

## Paddle corvettes (1st class, 320 nhp)

PRONY (launched 1847)  
COLBERT (launched 1848)

### PRONY paddle corvette (1st class)

Displacement:	1365t
Dimensions:	190ft 3in wl, 199ft 6in deck x 32ft 10in mld, 33ft 4in ext x 13ft 1in mean, 13ft 7in max. Depth 11ft 10in
Same, meters:	<u>58.00, 60.80 x 10.00, 10.16 x 4.00, 4.15m. 3.60m</u>
Machinery:	320nhp (Indret). Direct, tubular boilers, 853ihp, 12.2kts
Hull material:	Wood
Armament:	(1849) 3-22cm shell, 2-16cm shell. (1851) 3-16cm shell, 2-30p No.2. (1859) 4-30p No.1, 2-16cm shell
Complement:	136

<u>Name</u>	<u>Builder</u>	<u>Laid down</u>	<u>Launched</u>	<u>Commiss.</u>	<u>Fate</u>
PRONY	Brest	27.1.45	23.9.47	16.2.49	Lost 5.11.61

**Class.** Plans for this ship by Prétot were approved in 12.44. Her engines were of the double traverse type, which combined some of the improvements of direct-acting engines with a connecting mechanism resembling the traditional side lever. This ship and the smaller Anacréon appear to have been the only French naval ships with this type of machinery: both did well on trials, but the machinery was almost as large and heavy as traditional side-lever engines. The beam outside her paddle boxes was 55ft 10in. Originally named Socrate, she was renamed 11.11.46.

**Disposal.** Prony was wrecked in the Gulf of Mexico.

### COLBERT paddle corvette (1st class)

Displacement:	1294t (later 1566t)
Dimensions:	189ft 4in wl, 200ft 4in deck x 33ft 6in mld, 33ft 11in ext x 13ft 10in mean (later 15ft 2in mean, 15ft 5in max, depth 12ft 6in)
Same, meters:	<u>57.70, 61.05 x 10.20, 10.35 x 4.22 (4.62, 4.71, 3.80)m</u>
Machinery:	320nhp (Indret). Side-lever, tubular boilers, 8 to 9kts in service. Coal 275t

Hull material:	Wood
Armament:	(Design) 2-22cm No.1 shell, 4-30p No.1. (1849) 2-22cm No.1 shell, 6-16cm shell. (1863) 6-16cm shell
Complement:	136

<u>Name</u>	<u>Builder</u>	<u>Laid down</u>	<u>Launched</u>	<u>Commiss.</u>	<u>Fate</u>
COLBERT	Cherbourg	5.6.45	5.5.48	1.7.49	Stk. 15.4.67

**Class.** In 12.44 the minister approved the construction of Colbert on plans drafted in 2.44 by Pironneau for Roland, which was later reprogrammed as a screw corvette. Colbert's 320nhp engines were standard side-lever engines on Fawcett's pattern. The ship consumed a large amount of coal, 40 tons per day at full power, and her small sail rig gave her only 5.7kts with wind astern. The beam over her paddle boxes was 56ft 4in.

**Disposal.** Colbert was BU 1867 at Rochefort.