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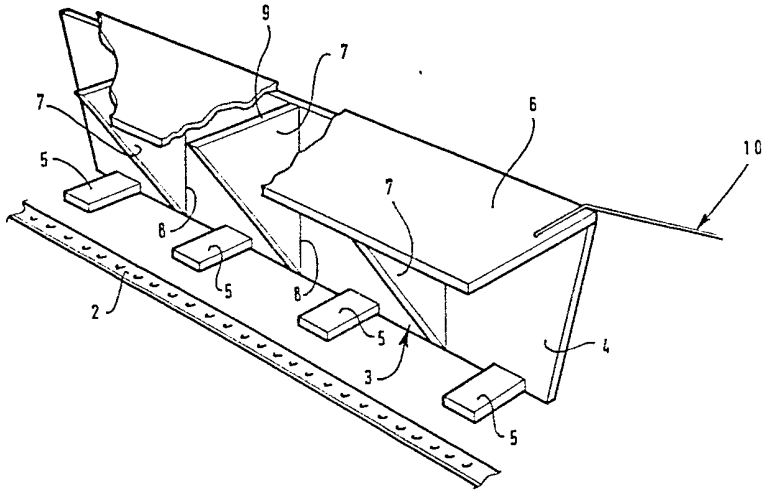
GB 1245099
GB 0212649

(58) Field of search
B8H
B8Q
A4L
A4B

(54) Load support arrangement for pallets

(57) A load supporting structure 3 consists of a vertical member 4 provided with means to mount it in position adjacent the edge of an aircraft cargo pallet 2. A horizontal member 6 is hingedly or relasably connected to the upper edge of the vertical member and strut members 7 are provided which are movable to a position in which they support the horizontal member. Items of load mounted on the pallet can be supported by the upper surface of the horizontal member which is cantilevered over the edge of the pallet, thus increasing the load carrying capability of the pallet. Wires 10 or struts may reinforce the structure.

FIG 2



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The drawings originally filed were informal and the print here reproduced is taken from a later filed formal copy.

FIG 1

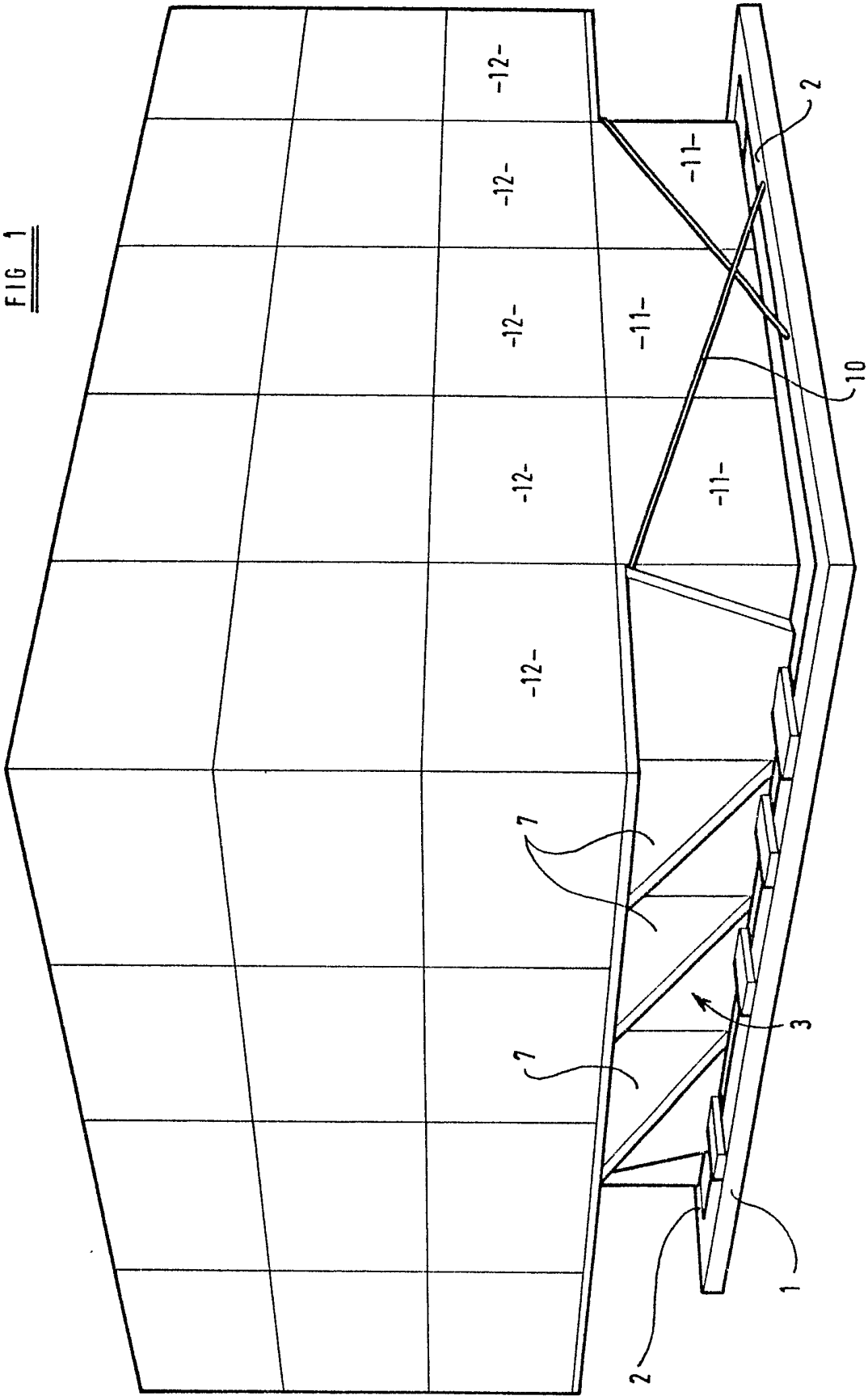

FIG 2

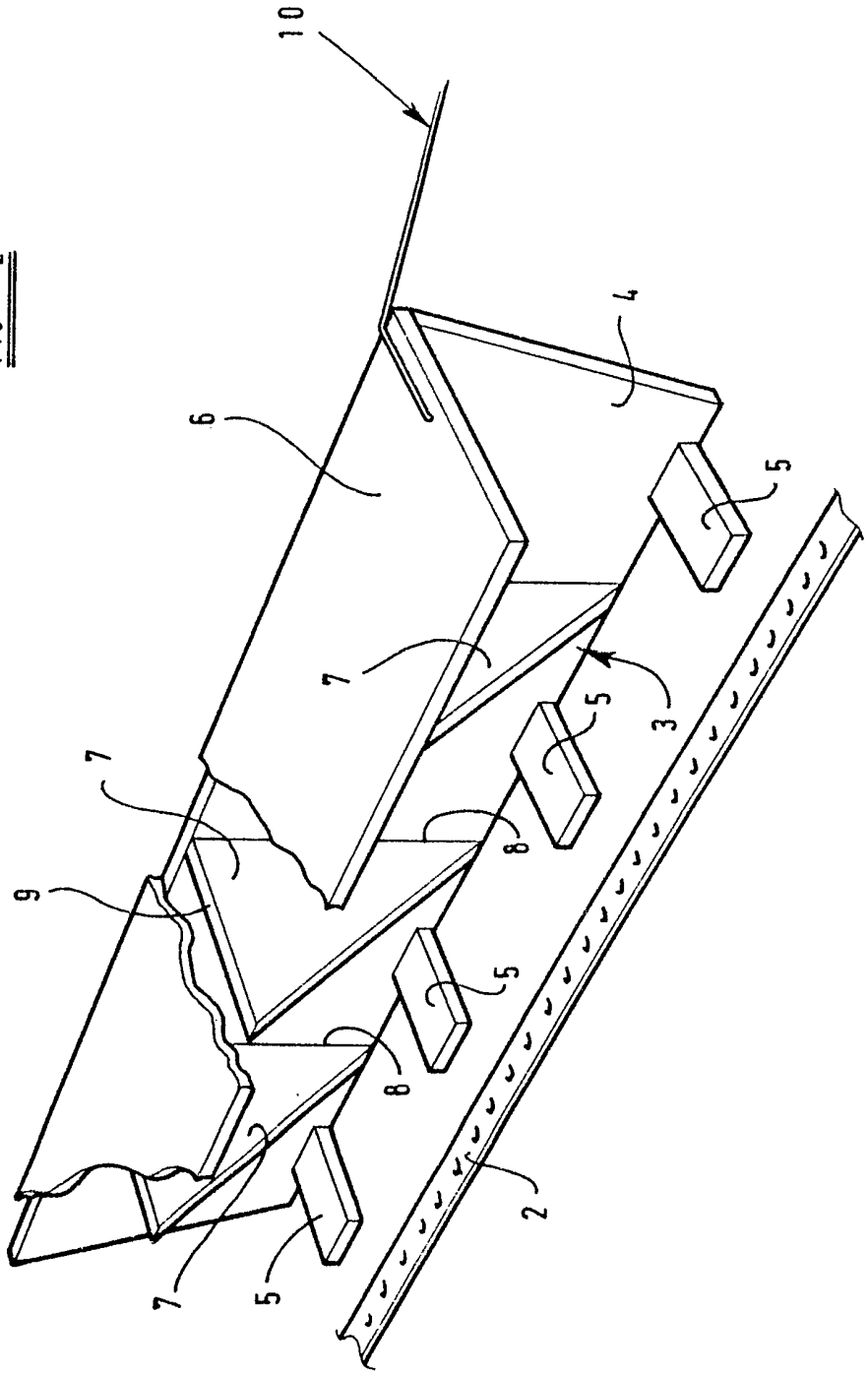

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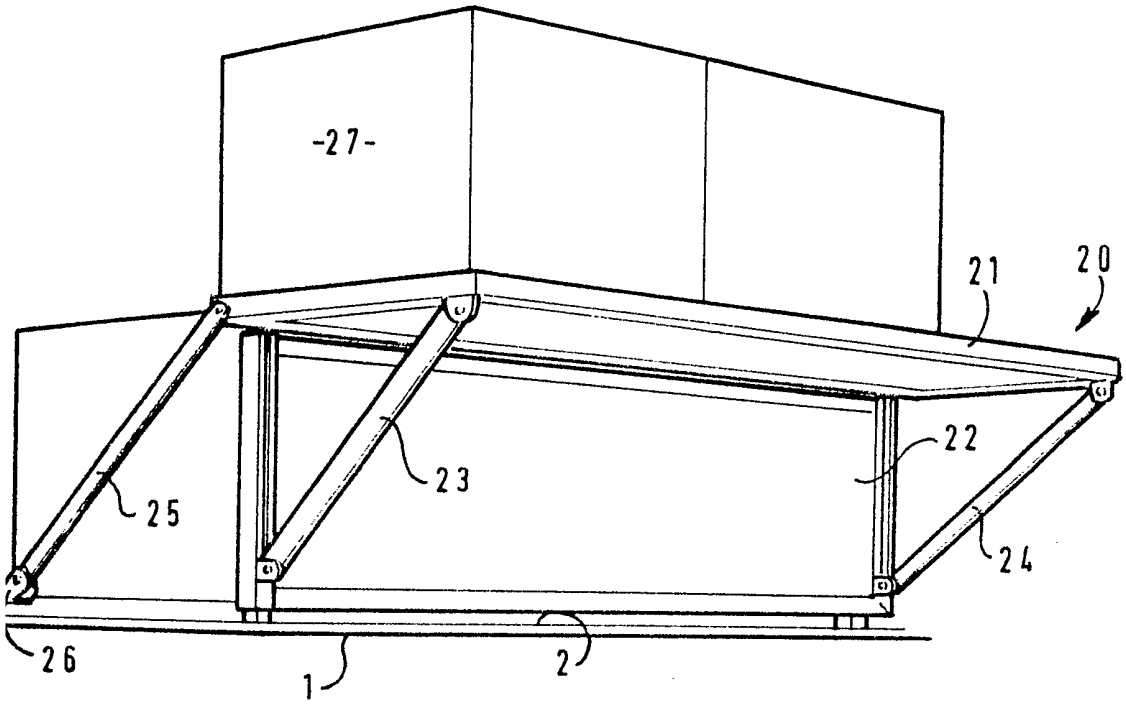
FIG 3



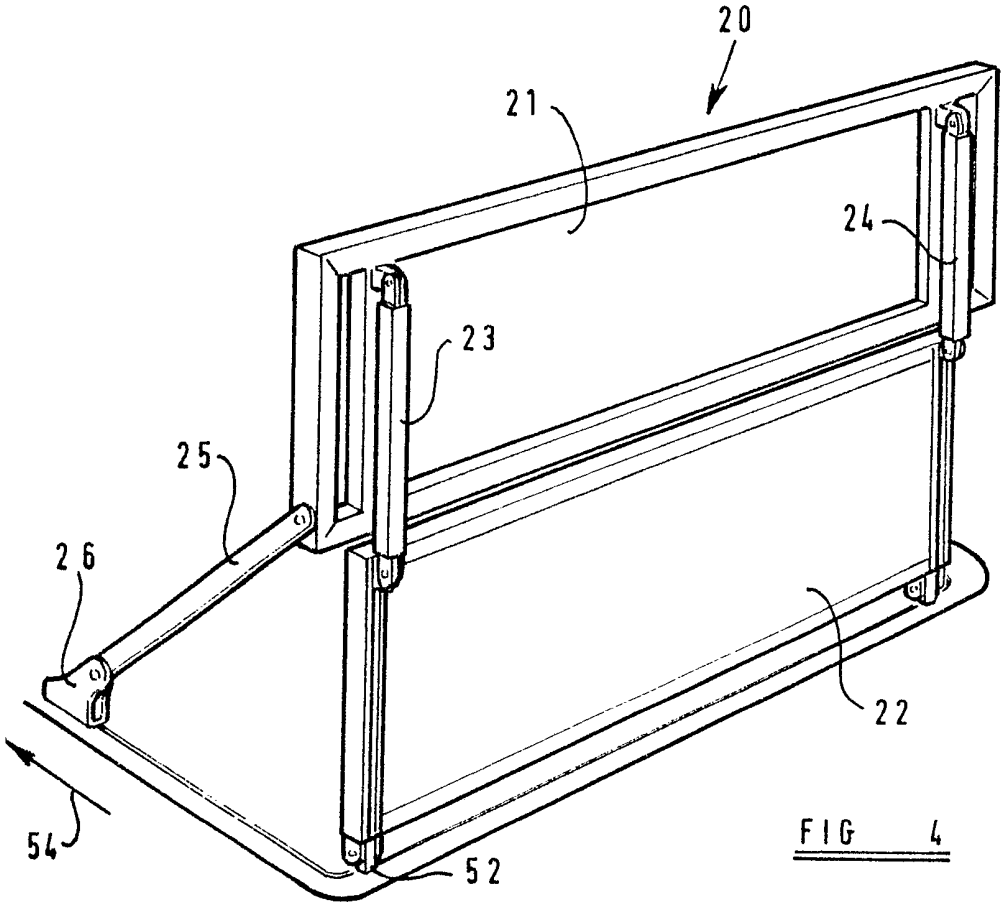


FIG 4

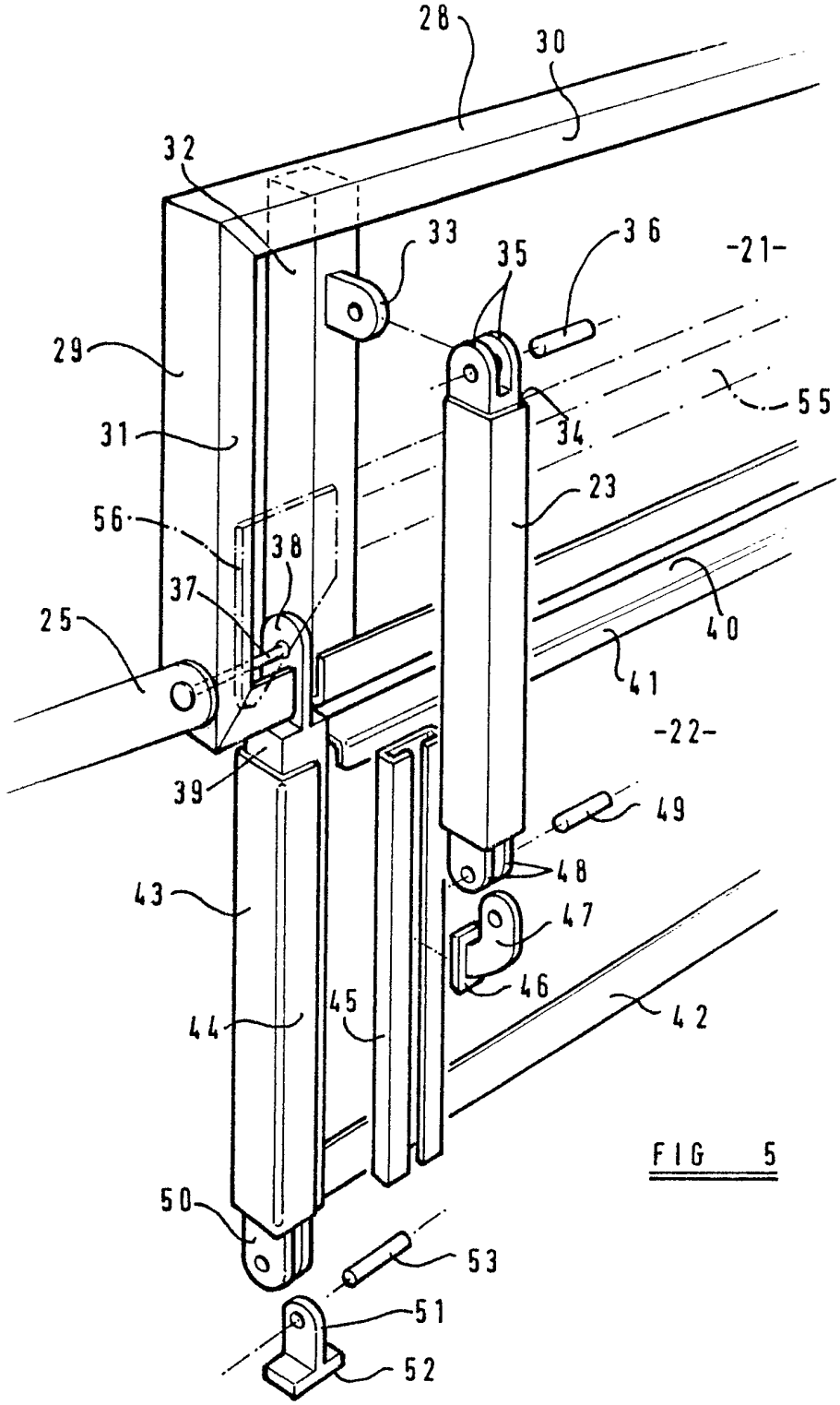
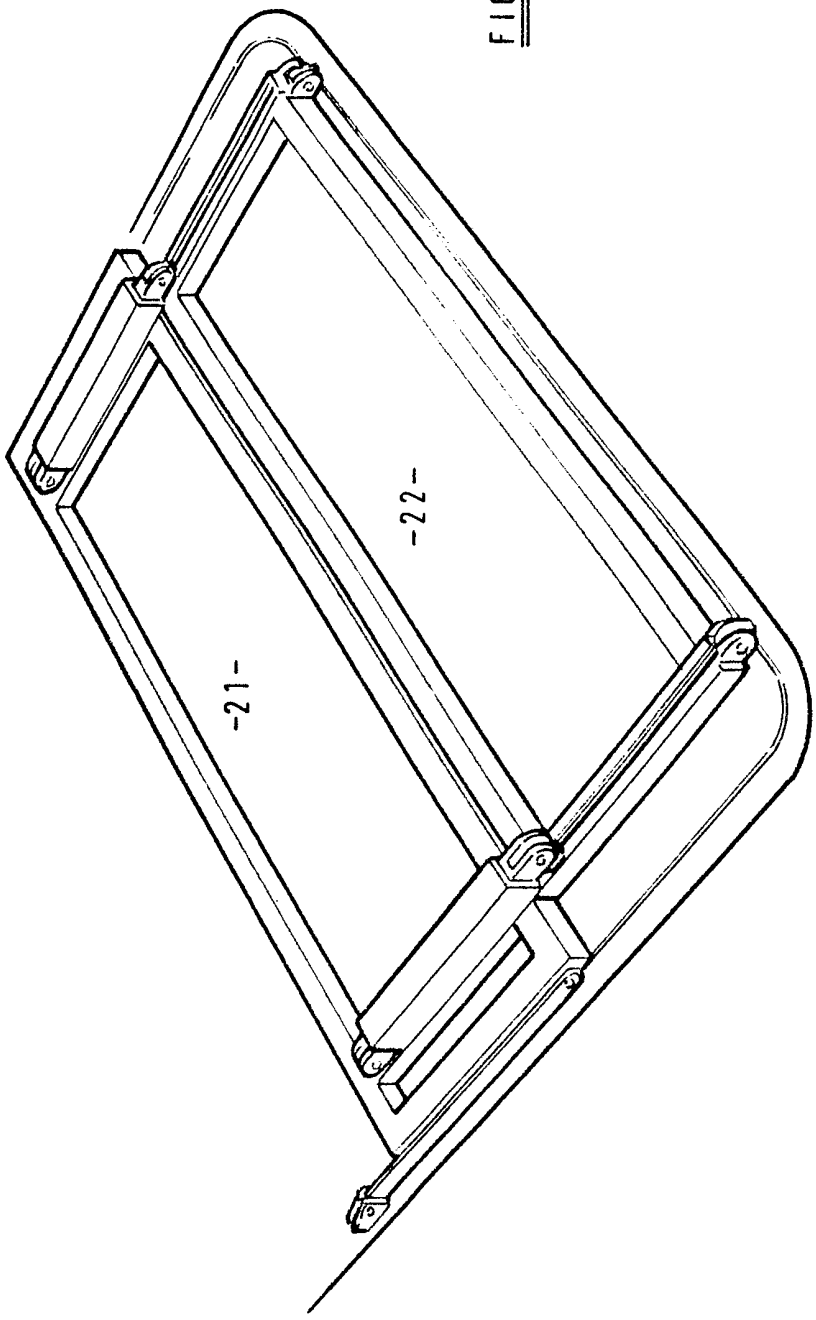


FIG 5

FIG 6



SPECIFICATION

Improvements in or relating to a load support arrangement

The present invention relates to a load support arrangement.

At the present time when transporting loads in an aircraft it is common to mount the load on a pallet, and then insert the pallet, carrying the load, into the cargo bay of the aircraft.

Usually the cargo bay of the aircraft is located in the lower half of the fuselage, and is thus of semi-circular cross-section. The pallet is dimensioned to be located relatively close to the lower arcuate surface of the semi-circular cross-sectional cargo bay. Thus, if boxes are merely stacked on the pallet, when the pallet is located in the cargo bay, there is a considerable amount of wasted space on either side of the pallet.

It has been proposed to optimise the usage of space by assembling packages on a pallet to form a cantilevered structure overhanging the edges of the pallet at a point some 60 cms or so above the pallet. The creation of a cantilevered pile of packages on the pallet is a skilled task, and it does depend upon packages of the appropriate shapes being available. Also, there is always a risk that the cantilevered structure may collapse, especially if the aircraft carrying the load encounters turbulence. This is clearly undesirable.

It has been proposed to provide load supporting elements in the form of triangular cross-section elongate members fabricated primarily of cardboard. Two of these members are used on each pallet. The two cardboard members are located adjacent opposed sides of the pallet and are located in position when a first layer of boxes or packages have been located on the pallet. Each triangular element has a vertical face adjacent the packages, a horizontal face protruding over the edge of the pallet, and an inclined face running from the free edge of the horizontal face to the base of the vertical face. The triangular member is held in position by means of appropriate straps, and subsequent layers of the load can be located on the horizontal face of the triangular member.

The triangular cardboard members are relatively bulky and also are not very durable. Also the members must be positioned accurately if a satisfactory result is to be obtained. This requires some skill.

According to this invention there is provided a load support structure for use in supporting part of a load that is cantilevered outwardly over the edge of a supporting platform or pallet, said load supporting structure comprising a first member adapted to occupy a substantially vertical position in use, a second member which is releasably or hingedly connected to an upper part of the vertical member which, in use, is intended to occupy a substantially horizontal position, and a plurality of reinforcing struts each extending between a point on the horizontal member spaced from the region which the horizontal member is releasably or hingedly connected to the vertical member, and a lower part of the vertical member to maintain the horizontal member in position when a load is applied thereto, the reinforcing struts being releasably or hingedly connected either to the vertical member or to the horizontal member, or to both the vertical member and the horizontal member.

Preferably the vertical member is provided with means for releasably connecting the vertical member to a track present on a conventional air cargo pallet.

Conveniently the means for connecting the vertical member to said rail comprise one or more element extending forwardly from the base of the vertical member and carrying shoes to engage with said trap.

Advantageously the forwardly extending element or elements are hingedly connected to the vertical memebr.

In one embodiment each reinforcing strut is in the form of a substantially triangular element which is releasably or hingedly connected along one side thereof either to the vertical member or to the horizontal member.

Preferably at least one reinforcing wire or cable or the like is provided connected to a part of the horizontal member, extending over the junction of the horizontal member and the vertical member and terminating at a point substantially level with the base of the vertical member.

In another embodiment each strut is an elongate element which is hingedly connected at one end thereof to one member, and is hingedly connected at the other end thereof to a shoe slidable along a track provided on the other member.

Preferably the track is provided on the vertical member.

Conveniently the shoe is provided with means for releasably retaining the shoe at preselected positions on the track.

The horizontal member may be hingedly connected to an upper part of the vertical member, and the shoe may be provided with means for retaining the shoe in the position that it will occupy in the track when the horizontal member has been pivoted, relative to the vertical member, to be vertical and substantially co-planar with the vertical member.

The means for connecting the vertical member to said rail may comprise one or more elements extending downwardly from the base of the vertical member and carrying shoes to engage said track.

Preferably the downwardly extending elements are hingedly connected to the shoes.

In a preferred embodiment a reinforcing strut is provided extending from the point of pivotal interconnection between the horizontal member and the vertical member to a shoe slidable along a rail on the pallet extending away from the said edge over which the load is cantilevered the shoes being releasably retainable at preselected positions along the track to enable the reinforcing strut, in one condition, to prevent tipping of the load support structure, and in another position to enable the

load support structure to lie substantially flush against the surface of the pallet.

The horizontal member is in the form of a panel, and the panel may be formed of sheet metal, the peripheral edges of the sheet being folded upwardly to form side walls and end walls and being folded inwardly to form an inwardly directed lip.

Preferably the horizontal panel includes integral reinforcing members to which the reinforcing struts are hingedly or pivotally connected.

The vertical member may be in the form of a panel, which may be formed of sheet metal, the sheet being cut and formed to have side walls and end walls each terminating with an inwardly directed flange. The panel may incorporate track members mounted thereon to accommodate the slidable shoes provided at the end of the said struts, the tracks serving to trap the inwardly directed lips provided on the end walls of the panel against reinforcing members provided at the ends of the panels.

The invention also relates to a load supporting structure as described whenever mounted on an aircraft cargo pallet.

Additionally the invention relates to an aircraft cargo pallet provided with two load supporting structures as described, the load supporting structures being mounted on opposed edges of the aircraft cargo pallet.

The invention also relates to a kit of parts for forming a load supporting structure as described, said kit of parts comprising a member to form the horizontal member, a member to form the vertical member, and elements to form said struts, the elements being releasably or hingedly interconnectable.

In order that the present invention may be more readily understood, and so that further features thereof may be appreciated, the invention will now be described by way of example with reference to the accompanying drawings in which:

Figure 1 is a schematic view of a pallet for use in an aircraft loaded with packages incorporating one embodiment of a load support structure in accordance with the invention;

Figure 2 is a view, with parts broken away, said one embodiment of a load support structure in accordance with the invention and an associated rail on an aircraft cargo pallet.

Figure 3 is a perspective view of a second load support in accordance with the invention;

Figure 4 is a perspective view of the second embodiment of the invention in a different configuration;

Figure 5 is an enlarged exploded view of part of Figure 4; and

Figure 6 is a further perspective view of the embodiment of Figures 3 to 5 showing it in a further configuration.

Referring to Figures 1 and 2 of the drawings an aircraft load supporting pallet 1 is a substantially rectangular planar pallet. Such pallets are well known in the art. It is conventional for such pallets to have a rail 2 located in the upper surface of the pallet substantially adjacent the periphery of the pallet. The rail 2 is provided with a plurality of apertures or recesses adapted to engage with studs to enable various items to be readily releasably fastened to the pallet.

The pallet illustrated in Figure 1 is provided with a load support structure 3 which is illustrated in more detail in Figure 2. However, as can be seen from Figure 1 the load support structure 3 provides a horizontal load carrying platform which is effectively cantilevered over the side edge of the pallet 1 at about 60 cm above the level of the upper surface of the pallet.

Referring now to Figure 2, the load support structure 3, which comprises a first embodiment of the present invention, comprises a vertical wall member 4, formed of light but strong metal sheet. The vertical wall member 4 is wider at the top than at the base for reason that will be described hereinafter. Hingedly secured to the lowermost edge of the wall member 4 are a plurality of forwardly extending connecting elements 5 each of which carries a lug or the like (not shown) dimensioned to engage with a recess present in a track 2 of the pallet 1 to enable the wall member 4 to be connected to the pallet. Whilst a number of separate members 5 have been shown, one single elongate member could be provided extending over substantially the entire width of the vertical member 4 and carrying the appropriate lugs. Also, whilst the members have been described as being hingedly secured to the vertical member 4, the members could be rigidly connected to the vertical member 4.

The uppermost end of the member 4 is hingedly connected to a member 6, which is again formed of light yet strong metal sheet. In the position illustrated in Figure 2 the member 6 is substantially horizontal to provide a platform for supporting part of the load or the pallet which is cantilevered over the edge of the pallet.

In the embodiment illustrated three strut members 7 are provided to support the member 6 in its horizontal position. Each strut member 7 is illustrated as being of substantially triangular configuration, and again may be made of light yet strong metal sheet. Each strut member has one long vertical side 8 which is hingedly connected to the vertical member 4, and also has a horizontal upper surface 9 which, when the strut member is hingedly moved so as to be perpendicular to the vertical member 4, extends immediately underneath the horizontal member 6, thus supporting the horizontal member 6 in its horizontal position. The struts thus each resemble the "gate" on gate leg table. The remaining edge of the strut member 9 is an inclined edge. Whilst three strut members have been illustrated, any appropriate number of strut members may be utilised. Whilst the strut members have been described as being hingedly connected to the vertical member 4, the strut members may instead be hingedly connected to the undersurface of the horizontal member 6.

A reinforcing element such as a wire 10 is provided at each side of the support structure 3. The wire 10 is connected to the upper surface of the

horizontal member 6 adjacent one edge thereof, runs over the hinged connection between the horizontal member 6 and the vertical member 4 and then extends downwardly to terminate on the track 2 provided on the pallet. The wire 10 is tensioned, thus biasing the support structure 3 against the part of the load mounted directly on the pallet. The wire 10 tends to minimise any risk of the load support assembly 3 tipping downwardly under the applied load.

When a pallet is to be loaded, initially two load support structures 3, as described, will be erected on opposite sides of the pallet by inserting the lugs on the connecting elements 5 in the appropriate recesses in the track. Each structure is thus easily located in precisely the correct position with the application of little or no skill. An initial layer of boxes or packages 11 is then located in position between the support structures 3. The wires 10 may then be tensioned so that the load support structures are firmly in position. Subsequent layers of boxes 12 may then be located in position, some of these boxes resting on the horizontal upper surfaces of the horizontal member 6. The entire load may be retained on the pallet with a net or the like.

When the pallet is unloaded, and if the pallet has to be transported whilst in an unloaded condition, the load support member may be collapsed to occupy a minimum amount of space. This can be done initially be moving the supporting struts 7 on their hinges so that they lie flush with the member 4 or flush with the member 6, depending precisely where the hinges are, and then hinging the member 6 so that the member 6 lies flush against the member 4. Depending upon whether the member 4 is hinged to the connecting element or elements 5 the member 4 may be moved hingedly to lie horizontally on the upper surface of the pallet or, alternatively, the connecting element or elements 5 may be disengaged from the track 2 enabling the support assembly to lay flat. The above-described shape of the vertical member 4 helps ensure that the member 4 will be received between the rails 2 on the pallet 1, thus occupying a minimum space.

In the described embodiment of the invention all the components of the support assembly are firmly interconnected, thus minimising the risk of any part of the assembly becoming lost. However, it is to be appreciated that an embodiment of the invention can readily be contrived in which the various elements are separable but can be assembled to form the desired structure. Various bolts or catches may be provided on the above described members to help keep them in the desired position when the structure is assembled.

Whilst a triangular reinforcing strut has been described, any appropriately shaped reinforcing strut may be utilised and, indeed, in order to minimise the weight of the load support structure it may be preferred merely to use a simple elongate strut extending from the free edge of the horizontal member 6 towards the base of the vertical member 4. Also, whilst the various members have been described as being made of metal sheet, they may also be made of other materials if desired.

Figures 3 to 6 illustrate the second embodiment of the invention. This embodiment of the invention is again mounted on a load supporting pallet 1 having a peripheral rail 2 of conventional design.

The load support structure 20 illustrated in Figure 3 is provided with a load carrying platform 21 which, when in the operative position illustrated in Figure 3, is cantilevered over the side edge of the pallet 1 at height of approximately 60 cm above the level of the upper surface of the pallet.

The load supporting platform 21 is hingedly or pivotally mounted, at one edge, to a vertical wall panel 22.

Two strut members 23, 24 are provided. The strut members are each hingedly connected to a point adjacent the free edge of the horizontal load carrying platform 21 and are also, as will be described hereinafter in greater detail, pivotally connected to a shoe that is slidable along the rail provided on the vertical wall panel 22.

As will also be described in greater detail hereinafter the wall panel 22 is pivotally connected, adjacent its lower edge, two shoes provided in the rail 2. Two reinforcing elements such as struts 25 are provided each connected to one side of the horizontal load supporting platform adjacent the rear edge thereof, in the region where the horizontal platform is hingedly connected to the vertical wall panel and extending down to a movable shoe 26 that is slidable along a part of the rail 2. The reinforcing strut 25 serves to prevent the load support structure 20 toppling over when a load is mounted thereon.

As can be seen from Figure 3 the load support structure 20 can be used to support a load constituted by, for example, boxes 27, with some of the boxes cantilevered over the edge of the pallet 2.

As can be seen from Figure 4, it is possible to pivot the horizontal load carrying platform 21 so that it is in a vertical position above the vertical wall panel 22. When the panel is moved in this way the struts 23, 24, move to occupy a substantially vertical position. When the load support structure 20 is in this condition it can be used to help to retain a load on the pallet, but without any part of the load cantilevering over the side edge of the pallet.

Figure 5 illustrates part of the structure in Figure 4 on a slightly larger scale, various parts being shown exploded away from each other for the sake of clarity.

The load supporting panel 21 comprises a panel formed of sheet metal, such as aluminium. A substantially flat sheet of aluminium is initially cut and folded so that at the side edges of the panel 21 there are upstanding side and end walls 28, 29 these wall extending perpendicularly to the plane of the main face of the panel. The side walls 28 and 29 terminate with inwardly directed lips 30, 31. A panel of this configuration is found to have significant strength.

Adjacent each end of the panel a strong rectangular sectioned reinforcing member 32 is provided which extends vertically (in the condition illustrated in Figure 5) across the panel, the ends of the

member 32 being trapped under the lips 30, 31. The member may be welded or rivetted in position.

Adjacent its upper end the member 32 carries a forwardly protruding lug 33 which is provided with a transverse aperture. The strut 23, which is an elongate member of substantially square cross-section, is provided, at its upper end, with an end element 34 which carries two spaced apart lugs 35, each with an aperture therein. It is possible to locate the lugs 35 adjacent the lug 33 with all the apertures co-aligned, and then a pivot pin 36 may be inserted through the aligned holes, thus hingedly or pivotally connecting the strut 23 to a position adjacent the free edge of the load supporting panel 21.

At the lower end of the reinforcing member 32 an axle member 37 passes through a bore provided in the reinforcing member 32. A lug 38 is pivotally mounted on the axle member 37 adjacent one face of the reinforcing member 32. The lug extends downwardly and passes through an appropriately shaped slot formed in the side wall of the panel, and the corresponding lip.

The axle passes through the end wall 29 of the panel 21, and is then pivotally connected to one end of the reinforcing strut 25.

The lug 38 is firmly connected to one end of a square sectioned reinforcing member 39 provided at one edge of the vertical wall panel 22. The vertical wall panel 22 is again formed of a flat sheet of metal, such as aluminium. The sheet of metal is cut and folded so that, at its upper and lower edges the sheet defines an upstanding side wall 40, which terminates with an inwardly directed lip 41, 42. At its side edges the sheet is folded to partially embrace the square sectioned reinforcing member 39, the sheet thus forming a side wall 43 which engages the member 39 and an inwardly directed lip 44 which lies on the front face of the reinforcing member 39. An elongate track element 45 is then mounted in position on top of the flange 44, the track element being secured to the reinforcing member 39. The flange 44 is thus trapped between the track and the reinforcing member 39, providing a structure of significant simplicity, but considerable strength. The track is adapted slidingly to receive a shoe 46 which can slide thereallong. The shoe is provided with releasable spring biassed means to enable the shoe to be releasably retained at selected positions on the track 45. The shoe carries an upstanding lug 47 provided with a through going aperture which can be received between two downwardly extending lugs 48, each provided with a through-going aperture, provided at the lower member of the strut 23. When the lug 47 is located between the lugs 48 and the various through going apertures have been coaligned, a pivot member 49 may be slidingly inserted into the co-aligned apertures, and thus the lower end of the strut 23 is pivotally connected to a shoe that is slidable up and down one side edge of the panel 22.

The lower end of the square sectioned reinforcing member 39 is provided with two spaced apart lugs 50 each provided with a through going aperture. A further lug 51, provided with a through-going aperture therein, mounted on the shoe 52 which is movable along the rail 2, may be located between the lugs 50 with the apertures therein co-aligned and a pivot pin 53 may then be inserted in the co-aligned apertures to provide a hinged or pivotal connection between the lower edge of the panel 22 and the shoe 52. The shoe 52 may be slid along the rail 2 and may be provided with releasable spring biassed means to retain the shoe at a selected position in the rail.

From the foregoing description it will be understood that the load supporting device 20 may be moved from the condition illustrated in Figure 3 to a condition illustrated in Figure 4 by releasing the spring biassed means provided on the shoes 46 at each side of the load supporting structure, and applying an upward force to the free edge of the load supporting panel 21. The load supporting panel 21 will then rotate about the pivot axis defined by the axle 37. Simultaneously each shoe 46 will slide up the rail 45. When the panel 21 has reached the condition illustrated in Figure 4 the spring biassed means provided on the shoes 46 may be re-engaged with the rail to retain the shoes in the positions that they then occupy. The panel 21 will thus be retained in the vertical position illustrated in Figure 4.

It will be appreciated that the load support structure of Figures 3 to 5 may perform a dual function in supporting a cantilevered load, and in assisting the supporting a load which must be retained above and within the confines of the pallet.

When it is desired to store pallets of which load support structures 20 are provided, or when it is desired to return such pallets in an empty condition to a central location, the load support structure may be moved to the condition illustrated in Figure 6 by initially moving the load support structure to the condition illustrated in Figure 4, and then releasing the spring biassed means present on the shoes 26 at the lower ends of the reinforcing struts 25, and moving the shoes 26 in the direction of the arrow 54 shown in Figure 4. The panels 21 and 22 will remain co-planar, but will both pivot about the pivot axis defined by the pivot pin 53 interconnecting the lower edge of the panel 22 and the shoe 52. The panels will move downwardly until they rest on the surface of the pallet, as shown in Figure 6. It will be appreciated that in this condition the load support structure occupies a minimum space, and thus a large number of pallets provided with load support structures in this condition can be stored in a small space or can be flown back to a central location for a minimum cost.

It is to be understood that a typical pallet will be provided with a load support structure of the type illustrated in Figures 3 to 6 at each end thereof and the load support structures will be utilised in a symmetrical manner to provide a well balanced load.

In certain embodiments of the invention the load supporting panel may be provided with an elon-

gate reinforcing element, illustrated in phantom in Figure 5 as strut 55. This reinforcing element may be located approximately one quarter of the way from the pivoted side of the panel 21 to the free edge thereof, the reinforcing element 55 extending between the two vertical reinforcing members 32.

Also a reinforcing plate 56 may be provided at each side of the panel 21, as shown in phantom in Figure 5. The reinforcing plate is located in the region of the hinged pin 37 and extends from the inwardly directed lip 31 to the reinforcing member 32.

Whilst Figure 5 only illustrates one side of the load carrying structure of the invention it is to be understood that the other side will be a mirror image of the side that has been illustrated.

Since both the horizontal load carrying member 21 and the vertical member 22 are in the form of panels, these panels will serve to retain a loose load in position, when in the condition illustrated in Figure 4. Whilst in certain embodiments the vertical member could be constituted by an open frame work, rather than by a panel such as the panel 22, it is preferrred to utilise a panel because this does provide certain advantages.

CLAIMS

1. A load support structure for use in supporting part of a load that is cantilevered outwardly over the edge of a supporting platform or pallet, said load supporting structure comprising a first member adapted to occupy a substantially vertical position in use, a second member which is releasably or hingedly connected to an upper part of the vertical member which, in use, is intended to occupy a substantially horizontal position, and a plurality of reinforcing struts each extending between a point on the horizontal member spaced from the region which the horizontal member is releasably or hingedly connected to the vertical member, and a lower part of the vertical member to maintain the horizontal member in position when a load is applied thereto, the reinforcing struts being releasably or hingedly connected either to the vertical member or to the horizontal member, or to both the vertical member and the horizontal member.

2. A load support structure according to claim 1, wherein the vertical member is provided with means for releasably connecting the vertical member to a track present on a conventional air cargo pallet.

3. A load supporting structure according to claim 2, wherein the means for connecting the vertical member to said rail comprise one or more element extending fowwardly from the base of the vertical member and carrying shoes to engage with said trap.

4. A load supporting structure according to claim 3, wherein the forwardly extending element or elements are hingedly connected to the vertical member.

5. A load supporting structure according to any one of the preceding claims, wherein each reinforcing strut is in the form of a substantially triangular element which is releasably or hingedly connected along one side thereof either to the vertical member or to the horizontal member.

6. A load supporting structure according to any one of the preceding claims wherein at least one reinforcing wire or cable or the like is provided connected to a part of the horizontal member, extending over the junction of the horizontal member and the vertical member and terminating at a point substantially level with the base of the vertical member.

7. A load supporting structure according to claim 1 or 2, wherein each strut is an elongate element which is hingedly connected at one end thereof to one member, and is hingedly connected at the other end thereof to a shoe slidable along a track provided on the other member.

8. A load supporting structure according to claim 6, wherein the track is provided on the vertical member.

9. A load support structure according to claim 7 or 8, wherein the shoe is provided with means for releasably retaining the shoe at preselected positions on the track.

10. A load support structure according to claim 7, 8 or 9, wherein the horizontal member is hingedly connected to an upper part of the vertical member, and the shoe is provided with means for retaining the shoe in the position that it will occupy in the track when the horizontal member has been pivoted, relative to the vertical member, to be vertical and substantially co-planar with the vertical member.

11. A load supporting structure according to any one of claims 1, 2 or 7 to 10, wherein the means for connecting the vertical member to said rail comprise one or more elements extending downwardly from the base of the vertical member and carrying shoes to engage said track.

12. A load supporting structure according to claim 11, wherein the downwardly extending elements are hingedly connected to the shoes.

13. A load supporting structure according to any one of claims 7 to 12, wherein a reinforcing strut is provided extending from the point of pivotal interconnection between the horizontal member and the vertical member to a shoe slidable along a rail on the pallet extending away from the said edge over which the load is cantilevered the shoes being releasably retainable at preselected positions along the track to enable the reinforcing strut, in one condition, to prevent tipping of the load support structure, and in another position to enable the load support structure to lie substantially flush against the surface of the pallet.

14. A load support structure according to any one of the preceding claims, wherein the horizontal member is in the form of a panel.

15. A load support structure according to claim 14, wherein the panel is formed of sheet metal, the peripheral edges of the sheet being folded upwardly to form side walls and end walls and being folded inwardly to form an inwardly directed lip.

16. A load support structure according to claim 14 or 15, wherein the horizontal panel includes in-

tegral reinforcing members to which the reinforcing struts are hingedly or pivotally connected

18. A load support structure according to claim 17, wherein the panel forming the vertical member is formed of sheet metal, the sheet being cut and formed to have side walls and end walls each terminating with an inwardly directed flange.

19. A load support structure according to claim 18, as dependent upon claim 8, wherein the panel incorporates track members mounted thereon to accommodate the slidable shoes provided at the end of the said struts, the tracks serving to trap the inwardly directed lips provided on the end walls of the panel against reinforcing members provided at the ends of the panels.

20. A load supporting structure according to any one of the preceding claims whenever mounted on an aircraft cargo pallet.

21. An aircraft cargo pallet provided with two load supporting structures as claimed in any one of the preceding claims, the load supporting structure being mounted on opposed edges of the aircraft cargo pallet.

22. A kit of parts for forming a load supporting structure according to any one of claims 1 to 19, said kit of parts comprising a member to form the horizontal member, a member to form the vertical member, and a plutrality of elements to form said struts, the elements being releasably interconnectable.

23. A load support structure substantially as herein described with reference to and as shown in Figures 1 and 2 of the accompanying drawings.

24. A load support structure substantially as herein described with reference to and as shown in Figures 3 to 6 of the accompanying drawings.

25. An aircraft cargo pallet substantially as herein described with reference to and as shown in Figures 1 and 2 of the accompanying drawings.

26. An aircraft cargo pallet substantially as herein described with reference to and as shown in Figures 1 to 6 of the accompanying drawings.

27. Any novel feature or combination of features disclosed herein.

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