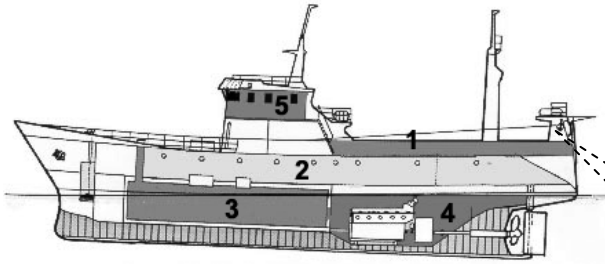


Angoumois : Deep-sea Fishing Trawler from La Rochelle

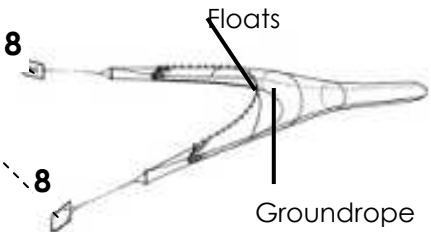


Built in the Dieppe workshops and construction yards for the La Rochelle Association of fishing and steam boats (ARPV) in 1969, it landed between 25 and 50 tonnes of fish during fishing trips that lasted about 12 days.

(In the year 1989 : 620 tonnes)

In April 1991, an engine breakdown immobilised it in dock for good.

It entered the La Rochelle Maritime Museum in 1993 and was listed as a Historic Monument on 06/09/1993.



1 – The deck: the place where the trawl(net) is cast and hauled back in .

The trawl is hauled in on average every 2 hours. The net is hoisted in above the hatch situated near the back doors using the gantry and the contents are emptied into the hold under the hatch. All the sorting is done inside the boat. The bridge crew, under the orders of the quartermaster, returns the trawl to the water before organising the sorting. On the port-side of the boat are otter boards (8) which serve to keep the net open during fishing. The trawl is more than 50 m long on the Angoumois.

2 – The work room: the place where the fish is sorted.

The conveyor belt carries the fish onto the table then into the tank of seawater. The waste left in the trawl is evacuated via the stern of the boat. The fish is gutted, rinsed and put into baskets according to species and size (calibre). It must be drained before being chilled. Each basket is recorded on the chart before being frozen. (*Lus* : hake, *Chon* : young hake, *Ddes* : bream, *Morue* : cod, *Colin* : pollock (The rarest fish are listed at the top of the chart because they sell best)

3 – The ice-hold: the place where the fish is stored.

With a capacity of 50 tonnes, that's 1000 baskets at 50 kg of fish, the hold is refrigerated. This avoids the ice, made and loaded in port, from becoming too hard. The quartermaster packs the fish with ice and the ship's boy who breaks up the ice! And when it's finished, another trawl is hauled onto the bridge and it all starts again.

4 – The machine room: the domain of the chief mechanic and 2 other mechanics.

1 Crepelle engine for propulsion, 1100 horsepower. Trial speeds of more than 12 knots and 2 auxiliary engines, 420 horsepower Poyaud for electricity and refrigeration and 138 horsepower for the winches. Capacity of the fuel holds: 72 tonnes.

5 – The bridge: the scene of life on board.

12 crew-men embarked for fishing-trips of 10 to 18 days. The quartermaster and the chief mechanic had individual cabins, the 2 cabins with 4 bunks are those for the crew (cabin-boy, cook, sailors) The galley with the brown cushions belongs to the officers : chief mechanic, second mechanic, quartermaster, captain and first officer. The rest of the crew eat in the galley with the red cushions. The owner's cabin (port side) and the first officer's (starboard) are on the bridge. Bridge instruments : 2 depth sounders, 1 Decca (position), 1 surface radar (absent), one goniometer (direction finder, absent), a ULB (Ultra Large Band) radio, later VHF.

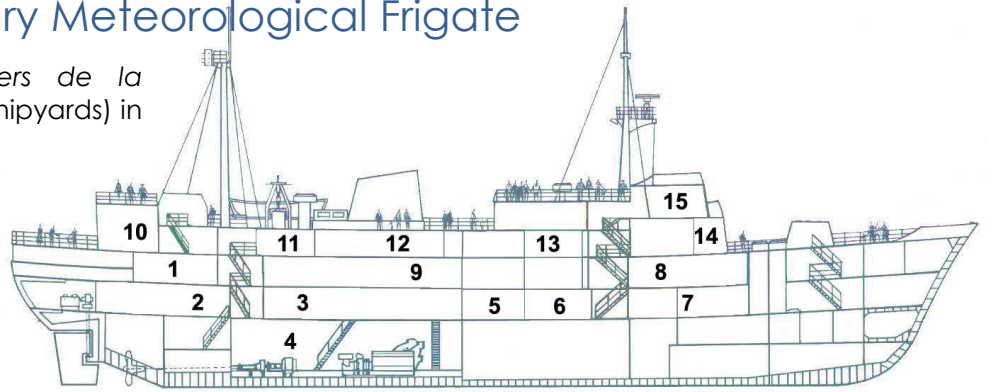
France 1: Stationary Meteorological Frigate

Built in 1958 in the *Chantiers de la Méditerranée* (Mediterranean Shipyards) in Le Havre.

It was disarmed in December 1985, bought by the town of La Rochelle in 1988 and after 3 months of work, it was possible to visit from 19th. June 1988 at the Maritime Museum.

Listed as a Historic Monument on 24/02/2004.

During 27 years, France 1 and France 2, its sister-ship, carried out around 11 missions per year of an average of 30-32 days, departing from Rochelle with a crew of around 50 men.



1 – Entrance : presentation of the ship's 3 main missions

Since 1948, the French ships and numerous others ensured a continual presence in precise positions in the Atlantic Ocean, meteorological squares of 10 nautical miles per side, in order to take meteorological readings, to provide help for aerial navigation until 1974 and medical assistance at sea. France 1 and France 2 replaced the old French meteorological frigates (Mermoz, Lebrix, Verrier and Laplace). France 1 could only leave the meteorological square when another boat had replaced it.

2 – The sailors' deck and operating theatre : a doctor and nurse from Rochefort Military Hospital looked after the crew and the wounded from other ships, in particular fishing-boats.

3-4 – The former crews' cabins and the engine room : three 865 horsepower engines consuming 1500 litres per 100 km to produce electricity to supply the whole ship. For every mission 180 tonnes of diesel, 20 tonnes of fresh water, 2 tonnes of oil... were embarked. The work was difficult because of the noise: 110 decibels ; the heat : 30 to 45°C and the fumes added to the claustrophobia and the pitching.

5 – The galley : 1 chief cook, 1 assistant and 1 baker prepared the meals under the responsibility of the quartermaster who composed the menus and supervised the food supplies. Linen was provided for the whole crew and cleaned between 2 missions.

6 – The sailors' mess : the place where the crew's meals were taken and films were shown to the whole crew on Saturday evenings. The quartermasters ate in an adjoining room.

7 – The sailors' cabins : the mechanics, the novices, the stewards had this type of cabin (5m²). The quartermasters had equally small but individual cabins on this deck. On the ship's bow: discharge area and storage holds: food-stocks, cables, canned food, linen room, security material, anchor chains.

8 – The workshops : lamp-room, carpentry room, washroom for the crew and electrician's workshop (seen via the portholes)

9- Weather deck : doctor's cabin then an exhibition on the evolution of trawling from the 18th. Century to the present day. This exhibition is presented in the former cabins of the aerial navigation technicians is followed by the weather mission chief's cabin (equivalent to a 16m² officer's cabin).

An exhibition of the history of the French navigator Bernard Moitessier and the ketch "Joshua" in which he did a lone non-stop tour and a half of the world in 1968, and which is part of the Maritime Museum fleet. An exhibition of 5 Atlantic fishing techniques in the former meteorological quarters is followed by weather and radio technicians' cabins (8m²).

10 – The officers' deck : the meteorological laboratory with the storage room for the preparation and launching of the sounding balloons. This room is used for temporary exhibitions.

11 – The radio : for receiving and transmitting. Every 3 hours the information collected by the meteorologists was sent to Bracknell, the centre the World Meteorological Organisation near London. A second control panel (absent) allowed the civil aviation technicians to guide the planes that made the transatlantic flights.

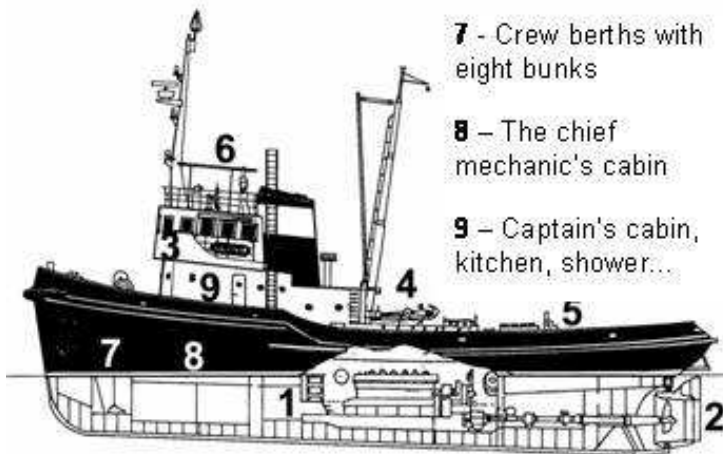
12 – The meteorological exhibition: 1 chief of the meteorological mission and 7 technicians, on detachment from the French Meteorological department took the surface readings every hour, the altitude readings every 6 hours and the oceanographic readings twice a day.

13 – The Captain's cabin and the officers' quarters. The steward's job was to serve the food, to clean the quarters and the cabins.

14 – The Commander in chief's apartments included a dining-room, an office, a cabin and a private shower-room.

15 – Navigation bridge : comprises 2 logs (ship's speed controls), 1 gyropilot (automatic pilot), 1 wheel (helm), 1 speech pipe (for transmitting orders to the engine room), 2 surface radars (obstacle detection), 1 electrical panel (power to engines for propulsion), 1 radio and one goniometre (navigation aid)

Saint-Gilles : Port and High Seas Tug



7 - Crew berths with eight bunks

8 - The chief mechanic's cabin

9 - Captain's cabin, kitchen, shower...

Listed as a Historic Monument on 17/07/1995. Constructed in 1958 at the ACRP Workshops and Shipyards (Ateliers et Chantiers La Rochelle – La Pallice) according to the plans of the architect Jean CABANTOUS (La Rochelle). It was decommissioned in 1989 and purchased by the La Rochelle Maritime Museum at the request of the President of the URO¹ the same year.

The Saint-Gilles is a tug boat which mainly carried out port tug duties at La Rochelle, Saint-Nazaire and Brest and provided assistance at sea. It probably undertook about 200 days' work a year.

Characteristics:

30.30 m long, 7.92 m wide, 244 tonnes unladen weight, with a shallow draught of 3.75 m, this allowed it to get near the side of most boats that were in difficulty.

1- Machine room : DEUTZ Reversible² Engine of 1000 HP boosted by a supercharger (a turbo compressor). Two generators producing the electricity necessary for on-board needs, each made up of a Baudouin engine coupled with a dynamo producing a continuous current with 125V. An electrically-driven pump composed of a Berliet engine connected to a pump that was also used for fires and drainage.

Average speed of 12 to 14 knots, autonomy : 58 tonnes of diesel.

2 – Propeller : Fitted with a rotating "kort nozzle" which increases the traction by 25 to 30 % and gives the tug exceptional progressive qualities particularly in reverse.

3 - Navigation bridge : There is no automatic pilot so the route is followed manually using the wheel to steer the course indicated by the magnetic compass.

Typical activities :

- Towing with a traction power up to 20 tonnes at sea. The Saint-Gilles carried out operations at sea without being fully equipped: no towing winch, no winder, only a tug hook (4) allowing the towed vessel to be "hitched" to the tug, a capstan (5) which enabled the towline to be retracted at the end of the operation. A harpoon gun rope to establish the connection between the tug and the boat being towed in case it was impossible to get close enough because the water was too shallow, or the sea too rough... Before getting underway they had to coil up 500 to 600 m of tow cable on the deck.

- Drainage with the help of an electrically-powered Berliet engine of 300 tonnes.

- Fire-fighting with a fire cannon (6) with a flow rate of 150m³/hour projecting water at a pressure of 10-15 bars, situated on the upper deck.

- Fresh water supply : 25 tonnes, also used for on-board needs

The Crew: For port towing activities there were 6 men on board: 1 captain, 1 chief mechanic, 1 mechanic, 1 quartermaster, 2 sailors. For assistance operations out at sea the crew was increased to 2 watches (11 people, only 1 quartermaster). The crew worked 7 days and had 7 days "rest" (depending upon how the vessel was fitted out). At the start, the crew of the Saint-Gilles came mainly from the fishing community. Later, sailors came from doing long distance voyages, wishing to be closer to the port, notably for family reasons.

URO : Union of Ocean Tugs (Union des Remorqueurs de l'Océan) founded in 1939 was drawn generally, at the time of the Saint-Gilles, from the private sector (armament families). The URO was in charge of towing in ports and assistance out at sea from Brest to Bayonne. The English Channel and the North Sea were covered by les Abeilles (the "Bees") of the PROGEMAR company that purchased the URO in 1988.

² **Reversible engine** : It could operate in forward or reverse mode. The motor was connected directly and rotated at 376 rpm like the propeller. To start it, 30 kg pressure of compressed air had to be applied (2 cylinders of 2000 litres on board).