portion to support and hold a cargo batten, with side flanges for the body of the cleat extended to form clamp members to embrace the bulb of the bulb angle bar rib and lie along the web of such rib, said flanges being apertured, for securing the cleat in place to the said web.

2. A sheet metal batten cleat for use with bulb angle bar ribs made from a single blank of sheet metal pressed into shape to provide a horizontal supporting portion and an upright holding portion to support and hold a cargo batten, with side flanges for the body of the cleat extended to form clamp members to embrace the web of a bulb angle rib, and the horizontal portion provided with a tongue bent at right angles thereto to serve as a support and brace for the cleat when secured in place.

3. A sheet metal batten cleat for use with bulb angle bar ribs made from a single blank of sheet metal pressed into shape to provide a horizontal supporting portion and an upright holding portion to support and hold a cargo batten, with side flanges for the body of the cleat extended to form clamp members to embrace the web of a bulb angle bar rib, and the horizontal portion provided with a tongue bent at right angles thereto to serve as a support and brace for the cleat when secured in place, with the ends of the side flanges at the clamp extensions bent inwardly to brace the tongue portion.

JOHN M. CROWE.