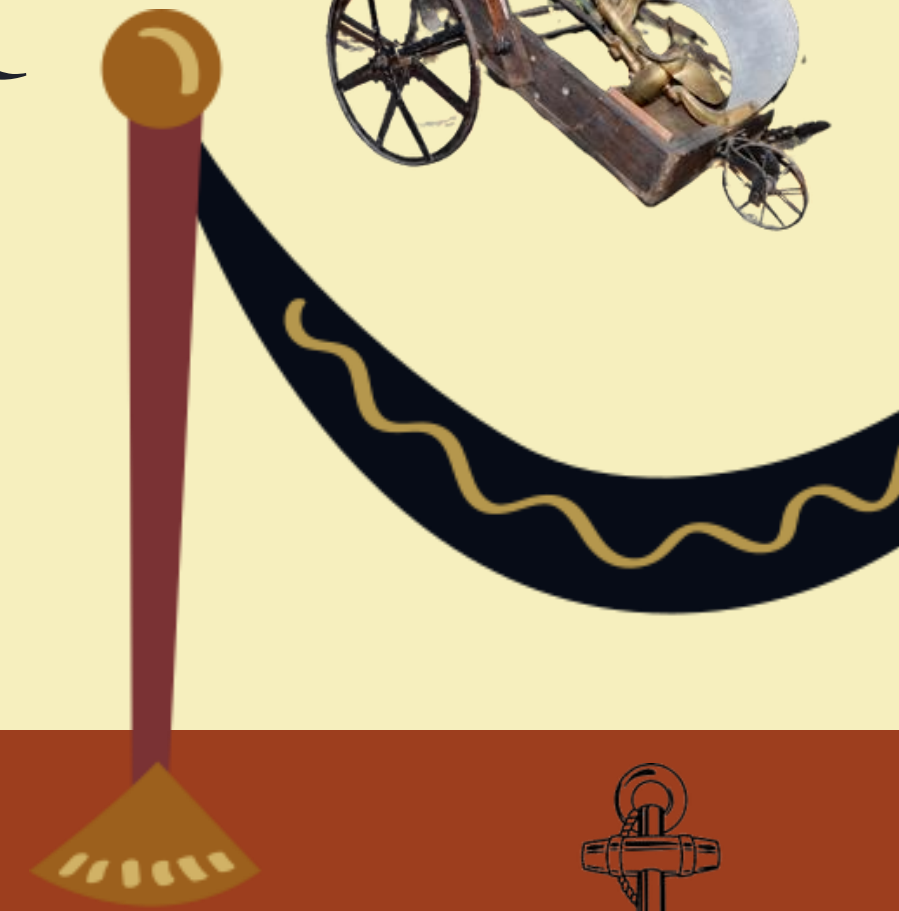


MUSÉE DE LA BATELLERIE

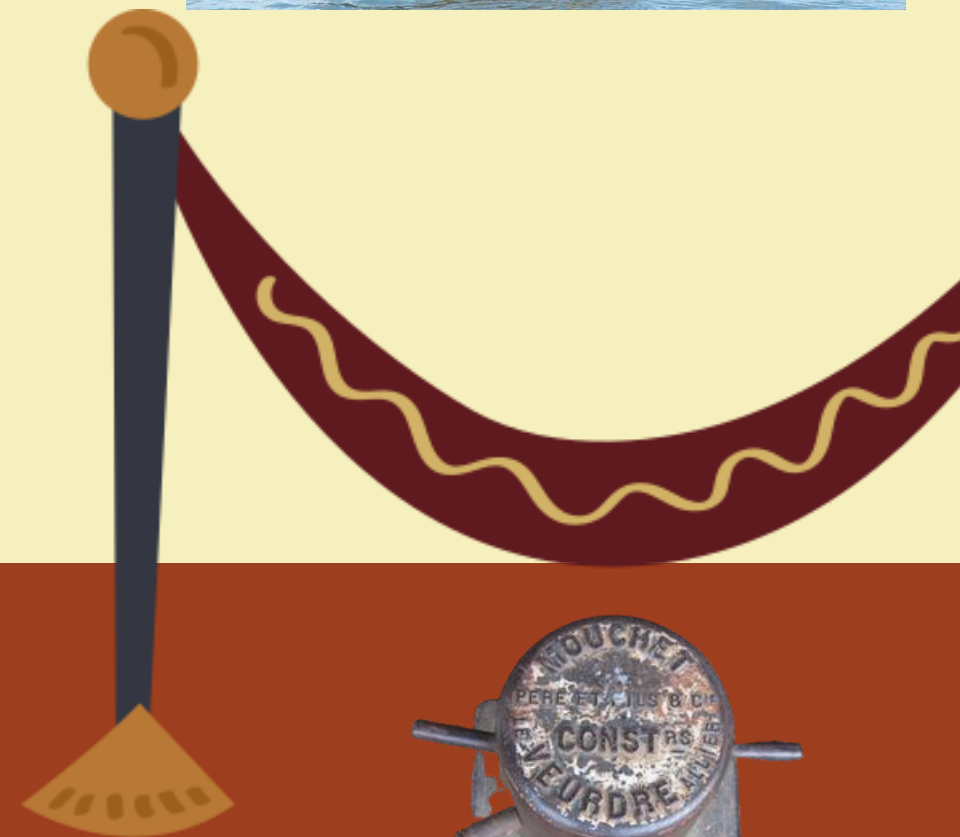


SAINT JEAN DE LOSNE

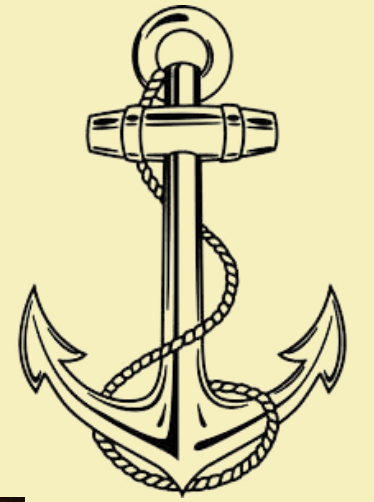
France



PRESENTATION OF THE MUSEUM



HISTORY OF THE MUSEUM

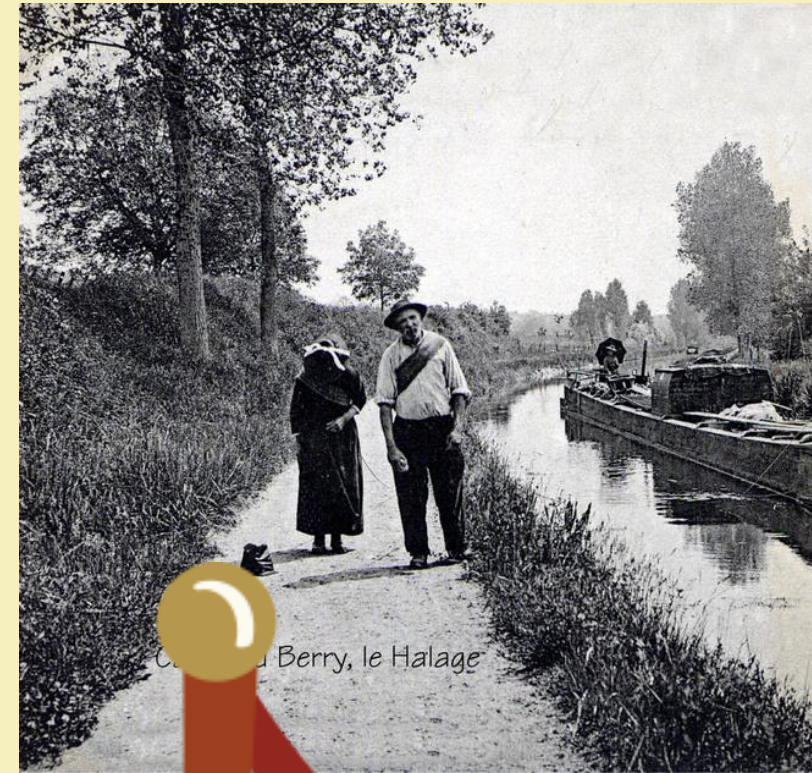


- Saint Jean de Losne at the centre of Europe's inland waterways
- An important base for bargees.
- Danielle and Charles wanted to save barging artefacts.
- 1987 Aqua was created
- 1991 opening of the Barging Museum
- 200 historical barging objects
- Thousands of documents and images





MUSEUM HIGHLIGHTS



NOTABLE OBJECTS



Diving suit

It has been used locally for work on barges, locks, and weirs.

Emile Gagnan, inventor of the breathing regulator comes from Saint Jean de Losne. He worked with Cousteau.



NOTABLE OBJECTS



Many old photos

Our photos show the construction of locks, canals, barges, architecture on canals...They show different types of barges, steam and diesel tug boats and what the barges transported.

Postcards of barges

They show what life on barges was like. We can show how boats were moved by human or animal traction, sails, then by diesel and electric tractors, chains or locomotives on rails.



NOTABLE OBJECTS



Boat parts

Early navigation lights with petrol, first life-ring made of cork, water carriers with two buckets, first outboard motor, a sail from 1900 from a barge.

A 100-year old rowing boat

An oak boat, which was for safety, to get ashore and for fun. It was obligatory on all barges and was moved by skulling.





NOTABLE OBJECTS



Boat models

Each canal and river had its own individual barge shape.

We have over 20 models.

Phillipe Starck borrowed one!



ASTER - THE LAST WOODEN BARGE BUILT IN FRANCE



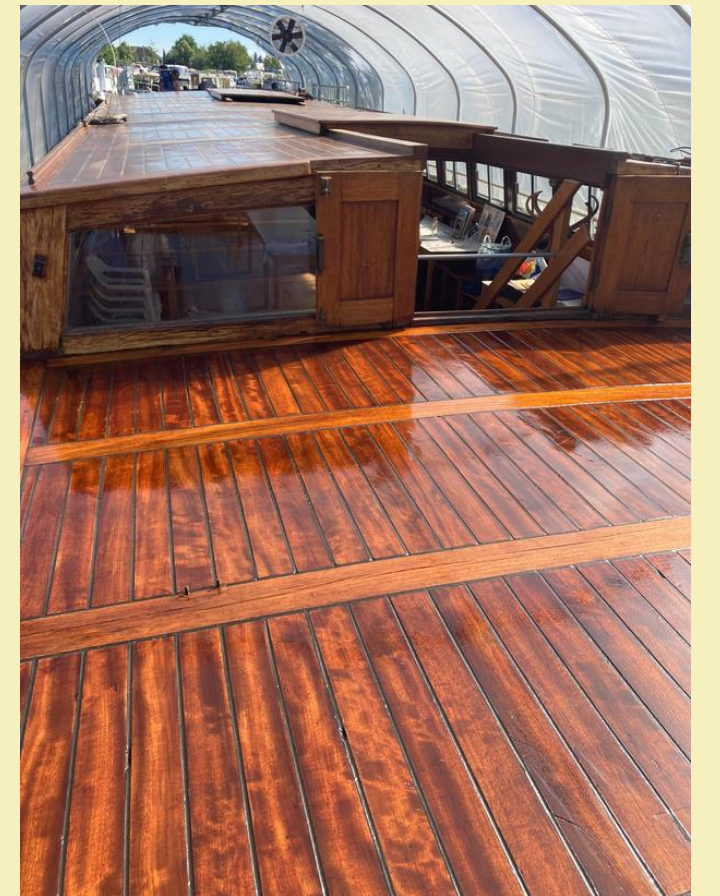
- Built in 1951
- For animal traction
- Only one of two wooden barges still floating in France.
- Helped save the Canal du Nivernais.
- We can now welcome visitors and will soon be able to navigate.

SAVING ASTER



Hull

Many wooden sections had to be replaced. Some of them with 80 mm thick planks.



SAVING ASTER



Deck

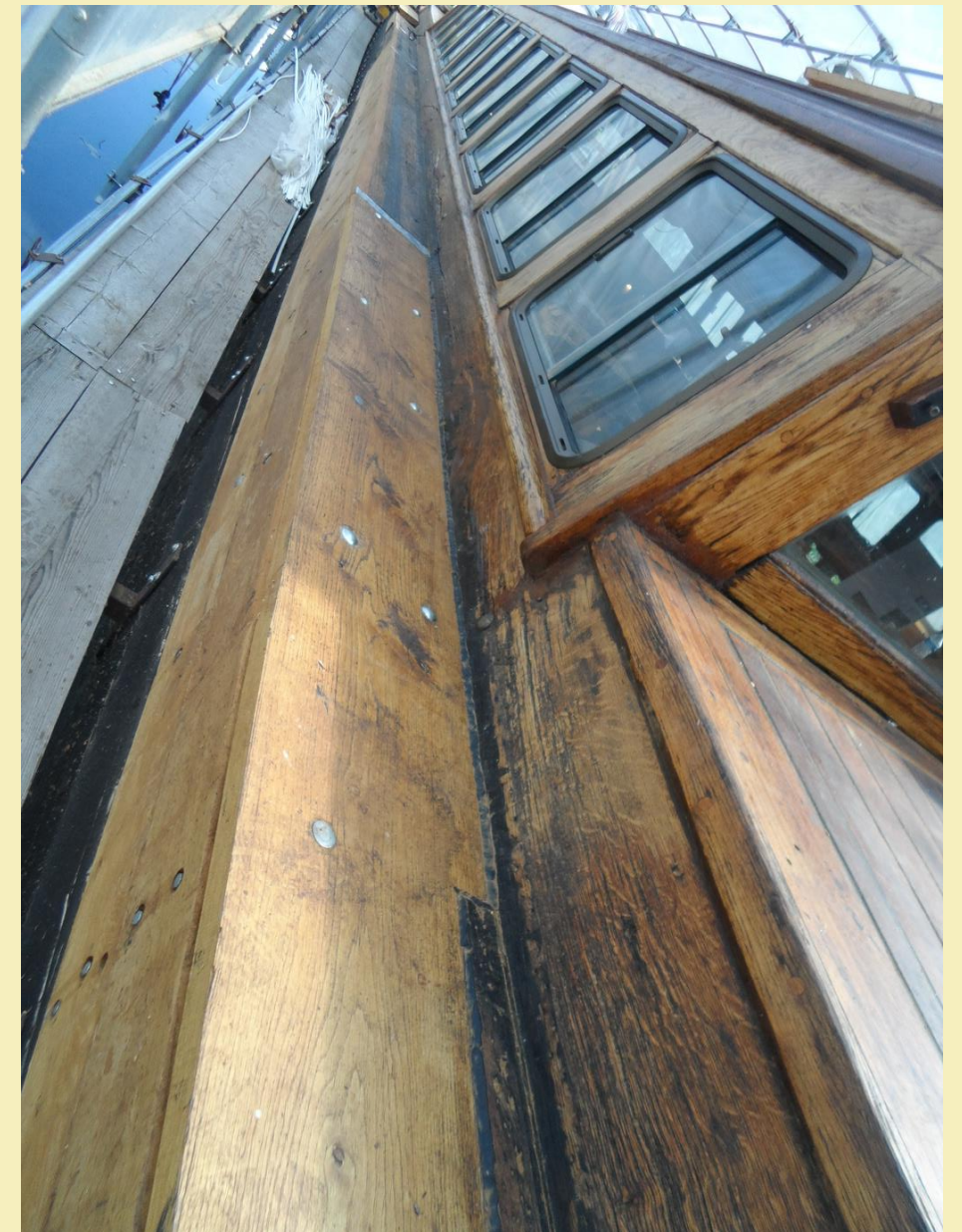
Many sections had to be replaced entirely. Special attention had to be given to seals



SAVING ASTER

Side decks

A major part of the side decks, which are an essential structural part of the strength of the boat, had to be replaced because they were rotten. All repairs were done in oak.





SAVING ASTER



Rudder and steering

After a few years of being towed, the barge had a motor installed, which is a DK3 Baudoin. This motor is still in the barge and is working well after restoration. The hull was not designed to receive a propeller. So, a shaft was installed and extended the length of the long rudder with a flexible coupling and a propeller at the end of the rudder.



FUNDING

- Entries: 35%
- Museum shop: 20%
- Governmental aids: 20%
- Aster visits and sale: 15%
- Grants: 10%

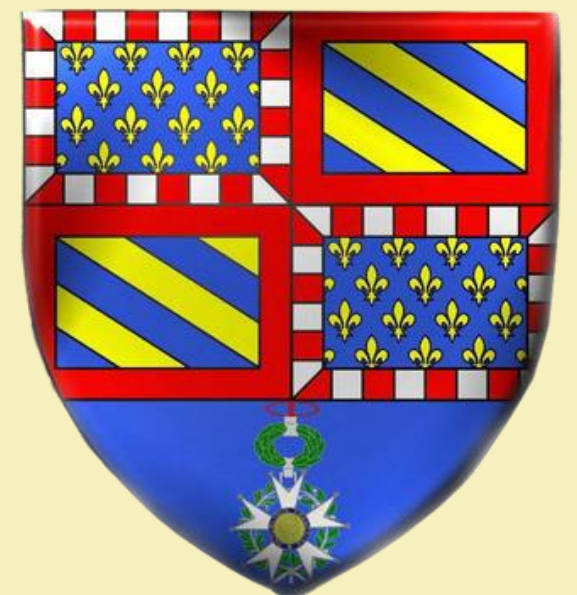


FOUNDERS OF THE MUSEUM

Charles Gérard



Danielle Moullet





THE TEAM WORKING ON THE ASTER

A dozen volunteers have worked 15000 hours so far to save her.

The meet every Wednesday.

The team consists of English, Australian, German and many French men and women.

Most of them are retired. They used to be pilots, policemen, in the military, plumbers, carpenters, company directors.

There is a friendly and enthusiastic team atmosphere.



THE TEAM WORKING IN THE MUSEUM

- Two persons for museum administration and visits.
- Two persons for technical issues.

THANK YOU FOR LISTENING!

Don't hesitate to ask any questions!



REGION
BOURGOGNE
FRANCHE
COMTE

Côte
d'Or
DÉPARTEMENT



BOURGOGNE
RIVIERA

H₂O
les spécialistes du fluvial

ATELIER
FLUVIAL

