

## Converted screw ships of the line (2nd class, launched 1852-54)

AUSTERLITZ (launched 1852)  
 FLEURUS class (launched 1853-54)  
 ULM (launched 1854)  
 PRINCE JEROME class (launched 1853-54)

### AUSTERLITZ converted screw ship of the line (2nd class)

Displacement:	4467t
Dimensions:	230ft 9in wl, 231ft 8in deck x 55ft 1in ext x 25ft 2in. Depth 23ft 9in
Same, meters:	<u>70.32, 70.62 x 16.80 x 7.67. 7.23m</u>
Machinery:	500nhp (Indret). Direct, 10.2kts. Coal 378t
Hull material:	Wood
Armament:	(1853) GD 30-30p No.1, 2-22cm No.1 shell; UD 30-30p No.2, 2-22cm No.2 shell; SD 4-30p No.1, 16-16cm shell, 2-22cm No.1 shell. (1856) GD 18-36p, 16-22cm No.1 shell; UD 32-30p No.2; SD 2-16cm rifles, 20-16cm shell.
Complement:	883

<u>Name</u>	<u>Conversion</u>	<u>Started</u>	<u>Launched</u>	<u>Commiss.</u>	<u>Fate</u>
AUSTERLITZ	Cherbourg	1850	15.9.52	1.5.53	Stk. 22.7.72

**Class.** This conversion had its origins in an order from the minister on 9.12.46 to Rochefort and Indret to draft plans for putting 540nhp screw machinery in Turenne, under construction at Rochefort. Specifications for the conversion decided upon in 6.47 called for reducing provisions and spares from 6 to 2 months, water from 4 to 1 month, ballast from 320 to 70 tons, and rig from that of a 100-gun ship to that of a 90-gunner. The 930 tons thus made available were to accommodate the most powerful engine possible (650nhp) and 8 days of coal. In 11.47 Ulm was substituted for Turenne and in 5.49 Austerlitz was substituted for Ulm. Corrad, at Cherbourg, then began drafting the detailed plans and discovered that the specified changes made only 810 tons available. He recommended lengthening the ship, but in 12.49 the ministry decided instead to reduce the size of the engines, already a tenth built, to 500nhp. Corrad was not notified of this decision until 10.50, and his final plans were approved in 1.51.

**Disposal.** Austerlitz became boys' training ship at Brest in 1875 (replacing Invincible) and was BU 1895.

### FLEURUS class converted screw ships of the line (2nd class)

Displacement:	4509t (Navarin 4562t)
---------------	-----------------------

Dimensions:	( <u>Fleurus</u> ) 203ft 8in wl, 205ft 1in deck x 55ft 9in ext x 25ft 7in mean, ( <u>Navarin</u> ) 203ft 5in wl x 55ft 5in ext x 25ft 4in mean, 27ft 0in max.
Same, meters:	( <u>Fleurus</u> ) <u>62.07, 62.50 x 16.98 x 7.80m</u> , ( <u>Navarin</u> ) <u>62.00 x 16.88 x 7.72, 8.23m</u>
Machinery:	650nhp (Schneider)
Hull material:	Wood
Armament:	( <u>Fleurus</u> 1855) GD 24-30p No.1, 8-22cm No.1 shell; UD 28-30p No.2, 6-22cm No.2 shell; SD 22-30p No.3, 2-16cm rifles.
Complement:	883

<u>Name</u>	<u>Conversion</u>	<u>Started</u>	<u>Launched</u>	<u>Commiss.</u>	<u>Fate</u>
FLEURUS	Toulon	1853	2.12.53	1.7.54	Stk. 17.8.69
NAVARIN	Toulon	1853	26.7.54	17.10.54	Stk. 13.7.86

**Class.** These were two of seven ships designated in mid-1852 for conversion along the lines of Charlemagne and Austerlitz. These seven conversions were prompted by the successful trials of Charlemagne and the burgeoning program of the British, who had reportedly already completed or ordered conversions of 10 ships of the line, 8 frigates, and 2 corvettes. The designs for the conversions packed 650nhp engines and their coal into the ships by various means including reduction of the rig and a corresponding reduction in ballast. These and the other converted 100-gunners received the rig of sail 90-gun ships (Suffren, etc.). Unlike most other French screw conversions, these seven did not have a hoisting screw. Engines for all seven ships were ordered in July-August 1852. Fleurus and Navarin were converted on plans requested from Dupuy de Lôme in 9.52 and approved in 12.52. Both retained their original square sterns as an economy measure. Navarin was converted to a sail transport in 1873 and carried convicts to New Caledonia between 1876 and 1885.

**Disposals.** On 21.5.67 the engines of Fleurus were ordered removed and the ship was reclassified as a sail transport. She was sent to Saigon in 1867 to replace Duperré as a barracks hulk and was sold there in 1877. Navarin became a barracks hulk for the torpedo school at Brest and headquarters ship for the Défense mobile there. She was sold in 1908.

#### ULM converted screw ship of the line (2nd class)

Displacement:	4493
Dimensions:	204ft 5in wl, 205ft 1in deck x 56ft 0in ext x 25ft 1in mean, 26ft 11in max.
Same, meters:	<u>62.30, 62.50 x 17.06 x 7.65, 8.20m</u>
Machinery:	650nhp (Indret). 10.38kts. Coal 500t
Hull material:	Wood
Armament:	(1855) GD 16-36p, 16-22cm No.1 shell; UD 16-30p No.2, 16-22cm No.2 shell; SD 2-50p, 16-30p No.4
Complement:	883

<u>Name</u>	<u>Conversion</u>	<u>Started</u>	<u>Launched</u>	<u>Commiss.</u>	<u>Fate</u>
ULM	Rochefort	1853	13.5.54	6.11.54	Stk. 25.11.67

**Class.** Ulm was one of the seven ships designated for conversion in mid-1852. Conversion plans by Sabattier were approved in 4.53. Like most other conversions, she was fitted with a round stern copied from the sail Inflexible.

**Disposal.** Ulm became a coal hulk at Brest and was BU 1890.

#### **PRINCE JEROME class converted screw ships of the line (2nd class)**

Displacement:	4505t
Dimensions:	206ft 3in deck x 55ft 10in ext x 25ft 0in mean, 26ft 5in max.
Same, meters:	<u>62.87 x 17.01 x 7.62, 8.04m</u>
Machinery:	650nhp (Schneider). Coal 548t
Hull material:	Wood
Armament:	( <u>Wagram</u> 1855) GD 28-30p No.1, 4-22cm No.1 shell; UD 28-30p No.2, 4-22cm No.2 shell; SD 4-30p No.1, 14-30p No.4. ( <u>Prince Jérôme</u> 1858) GD 24-30p No.1, 8-22cm No.1 shell; UD 26-30p No.2, 6-22cm No.2 shell; SD 4-30p No.1, 14-30p No.4.
Complement:	883

<u>Name</u>	<u>Conversion</u>	<u>Started</u>	<u>Launched</u>	<u>Commiss.</u>	<u>Fate</u>
PRINCE JEROME	Lorient	1853	2.12.53	1.9.54	Stk. 13.7.86
WAGRAM	Lorient	1853	12.6.54	16.1.55	Stk. 22.7.67

**Class.** These two ships were among the seven designated for conversion in mid-1852. Plans by Masson were completed in 4.53. Their beam included a sheathing about 20cm thick. The sail area of Prince Jérôme was 3223 sq.yd. Prince Jérôme, originally Annibal, was renamed on 24.5.54. Prince Jérôme was renamed Hoche 19.9.70, became the sail transport Loire 28.11.72, and transported convicts to New Caledonia between 1873 and 1885.

**Disposals.** Loire ex Prince Jérôme replaced the frigate Atalante as headquarters hulk at Saigon in 1887, was replaced by the station battleship Triomphante in 1895, and was BU 1897. Wagram was stricken for use in trials with mines and torpedoes by the Commission on Underwater Defenses.