Royal United Services Institution. Journal

Publication details, including instructions for
authors and subscription information:

<http://www.tandfonline.com/loi/rusi19>

Collision, or Grounding Mat

Commander G. King Hall R.N

Published online: 11 Sep 2009.

To cite this article: Commander G. King Hall R.N (1887) Collision, or
Grounding Mat, Royal United Services Institution. Journal, 31:138, 95-96, DOI:
[10.1080/03071848709416406](https://doi.org/10.1080/03071848709416406)

To link to this article: <http://dx.doi.org/10.1080/03071848709416406>

PLEASE SCROLL DOWN FOR ARTICLE

Taylor & Francis makes every effort to ensure the accuracy of all the information (the "Content") contained in the publications on our platform. However, Taylor & Francis, our agents, and our licensors make no representations or warranties whatsoever as to the accuracy, completeness, or suitability for any purpose of the Content. Any opinions and views expressed in this publication are the opinions and views of the authors, and are not the views of or endorsed by Taylor & Francis. The accuracy of the Content should not be relied upon and should be independently verified with primary sources of information. Taylor and Francis shall not be liable for any losses, actions, claims, proceedings, demands, costs, expenses, damages, and other liabilities whatsoever or howsoever caused arising directly or indirectly in connection with, in relation to or arising out of the use of the Content.

This article may be used for research, teaching, and private study purposes. Any substantial or systematic reproduction, redistribution, reselling, loan,

sub-licensing, systematic supply, or distribution in any form to anyone is expressly forbidden. Terms & Conditions of access and use can be found at <http://www.tandfonline.com/page/terms-and-conditions>

COLLISION, OR GROUNDING MAT.

By Commander G. KING HALL, R.N.

As an Officer who has served some years as First Lieutenant and Commander, I am convinced that the present collision mat, 12' by 12', is of little practical use, and those who know the difficulty of placing these mats and the time required—not to getting it over for drill purposes, but of accurately placing it—will agree with me that if a ship be rammed, and a serious hole made in her, by the time the mat was placed she would be full of water.

I would propose that mats of double No. I canvas should be, when at sea (if considered advisable in harbour), kept permanently rolled and stopped up on the outside of ship ready for immediate use.

"SHANNON."
(Abreast engine room.)

A Upper Deck.
B Main Deck.
C Mat rolled up.

D D Bottom chains.
E Ram of "Shannon."
F F Tricing lines.

Scale $\frac{1}{32}$ " to a foot.

Dimensions of Mat.

Head, 40 feet long, and has a wire jackstay secured to bolts in ship's side, about 8 feet above water-line.

Depth of Mat, about 24 feet, giving about 16 feet under water, the leach having a short fore and after in it, and end kept out when mat is rolled up, ready for immediate use.

Foot, 46 feet (so that the mats should overlap if by any chance the ship was rammed exactly between two mats); and to the foot are attached two iron round bars, 2 inches in diameter (each weighing about 230 lbs.) and 23 feet long.

Bottom chains, going from each end of mat and one from the centre, connected by wire or chain span to the two inner ends of bars, consequently each mat would have three bottom lines.

Brails or tricing lines for tricing up foot when required.

In most of our large ships, four of these mats a side would be sufficient (in some of our smaller ironclads, such as the "Shannon," three would be ample); four of these mats would cover a space of 160 feet, where the large compartments of ship are, as both forward and aft ships are so much protected by cellular compartments, and also by the "run" of ship.

These mats should be always kept on at sea, especially when expecting an engagement: and if in an action the ship were rammed, or a hole made by a Whitehead torpedo, all that would be required would be to cut the straps (or, if fitted with tumblers, slip the foot), and the mat would then fall into its place, and steady taut the bottom lines; this could be done in two minutes; no bother in the middle of an action about whips, bottom lines, fore and afters, all to be bent on and perhaps foul, in the excitement of moment and difficulty of placing mat under fire.

If ship grounded and a large hole were made more than 16 feet under water, the head of mat can be at once cleared away and mat lowered and hauled over hole.

N.B.—These dimensions are only approximate, and might, on trial, require some slight modifications.

I believe if "Vanguard" had possessed these mats she would have been saved from sinking.