

## Converted screw ships of the line (3rd class, launched 1851-53)

CHARLEMAGNE (launched 1851)

JEAN BART (launched 1852)

TOURVILLE class (launched 1853)

### CHARLEMAGNE converted screw ship of the line (3rd class)

Displacement:	4124t
Dimensions:	196ft 2in wl, 197ft 2in deck x 53ft 3in ext x 24ft 3in mean, 25ft 11in max.
Same, meters:	<u>59.80, 60.10 x 16.24 x 7.40, 7.90m</u>
Machinery:	450nhp (Benet, La Ciotat). 4 cylinders, direct, 1206ihp, 9.5kts. Coal 260t
Hull material:	Wood
Armament:	(1852) GD 24-30p No.1, 6-22cm No.1 shell; UD 26-30p No.2, 6-22cm No.2 shell; SD 18-16cm shell
Complement:	814

<u>Name</u>	<u>Conversion</u>	<u>Started</u>	<u>Launched</u>	<u>Commiss.</u>	<u>Fate</u>
CHARLEMAGNE	Toulon	1850	16.1.51	14.9.51	Stk. 7.2.82

**Class.** This conversion had its origins in a recommendation from Toulon on 11.11.46 to fit screw machinery in the 74-gun Nestor during a planned refit. In 6.48 the firm of Benet was asked to have its English engineer Barnes design 450nhp machinery for the ship, and in 5.49 they signed a contract for the construction of the engines. In 6.49 Nestor was found to be too rotten to be worth refitting and a new hull, first Castiglione and then Charlemagne, was substituted. Pironneau's plans for the conversion of the hull were approved in 1.50, and on 17.9.50 work was ordered begun. The conversion was limited to lengthening the stern 8ft 6in for a hoisting screw mechanism. Charlemagne and the other converted 90-gunners received the rig of sail 80-gun ships (Jupiter, etc.). The ship did unexpectedly well on trials, developing 630nhp, maintaining a mean speed of 8.5kts, and reaching 9.45kts for short periods. She also did very well (11 knots) under sail. Charlemagne was converted to a steam transport 1867-68 but, except for trials 1869-70, spent the rest of her career in reserve at Toulon.

**Disposal.** Charlemagne was BU 1884.

### JEAN BART converted screw ship of the line (3rd class)

Displacement:	4070t
Dimensions:	199ft 2in wl, 208ft 8in deck x 53ft 4in ext x 24ft 3in mean. Depth 22ft 10in
Same, meters:	<u>60.70, 63.60 x 16.26 x 7.40m. 6.96m</u>
Machinery:	450nhp (Indret). 4 cylinders, direct, 1010ihp, 10kts.
Hull material:	Wood
Armament:	(1853) GD 26-30p No.1, 4-22cm No.1 shell; UD 26-30p No.2, 4-22cm No.2 shell; SD 4-30p No.1, 12-16cm shell. (1856) GD 22-30p No.1, 8-22cm No.1 shell; UD 30-30p No.2; SD 4-30p No.1, 4-30p No.2, 12-16cm shell. (1864, training ship) GD 20-30p No.1, 8 to 10-16cm rifles; UD vacant; SD 6-16cm shell, 2-16cm rifles.
Complement:	814

<u>Name</u>	<u>Conversion</u>	<u>Started</u>	<u>Launched</u>	<u>Commiss.</u>	<u>Fate</u>
JEAN BART	Lorient	1850	14.9.52	11.4.53	Stk. 18.1.69

**Class.** This conversion originated in an order from the minister to Lorient on 16.12.46 to develop plans for installing screw machinery in the frigate Vengeance on the ways there. The frigate Entreprenante was substituted in 11.47 and machinery of 400nhp was subsequently begin at Indret for her. Late in 1849 it was discovered that the same type of miscalculation had been made for this conversion as for Austerlitz. The frigate engines, however, were too far advanced to be reduced in size as were those of the battleship, and instead in 12.49 they were ordered modified to 450HP for a 3rd class battleship. Jean Bart was selected on 4.2.50. The conversion, on plans by Thomeuf approved in 4.50, consisted of lengthening the stern 9ft 2in for a hoisting screw mechanism. In 1863 the early Indret screw machinery in this ship was replaced by the engines salvaged from Duquesne. Jean Bart became a seagoing training ship based at Brest in 1864. She exchanged names with her replacement, Donawerth, on 20.8.68.

**Disposal.** Donawerth, ex Jean Bart, was BU 1869.

#### **TOURVILLE** class converted screw ships of the line (3rd class)

Displacement:	4566t
Dimensions:	201ft 5in wl, 206ft 2in deck x 55ft 5in ext x 25ft 7in mean, 26ft 3in max.
Same, meters:	<u>61.40, 62.84 x 16.88 x 7.79, 7.99m</u>
Machinery:	650nhp (Mazeline). 10kts ( <u>Duquesne</u> 10.44kts). Coal 520t
Hull material:	Wood
Armament:	(1854, <u>Tourville</u> ) GD 26-30p No.1, 4-22cm No.1 shell; UD 28-30p No.2, 4-22cm No.2 shell; SD 4-30p No.1, 12-30p No.4. (1855, both) As above but spardeck changed to 2-50p, 18-30p carr. (1859, <u>Tourville</u> ) GD 16-36p, 14-22cm No.1 shell; UD 30-30p No.2; SD 2-16cm rifles, 18-30p carr.
Complement:	814

<u>Name</u>	<u>Conversion</u>	<u>Started</u>	<u>Launched</u>	<u>Commiss.</u>	<u>Fate</u>
TOURVILLE	Brest	1853	31.10.53	28.8.54	Stk. 12.8.72
DUQUESNE	Brest	1853	2.12.53	12.10.54	Stk. 6.9.67

**Class.** These two ships were among the seven designated for conversion in mid-1852. Unlike other new French 90-gun ships they were not of the Suffren class but were copies of a razeed 110-gunner, the Iéna. As a result, they had the hull capacity of a 2nd class battleship (and were rated as such after c1855) but were shorter. Their conversion plans, by Gervaise and Pastoureau, were completed in 4.53. During conversion, they were lengthened 6ft 5in aft to provide finer lines for the screw. They received the rig of a sail 90 gun ship (Suffren, etc.).

**Disposals.** Tourville became a hulk at Cherbourg, was renamed Nestor 21.8.73, and was BU 1877-78. Duquesne became a barracks hulk at Brest, was renamed Veilleur in 1872, and was BU 1888.