

# Protecting a Battleship Against Torpedoes

A new application of the net which may popularize its use



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Above: Setting a torpedo net around a British dreadnought. The net is held out about thirty feet



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The torpedo at the instant of contact with the "catcher." The net is connected with a shock absorber



Testing a new torpedo "catcher" at the Naval Topedo Station at Newport

THE protection of a battleship against its pigmy but deadly assailant, the torpedo, is a problem which inventors have yet to solve. In the British Navy some reliance has been placed on nets held out as a sort of shield around the ship, but the results have been unsatisfactory. The booms which held the nets out have been large and unwieldy and have been fixed in such a way that the shock of a discharge was certain to unship them. Furthermore, it was impossible to use them once the ship was under way. As may be expected the handling and fixing of a net, even during fine weather, is no easy task.

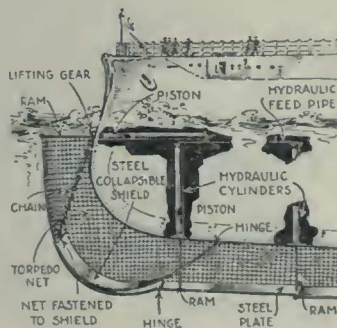
Great Britain is the only power which has put the torpedo net to an exhaustive test. Our Navy has never required them.

The accompanying

photographs show a new torpedo "catcher" (the inventor's word for net) which its sponsor thinks is strong enough to protect a ship from torpedo attack. It consists of half-inch wire cables in net form on an L-shaped sliding steel frame. It is hung about twenty-five feet from the ship's side.

The net defense of a ship is always divided into three different parts, namely, the main defense, bow defense, and stern defense. The main defense covers the middle and most vital parts of the vessel—that is to say, the engines and magazines, and the bow and stern defenses cover the other parts of the ship. These latter, however, are used only when the ship is at anchor.

When in motion the water would force the net up toward the surface, leaving the hull of the ship exposed.



Details of the elaborate torpedo net operated by hydraulic cylinders. No booms are used