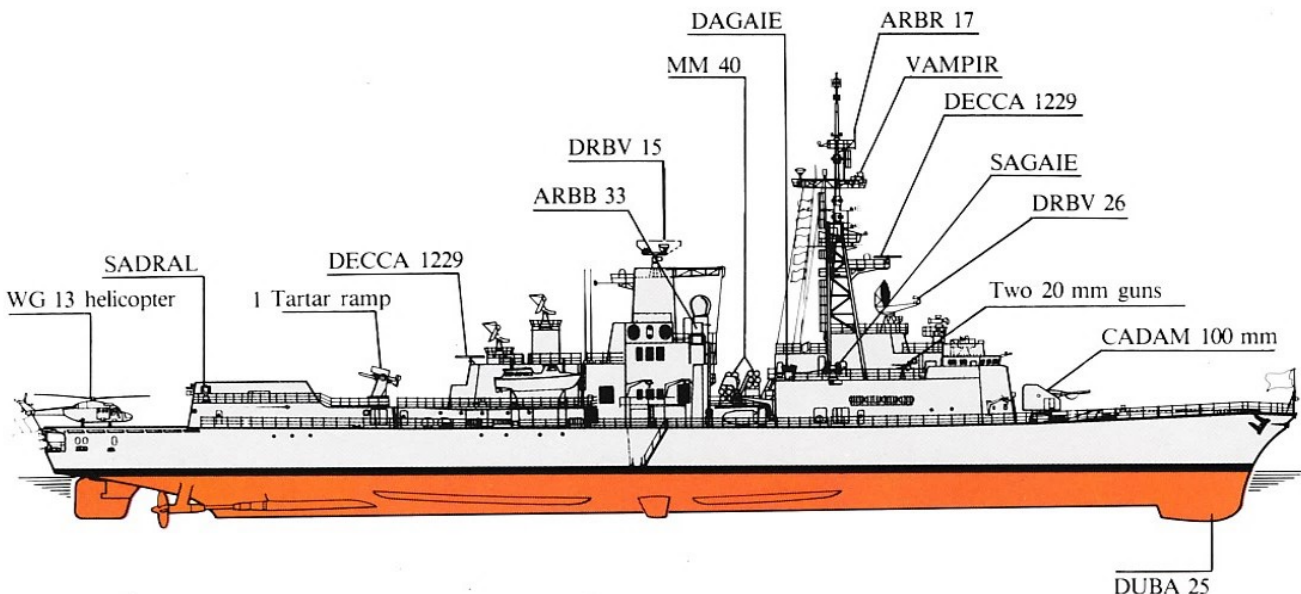


CORVETTE CASSARD





CORVETTE "CASSARD"

The CASSARD and her twin ship, the "JEAN BART", are mainly designed to provide anti-aircraft defense for a naval force.

Laying down: 3rd SEPTEMBER 1982.

Launching : 6th FEBRUARY 1985.

Commissioning for tests: 28th AUGUST 1986.

Planned entry into active service: JULY 1988.

MAIN SPECIFICATIONS

- Mean trial displacement: 4 200 tonnes.
- Length: 139 m.
- Propulsion by two screws with 5 fixed blades and two Pielstick LCR diesel engines per shaft line.
- Maximum power 43 000 hp for a maximum speed of 29.5 knots.
- Cruising range: 8 000 nautical miles at 17 knots.
- Crew : 240.

ANTI-AIRCRAFT WEAPONS

- 1 single Tartar ramp with two associated fire control systems.
- 2 SADRAL mounts.
- 1 CADAM 100 mm turret.

ANTI-SURFACE WEAPONS

- 8 MM 40 missiles.
- AS 12 missile on WG 13 LYNX helicopter.
- Two 20 mm guns.

DATA PROCESSING

- One SENIT 6 system.

ASW WEAPONS

- One WG 13 helicopter with MK 46 torpedoes.
- 10 L 5 torpedoes.
- 1 DUBA 25 sonar.

ELECTRONIC WARFARE EQUIPMENT

- 1 ARBR 17 radar detector.
- 1 SAIGON radio transmission detector.
- 1 ARBB 33 jammer.
- 2 DAGAIE decoy launchers.
- 2 SAGAIE decoy launchers.

DETECTION

- 1 DRBV 26 air surveillance radar.
- 1 DRBV 15 anti-surface surveillance radar*.
- 1 VAMPIR infrared alert system.
- 1 DECCA 1229 navigation radar.
- 1 DECCA 1229 deck landing radar.

* Later one 3D electronic steering radar DRBJ 11 B.

SHIP'S MISSIONS

The main role of the corvette "CASSARD" is to conduct area anti-aircraft warfare for a naval force or merchant ships.

It is also suitable for presence, search, identification and communications support missions.

It plays a continuous part in approach surveillance.



THE NINE PREVIOUS "CASSARD"

The French Republic was 3 years old when the "DIX AOUT" was renamed the "CASSARD". The first "CASSARD" took part in HOCHE's campaign in Ireland, but was rechristened on the 14th of "ventose" in year VI of the French revolutionary calendar. The same day, the name "CASSARD" was given to the "GLORIEUX", then being built in Brest. Part of GANTEAUME's fleet which was blocked by the British in 1805, the "CASSARD" escaped with the WILLAUMEZ division and made its way to the West Indies. Attached to Rochefort's squadron in 1809, it was laid up in 1815 and ended its days as a floating dock.

It was not until 1832 that another ship was named after the courageous sailor from Nantes. The new "CASSARD", a 20-gun brig, served in many campaigns under the orders of the Prince de JOINVILLE. Laid up in 1848, it was taken off the active list on the 23rd of December 1850.

Three propellor-driven sloops, built in Le Havre, took turns in bearing name "CASSARD". The first (1858-1879) bore the name from 1858 to 1860 at then in 1866-67; the second (1861-1894) during the period 1861-1866; and third, which was launched in 1844, took the name from 1867 until it was laid up in 1882.

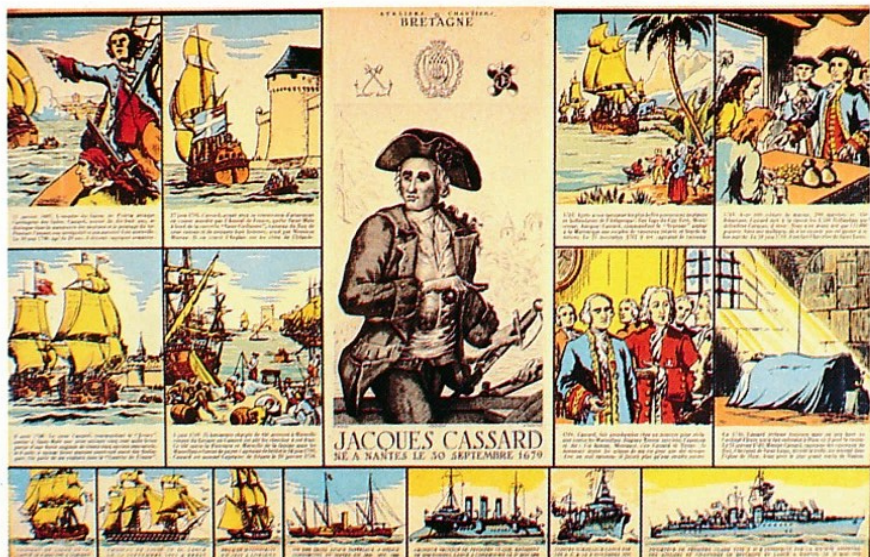
The seventh "CASSARD", a 4000-tonne protected cruiser, was launched at Cherbourg on the 27th of May 1896. This ram spent the greater part of its life in Morocco, played an active part in the war and served in its last campaign in the Levant as Admiral GRANDCLEMENT's flagship. It was taken off the active list in 1924, seven years before the launching of the eighth "CASSARD", the "VAUQUELIN" class destroyer, which, at 43.4 knots, took the world speed record from the "GERFAUT". It disappeared on the 27th of November 1942 at Toulon, after many campaigns in the Mediterranean and the Atlantic, where it took part in the search for the "GRAF SPEE". Its part in the bombardment of Genoa on the 14th of June 1940 earned it a mention for the "ordre de l'armée de mer".

The ninth ship to bear the name, the immediate predecessor of the current anti-aircraft corvette, was the escort destroyer "CASSARD" in the "SURCOUF" series, laid down at Nantes in November 1951. Launched on the 12th of May 1953, it was commissioned for trials on the 28th of August 1954, i.e. 32 years to the day before the first anti-aircraft corvette.

128.60 m long and 12.70 m wide, this ship had a speed of 32 knots for a displacement of 3750 tonnes at full load. With a power of 63 000 HP and a crew of 347, it had a cruising range of 5000 nautical miles at 18 knots. It was equipped with the following weapons:

- Six 127 AA guns on three 2-gun turrets,
- Six 20 AA guns on one turret,
- Six 57 AA guns on three 2-gun turrets,
- Twelve 550 mm torpedo tubes (4 x 3).

Converted into a "flotilla leader" in 1961-62, along with the "SURCOUF" and the "CHEVALIER PAUL", it carried out a number of missions in North Africa, the Indian Ocean and the Mediterranean. It was only at the end of its life, after finally leaving Toulon fort Brest on the 24th of June 1974, that it first ventured into the North Sea. Laid up and placed in special reserve in July of the same year, it was assigned hull number Q.555 by order of condemnation no. 94 on the 1st of June 1976.



WHO WAS JACQUES CASSARD ?

This commodore and famous privateersman was born in Nantes on the 30th of September 1679. Son of a ship-owner, he lost his father while he was still very young, and made his first voyage in 1686 on a St Malo privateer, on board the only bomb-carrying galiot in the Cartagena expedition. In 1697, he took part in the capture of this town by POINTIS, who has the highest praise for him in his report. Appointed as a lieutenant in the aftermath of this campaign, he took command of the corvette "JERSEY" and rid the Channel of the pirates who infested it. Throughout the Spanish War of Succession he privateered first for the Nantes ship-owners, then for the king. He had already distinguished himself in 1706 and 1707 by a number of captures when, having met a convoy of thirty-five ships escorted by a warship near the Scilly Isles in 1708, he prepared to attack it, although he only had with him a frigate and two corvettes. When the warship abandoned its convoy and took flight, CASSARD manned the five richest merchant ships and took them to St Malo. Re-rigging his frigate there, he returned to the Channel, where he took a further eight ships. During the famine in 1709 he protected the grain convoys from the Levant. Encountered off the Tunisian coast by a British fleet, he defeated three enemy vessels. In 1711 he went in search of corn in Constantinople. The fifty ships assigned to this convoy, escorted by four battleships, accomplished their mission entirely successfully. The following year, he proved himself a match for DUGAY-TROUIN. With three warships, three frigates and two small vessels, he sailed to the Cape Verde islands, invested the fort of Praya in the island of Santiago with around a thousand men, taking it without a fight. From here he made his way to Ribeffa-Grande, whose governor fled into the mountains, even though there were 12 000 men on the island capable of bearing arms. CASSARD attacked and took Montserrat and Antigua and then, with launches, headed for Surinam, where, despite fierce resistance, he requisitioned this wealthy Dutch colony. In 1713 he forced Eustatius and Curaçao to surrender.

While returning to France, having barely recovered from the wound he has received at Curaçao, and in defiance of the orders of the commander imposed on him, he attacked an English fleet vastly superior in strength to his division, and scattered it, taking two ships. His promotion to the rank of commodore in 1713 was his only reward. The Peace of Utrecht condemned him to enforced idleness, from which he never again had the opportunity to escape. He died in the Chateau de Ham, in Picardy in 1740.



