

## Paddle avisos (2nd class, 80 nhp)

FLAMBEAU (launched 1837)

GALIBI (launched 1841)

VOYAGEUR (launched 1841)

ALECTON (launched 1843)

### FLAMBEAU paddle aviso (2nd class)

Displacement:	(As rebuilt) 512t
Dimensions:	118ft 1in wl, 132ft 7in oa x 21ft 4in x 8ft 10in. As rebuilt 1844: 137ft 10in wl x 21ft 4in x 9ft 11in
Same, meters:	<u>36.00, 40.40 x 6.50 x 2.70m</u> . As rebuilt 1844: <u>42.00 x 6.50 x 3.03m</u>
Machinery:	80nhp (from <u>Pélican</u> ). New engines 1844: 120nhp (Cherbourg), 8.5kts
Hull material:	Wood
Armament:	(1840s) 4-8p
Complement:	64

Name	Builder	Laid down	Launched	Commiss.	Fate
FLAMBEAU	Brest	2.32	3.6.37	27.4.40	Stk. 21.12.61

**Class.** In June 1831 the navy agreed to purchase from the builder of the 160nhp engines of Ardent, Frimot, the engines of his experimental steamer Eclair. In 2.32 Flambeau was laid down on plans by Vaneechout to receive these engines, but the deal with Frimot fell through and the ship languished until a decision in 4.35 to give her the after set of engines from Pélican. The ship was placed in reduced commission on 10.6.39. She was rebuilt at Cherbourg 5.44-8.44 with new engines built there.

**Disposal.** After being stricken, Flambeau served as a tug and was BU 1880.

### GALIBI paddle aviso (2nd class)

Displacement:	307t
Dimensions:	123ft 0in wl x 19ft 8in mld, 20ft 3in ext x 7ft 10in mean, 8ft 0in max.
Same, meters:	<u>37.50 x 6.00, 6.17 x 2.39, 2.43m</u>
Machinery:	80nhp (Sudds, Adkins & Barker)

Hull material:	Wood
Armament:	4 pierriers
Complement:	

Name	Builder	Laid down	Launched	Commiss.	Fate
GALIBI	Brest	26.2.40	21.5.41	14.3.42	Stk. 31.12.54

**Class.** This ship was ordered for use as a tug at Brest, but was sent to Senegal when completed. She was designed by Lévesque.

**Disposal.** In 1855 she was fitted as a sail transport on the Senegal river. She was taken out of service 5.9.60 and BU 1865.

### **VOYAGEUR** paddle aviso (2nd class)

Displacement:	337t
Dimensions:	134ft 4in wl, 151ft 5in oa x 20ft 0in x 7ft 7in mean. Depth 5ft 7in
Same, meters:	<u>40.95, 46.15 x 6.10 x 2.30m. 1.70m</u>
Machinery:	80nhp (from <u>Rapide</u> ). New machinery 1849: 100nhp (Rochefort), oscillating cylinders, tubular boilers
Hull material:	Wood
Armament:	(1849) 2-12cm shell, 4 pierriers
Complement:	64

Name	Builder	Laid down	Launched	Commiss.	Fate
VOYAGEUR	Indret	3.41	30.9.41	1.10.41	Stk. 31.12.64

**Class.** This ship was intended to replace Coursier in French Guiana. She was built on plans drafted by Masson for Rapide (1841), shortened slightly. She was to have received engines of 60nhp being built at Indret, but during construction she swapped machinery with the new Rapide, thereby receiving the engines of the old Rapide (1823). Her trials with the old machinery were unsatisfactory and she was relegated to port service at Rochefort as a tug. She was rebuilt with new machinery in 1849 and sailed for French Guiana later that year. (Data given above are for the ship as rebuilt--her original designed displacement was 225t and length 127ft 11in (39 meters).)

**Disposal.** After being stricken, Voyageur served as a tug at Brest and was BU 1872.

**ALECTON** paddle aviso (2nd class)

Displacement:	300t
Dimensions:	127ft 11in wl, 132ft 7in deck x 18ft 8in mld, 19ft 4in ext x 7ft 7in mean, 8ft 0in max.
Same, meters:	<u>39.00, 40.40 x 5.70, 5.90 x 2.30, 2.45m</u>
Machinery:	80nhp (Beslay, Paris). High pressure
Hull material:	Wood
Armament:	
Complement:	

Name	Builder	Laid down	Launched	Commiss.	Fate
ALECTON	Cherbourg	2.10.40	31.3.43	21.9.43	Stk. 5.10.53

**Class.** Designed by Le Grix, this ship was ordered in 1840 to receive a 60nhp experimental engine with inclined cylinders ordered from Sudds of Rouen. The engineer who was to have built this engine left Sudds, however, and a normal 60nhp engine was ordered from Lorient for the ship at the end of 1840. This engine was reassigned to Eridan in 1842 and new experimental 80nhp engines and boilers were assigned to Alecton. In 1843 the ship was modified by the addition of 40 tons (including 25 tons of coal) for service as a fishery protection ship instead of a tug. Her engines functioned well in trials but her maximum speed was only 6.7kts, a fact initially ascribed to excessive draft resulting from the modifications. She continued trials configured as a tug. These were apparently not successful, and in 1848 she was ordered given the engines salvaged from Eridan.

**Disposal.** Alecton was BU 1854 at Brest.