



# HISTORIC SHIP'S MODELS

in the "Musée de la Marine".

The book has 288 pages on the collections of the Museum of the Navy.

359 color photographs.  
commented by Jean Boudriot

The collections of the Musée de la Marine possess an extraordinary number of ship's models of exceptional quality and interest. Only those models deemed to be representative of the apogee of the French sailing ship were selected for this publication. Without doubt more examples could have been chosen, but their publication would have required two volumes instead of one.

We are proud to present this deluxe volume and hope that it will stimulate a further acquaintance with the "French Naval Archeology Collection". This new book addresses itself to

specialists, be they ship's model builders or not, as well as to amateurs who will be enchanted by the beauty of the models. The combination of beautiful illustrations and an intriguing text make this an incomparable work. Superior quality photography allows the viewer to scrutinize the models more closely than if he or she were standing before the piece itself in its museum case.

Our concern has also been to preserve this collection of photographs for future viewers as well as to expand its audience. These models constitute an exceptional body of documentation that is now safe from harm's way.

The models are an evocative reminder of the sailing ships of yesteryear. Moreover they provide a storehouse of information not readily available from archival or printed sources. Recognizably an important element of our cultural heritage, they must be valued as such. We hope that readers will appreciate the caliber of the models as they discover the richness of the collections in the celebrated Musée de la Marine in Paris.

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## Extracts from the book

*L'Artésien*



The entering-ladder is formed by moulded cleats serving as steps. Two iron pillars support rope hand-rails called side-rope; the knots make them easier to use. As we have seen, the 24-pdr guns on the lower deck and the 12-pdrs on the upper deck are not original. Careful examination reveals the gouges in the lower port-sills of the gundeck ports and the rebates for the upper deck lids and half-lids. The cross-nailing of the inner face of the lids has been shown, as have the two ringbolts used to close them by means of a handspike lashed across with a few turns of rope. The pumps discharge onto the upper deck; note the rectangular scuppers. Note also the lower double-block of the winding-tackle hooked in the ship's side and the lower single-block of the main-tackle hooked to an eyebolt in the channels and strengthened below by a bracket. As a rule, it is the winding-tackle which is hooked here, between the 1<sup>st</sup> and 2<sup>nd</sup> shrouds, while the main-tackle is further aft, between the last pair of shrouds. The fourfold fixed-block bolted to the planksheer takes the fore-sheet and preventer-brace, the fore studdingsail tack and sometimes the fore-topmast studdingsail tack. Note also the plank forming the breastrail supported by forked iron pillars and the preventer-plates of the chains made of strip- rather than bar-iron.

Close-up of the companion. The banister-rail of the officers' staircase is supported by balusters. The tell-tale or axiometer of the helm is clearly visible. Against the fore bulkhead of the companion, the bench for the watchkeeping officers once stood, as evidenced by the small cleats nailed to the deck to secure its legs. In the background can be seen a 6-pdr gun with a shot-rack to the left of it and a large range-clear used to lead the mainsheet.

The poop breastwork is equally sober. In front of it can be seen the companion of the officers' staircase, while behind the axiometer to the left of the picture can be seen the foremost cabin on the starboard side and the ladder providing access to the quarterdeck. Note the fine attention to detail in the joiner's work, giving the appearance of raised panels and beads. Shroud-cleats are visible in the shrouds, and one can also see the main topsail-yard jeer-tackle.



A fluke of lighting illuminates the wheel, delicately finished in ivory. The spindle of the drum is supported by two pillars. Afore the mizzen-mast there is a unique example of an axiometer in the form of a cursor sliding between two rails; the cursor is moved by a thin rope (the "spurling-line"), wound round an extension of the spindle of the wheel; the two legs of the line lead to blocks, thereby causing the cursor to display visually the position of the rudder (see 74-G.S., vol. III, p. 216). A treble-sheaved fixed-block is bolted to the planksheer forward of the hance of the upper drift. These sheaves take the mainsheet in heavy weather, and the tacks of the lower main studdingsail and the main-topmast studdingsail.



*L'Espérance*



The same general comments apply here to the maintop as made on the previous page for the foretop. Note the two double-blocks below the point of the crow's-foot, for the foreyard and first topsail-yard braces.



Another view of the foretop; as you can see, there are no jeer blocks for the lower yard, these being rigged only when required. All the lower yards have English-style trusses. The crow's-foot and the mouses of the stays were abandoned in the 1820s.



Close-up of the main topsail-yard parrel.

