



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

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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LE REQUIN Xebec	24 guns - 1750 (22 photos)
74- GUN SHIP	1755 (33 photos)
LE SANS PAREIL	110 guns - 1757 (42 photos)
L'ARTÉSIEN	64 gun ship- 1762 (29 photos)
L'OCÉAN Three-decker	(118 guns) - 1786 (14 photos)
LE TRIOMPHANT	74-gun ship - 1804 (18 photos)
LE FRIEDLAND	80- gun ship - 1807 (16 photos)
LE RIVOLI	74 gun ship - 1807 (29 photos)

LA FLORE	18-pdr frigate - 1804 (25 photos)
LA CRÉOLE	24-gun sloop-of-war - 1827 (25 photos)
L'ESPÉRANCE	16- gun brig - 1810 (30 photos)
LE COTRE	16- gun cutter - 1811 (16 photos)
LA LIONNE	380 tx transport-ship - 1811 (16 photos)
LA FOUDROYANTE	1803 - (15 photos)

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-ropes; 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 decks 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 transverse beams which are held 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 on 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 two stanchions of the main-tackle in this art, between the last pair of shrouds. The four-fold 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.

Closes-up of the companion. The bannister-mall of the officers' →

companion is supported by half-bars. The helmsman's armrest 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-rock to the left of it and a large range-cleat used to lead the mainsheet.



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 axometer 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 spindles of the wheel; the two legs of the line lead to blocks, which are then led to the counterweight via the counterpoise 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.

Close-up of the companion. The bannister-mall of the officers' →

companion is supported by half-bars. The helmsman's armrest 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-rock to the left of it and a large range-cleat used to lead the mainsheet.

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 fore topsail-yard braces.



Close-up of the main topsail-yard parrel. ↗



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 mousies of the stays were abandoned in the 1820s.

