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Wooden-Cased Versus Iron-Cased Ships of War

Colonel C. F. Parkinson
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Evening Meeting.

Monday, March 7th, 1864.

CAPTAIN SIR JOHN C. D. HAY, Bart., R.N., M.P., Chairman of
Council, in the Chair.

NAMES of MEMBERS who joined the Institution between the 29th February
and 7th March, 1864.

ANNUAL.

Boyle, Alexander, Captain R.N. 11.
Hughes, A. C., Lieutenant 2nd Life Guards.
Hore, E. G., Captain R.N. 11.

WOODEN-CASED VERSUS IRON-CASED SHIPS OF WAR.

Contributed by Colonel C. F. PARKINSON, late 70th Regt.

As it is an unsolved problem whether wooden or iron ships, or ships built of wood and covered with armour plates of iron, are the most suitable for ships of war, I trust that I may be pardoned for proposing for discussion—and I humbly hope for trial—another plan of building men-of-war. I propose having iron ships with external wooden casing all over them. First to the iron ship; have perpendicular timbers or planking 2 feet square firmly bolted with screw bolts (the heads counter-sunk in the timbers) to the bottom and sides of the iron ship, so close together as to be caulked between each; and with asphalted felt between them and the iron bottom, sides, &c. Over these place horizontal 8-inch planking, secured to the underneath perpendicular or upright planking or timbers by copper bolts of 20 inches long. This double planking crossing at right angles to have Jeffries' marine glue between them, and to be caulked.

The advantages of this plan are, that the copper and iron need not come in contact. No galvanic action to destroy either. By having the *iron inside* the timbers, there would be fewer splinters from that than when timber is a backing or lining to the iron sides. And by placing an iron ship thus *inside* of a wooden casing built in this manner, you can combine the *strength* and *invulnerability* of an iron ship with the clean-bottomed, long, sea-going advantages of a coppered and copper-fastened timber-built ship.