

Screw avisos (1st class, 250 nhp)

MONGE (launched 1859)
 FORBIN (launched 1859)
 FORFAIT (launched 1859)
 CASSARD (launched 1859)

MONGE screw aviso (1st class)

Displacement:	1154t
Dimensions:	204ft 9in wl, 211ft 7in deck x 34ft 1in ext x 13ft 7in mean, 15ft 4in max. Depth 11ft 4in
Same, meters:	62.40, 64.50 x 10.40 x 4.13, 4.68m. 3.46m
Machinery:	250nhp (Mazeline). 2 cylinders, return connecting rod, 815ihp, 11.63kts
Hull material:	Wood
Armament:	(1859) 4- 16cm rifles. (1865) 2- 16cm rifles, 2- 14cm rifles. (1866) 1- 16cm rifle, 2-30p, 2- 14cm rifles
Complement:	136

Name	Builder	Laid down	Launched	Commiss.	Fate
MONGE	Brest	10.7.57	19.3.59	16.4.59	Lost 4.11.68

Class. The four first-class avisos ordered in 1856 were based on the design of the 2nd class corvette Chaptal. They were classified 1st class avisos rather than 2nd class corvettes, however, because of a major review of the role of steam in the fleet. In 9.52 the navy decided that its existing 1st class avisos, from the Sphinx to the Aigle classes, no longer met its military requirements. In 1854 the navy concluded it needed three types of avisos: one to scout for the fleet, one for foreign stations, and one for subsidiary duties in European waters such as fishery protection. The avisos for the fleet were to have the highest possible speed along with sufficient endurance to stay with the fleet for extended periods. The minister hoped to keep these small (150nhp), but the specified speed and endurance forced an increase to 250nhp by 10.55. In 1855 the 1st class aviso category was redefined to include all ships in the 200-260nhp range, making the new ships notional successors to both the Chaptal and Lucifer groups. In 7.56 the specifications for the new ships were modified to enhance performance under sail so the ships could operate on the foreign stations as well as with the fleet. Four different plans for four ships were approved in 10.56, including plans for Monge by Pastoureau. Sail area was 1619 sq.yd.

Disposal. Monge was wrecked with all hands in a typhoon in the Far East.

FORBIN screw aviso (1st class)

Displacement:	1154t
Dimensions:	200ft 2in wl, 207ft 4in deck x 32ft 11in ext x 13ft 3in mean, 14ft 7in max.
Same, meters:	61.00, 63.20 x 10.04 x 4.04, 4.44m
Machinery:	250nhp (Mazeline). 2 cylinders, return connecting rod, trials 813ihp = 11.17kts. Coal 220t
Hull material:	Wood
Armament:	(1859) 4-16cm rifles or 30p No.1. (1866) 2-16cm rifles, 2-14cm rifles. (1872) 8-14cm No.1 MLR. (1881) 6-14cm M1876 BLR, 2-37mm Hotchkiss
Complement:	136

Name	Builder	Laid down	Launched	Commiss.	Fate
FORBIN	Brest	27.8.57	4.5.59	10.7.59	Stk. 28.7.84

Class. The origins of this ship were the same as for Monge except that she was designed by De Robert.

Disposal. Forbin became a school hulk, was renamed Fournaise in 1885, and was BU 1896.

FORFAIT screw aviso (1st class)

Displacement:	1226t
Dimensions:	214ft 5in wl, 222ft 0in deck x 31ft 9in ext x 13ft 8in mean, 14ft 10in max.
Same, meters:	65.35, 67.67 x 9.69 x 4.16, 4.51m
Machinery:	250nhp (Mazeline). 2 cylinders, return connecting rod, trials 792ihp = 11.59kts. Coal 239t
Hull material:	Wood
Armament:	(1859) 4-16cm rifles. (1866) 6-14cm No.1 MLR
Complement:	136

Name	Builder	Laid down	Launched	Commiss.	Fate
FORFAIT	Normand	1856	28.12.59	27.7.60	Lost 21.7.75

Class. The origins of this ship were the same as for Monge except that she was designed by Dutard. Her sail area was 1475 sq.yd.

Disposal. Forfait was sunk in a collision.

CASSARD screw aviso (1st class)

Displacement:	1223t
Dimensions:	223ft 9in wl (232ft 8in to rudderpost) x 33ft 6in x 13ft 3in mean, 15ft 0in max.
Same, meters:	68.20, 70.92 x 10.21 x 4.04, 4.58m
Machinery:	250nhp (Mazeline). 2 cylinders, return connecting rod, trials 828ihp = 12.23kts.
Hull material:	Wood
Armament:	(1861, as yacht) 2 bronze 12cm. (Later) 2-14cm No.2 MLR
Complement:	136

<u>Name</u>	<u>Builder</u>	<u>Laid down</u>	<u>Launched</u>	<u>Commiss.</u>	<u>Fate</u>
CASSARD	Normand	1856	13.12.59	15.7.60	Stk. 23.5.79

Class. In 5.56 Normand signed a contract to build two of the four 1st class avisos ordered in 1856, and after 7.56 he proposed his own design for the ships. This did not follow the navy's specifications, but the navy recognized that his ship would probably be an excellent sea boat and that it was a "veritable clipper" which should have very good speed under sail and sufficient speed under steam. His plans were approved in 10.56 for one ship. Because of her special design, Cassard was selected for use as a yacht and was renamed Jérôme Napoléon 30.7.60. She reverted to Cassard 16.8.66, was renamed Reine Hortense as a yacht 14.1.67, and finally became Kléber 19.9.70.

Disposal. Kléber, ex Cassard, became a repair hulk for torpedo boats at Toulon and was BU 1891.