



GALLERY OF PORTRAITS.

(See "Hydrographic Review" Vol. I., N° 1, page 64).

OWING to the generosity of the Director of the French Hydrographic Service a nucleus of the proposed Gallery has been formed; he has supplied the following : —

- ✓ 1 Photograph. Bust of Beautemps-Beaupré.
(size 13 ins. × 19 ins.).
- ✓ 1 Engraving. Fly sheet of the 1st Volume of the "Neptune François". Late 17th or early 18th century.
(size 14 1/2 ins. × 20 ins.).
- 1 Engraving. Fly sheet of the 2nd Volume of the "Neptune François". Probably early 18th century.
(size 13 ins. × 19 ins.).
- 1 Engraving. Fly sheet of the "Atlas du Voyage de La Pérouse". End of the 18th century.
(size 10 ins. × 16 ins.).
- 1 Engraving. Fly sheet of the "Pilote François" (Environs de Brest) published in 1822.
(size 9 ins. × 6 1/2 ins.).

(2) H. S. H. Prince Louis II of Monaco has also presented the following : —

- ✓ 1 Photograph of the late Prince ALBERT I of Monaco.
(size 29 1/2 ins. × 23 1/2 ins.)

(3) The President of the Directing Committee has presented : —

- 1 Photograph. M. J. RENAUD, Director of the Hydrographic Service of the French Navy. (1913-1919).
(size 4 ins. × 7 ins.)
- ✓ 1 Engraving. Captain SIR W. E. PARRY, Hydrographer of the British Navy. (1823-1829).
(size 7 ins. × 9 ins.).
- ✓ 1 Engraving. Rear-Admiral SIR FRANCIS BEAUFORT, Hydrographer of the British Navy. (1829-1855).
(size 13 1/2 ins. × 16 1/2 ins.)

REMARKS ON THE BUST OF BEAUTEMPS-BEAUPRÉ.

BY MONSIEUR ROLLET DE L'ISLE
the Director of the French Hydrographic Service.

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(Translated from the French text).

THE photograph which appears on the opposite page is that of a bust of the celebrated French Hydrographer which is now in the office of the Service Hydrographique de la Marine at Paris. This bust, in addition to its artistic value, is interesting in that it is one of the rare portraits of BEAUTEMPS-BEAUPRÉ known, for he nearly always refused absolutely to allow his features to be reproduced.

He is represented wearing the uniform of a Member of the Academy of Science, to which he was elected in 1810 at the age of 44, and the insignia of Grand Officer of the order of the Legion of Honour, with which he was invested in 1844, after the completion of the Charts of the Coasts of France.

The bust was executed by the sculptor DESPREZ at the time when BEAUTEMPS-BEAUPRÉ, then 82 years old, was about to retire and was giving up his appointment at the « Dépôt des Cartes et Plans de la Marine » to the work of which he had given up the whole of his life. He had joined the « Dépôt » in 1796 on his return from the expedition under the orders of Admiral D'ENTRECASTEAUX which was sent, as is well known, to search for LA PÉROUSE.

It is likewise well known that it was during this expedition that BEAUTEMPS-BEAUPRÉ first put into practice the methods which formed the basis of all precise hydrography and which, almost without any fundamental change, are practised by the hydrographic surveyors of all countries.

During the next few years, *i.e.* until 1814, NAPOLEON I, sent him on various expeditions to those points of the European coast where the Emperor intended to create dockyards or commercial ports. He examined particularly the coast of the Adriatic between Trieste and the Mouths of Cattaro, the mouths of the rivers flowing into the North Sea and specially the channels of the Scheldt for the establishment and development of the port of Antwerp.

It was only in 1816, when at last peace was re-established, that he could undertake the immense work of which he had been dreaming for 15 years, namely the survey of the coasts of France. It is by compar-



ing his charts with those made before his time that the extent of the progress made in hydrography under his regime and the value of this wonderful work can be appreciated.

In order to complete the work rapidly he had to create everything : — a special branch, *i.e.* that of *Ingénieurs Hydrographes de la Marine*; vessels which were specially constructed at Brest according to his specifications and crews which he recruited and trained himself. Besides, he had to draw up conventional signs and methods of drawing in order to represent clearly the details of land and sea-bottom and methods of obtaining from the engravers exact reproductions of the documents drawn up in the field.

The improvements introduced, after his time, in his methods of surveying have been made possible by the use of steam-vessels which have increased the facility and rapidity of the operations and thus have allowed important areas to be studied in greater detail. The general progress in science and in technical processes, which have placed observing instruments of increased efficiency into the hands of hydrographic surveyors, has likewise contributed to this end.

Probably the most important task which falls on hydrographic surveyors is this constant research as to the application of technical and scientific progress with a view to the improvement of the material and methods which they employ. It is their duty never to omit to utilise any discovery whatsoever, the adaptation of which to their processes might enable them to provide the navigator with more precise and detailed information.

In this connection the door opened by BEAUTEMPS-BEAUPRÉ will remain open always and the collaboration of the hydrographic surveyors of all nations, which is provided for by the International Hydrographic Bureau, will considerably facilitate this task.

Remarks by the President of the Directing Committee.

The fore-going history of the bust of M. BEAUTEMPS-BEAUPRÉ by M. Rollet de l'Isle includes a brief record of the extraordinary energy and ability of this remarkable man, but I feel that, being of another nationality, I may be allowed to add a short appreciation which perhaps M. Rollet de l'Isle might hesitate to express on behalf of his celebrated fellow-countryman.

Charles-François BEAUTEMPS-BEAUPRÉ was born more than a century and a half ago, namely in the year 1766, and died in 1854 at the advan-

ced age of 88. His life may therefore be said to have extended from the earlier days of scientific surveying almost to the activities of the present day.

He commenced his service in the Navy in the year 1783 when he was employed under the orders of that eminent geographer, M. Nicolas BUACHE, and was placed on the permanent hydrographic staff as "Ingénieur hydrographe" in 1785; in 1791 he was appointed as "Premier Ingénieur hydrographe" to the frigate "Recherche" under Admiral D'ENTRECASTEAUX; as a result of this expedition he constructed eventually 39 charts which were published in an atlas, these charts being at that time unique in their execution, and were his first contribution to hydrography.

In June 1814, M. BEAUTEMPS-BEAUPRÉ was appointed "Ingénieur-hydrographe en Chef et Conservateur-adjoint du Dépôt Général des cartes, plans et journaux de la Marine".

As an example of his extraordinary vitality it is worthy of remark that at the age of 75, *i.e.* in the year 1841, M. BEAUTEMPS-BEAUPRÉ undertook active hydrographic work in the field by investigating the changes in the bars at the mouth of the Seine; during this survey he used a steam vessel for the first time, and was much struck with admiration at the facility which the employment of such a vessel afforded him, remarking that he would like to begin his career all over again in order to have the pleasure of surveying with such ease!

M. BEAUTEMPS-BEAUPRÉ has justly been called the "Father of Hydrography" by his own countrymen, and his works will ever remain as evidence of the valuable life which was entirely, and so successfully, devoted to the science of Hydrography.

With reference to the bust, which is the primary cause of these notes, it appears worthy of mention that Prince BONAPARTE, when President of the Second Republic, directed that this marble bust should be placed in its present position.

NOTES AS TO ENGRAVINGS

BY THE PRESIDENT OF THE DIRECTING COMMITTEE.

It having been brought to the notice of the Directing Committee that the British Hydrographic Office possessed excellent portraits of four eminent Hydrographers, viz : (a) Monsieur BEAUTEMPS-BEAUPRÉ, (French), (b) Admiral ZAHRTMANN (Danish), and (c) Captain BELLINGSHAU-

SEN and (d) Admiral KRUSENSTERN (Russian), steps were taken to obtain suitable copies for the Portrait Gallery of the Bureau; the Hydrographer of the British Navy having most kindly arranged the matter, the Library of the Bureau is now enriched by the addition of these four portraits.

Should any Hydrographic Office or other establishment desire to possess copies of any of these most interesting portraits they can be supplied at a cost of six Swiss francs (paper) each, postage free.

(a) It is unnecessary to refer again to the services of Monsieur BEAUTEMPS-BEAUPRÉ as they have already been enumerated in this article in connection with the picture of his bust which was presented to the Bureau by the Director of the French Hydrographic Service; the inscription on the portrait is as follows:—

INSTITUT ROYAL DE FRANCE
ACADÉMIE DES SCIENCES (GÉOGRAPHIE ET NAVIGATION)
BEAUTEMPS-BEAUPRÉ
(CHARLES FRANÇOIS)
INGÉNIEUR HYDROGRAPHE EN CHEF DE LA MARINE
CHEVALIER DE SAINT-LOUIS ET DE LA LÉGION D'HONNEUR

(b) The portrait of Admiral ZAHRTMANN is an admirable piece of work, representing him in a sitting position in naval uniform with a volume of "Den Danske Lods, 1843" before him; it bears a facsimile of his signature.

The following biographical notes of Admiral ZAHRTMANN were kindly supplied by Captain C. BLOCH, late Hydrographer of the Royal Danish Navy.

ZAHRTMANN was born on 21st December 1793 in Viborg, where his father was a priest. He entered the Navy in 1805, took part in the defence of Copenhagen 1807 and was made a Lieutenant 1808; in 1808 he served in the French battleship "Pultusk" on the Scheldt, and took part in the battle in the harbour of Lyngor June 6th 1812, where the Danish frigate "Najaden" was destroyed by the English line-of-battle ship "Dictator"; the following day he took part in the recapture of the brigs "Lolland" and "Kiel". In 1813 when only 20 years of age he was nominated Knight of Dannebrog, for good service in the war.

During the period after the war, when naval officers were not fully employed afloat, ZAHRTMANN was occupied on hydrographic and geodetic work. In 1818 he was sent to England to buy geodetic instruments for the Danish measurement of an arc of the meridian.

From 1824 to 1826 he served in various vessels and after the death of Admiral LOVENORN in 1826 he was nominated "Direktor for Sokort-arkivet" which office he held until his death on 15th April 1853; he was promoted to Commander in 1836, Captain in 1848 and Vice-Admiral in 1852.

From 1839 to 1848 he was Naval Aide-de-Camp to King CHRISTIAN VIII; he also studied for 6 months in England during 1839 and was Minister of Marine from 1848 to 1850, but it was as Hydrographer that he rendered the greatest service.

The general opinion of that day was that it was undesirable to issue good charts and sailing directions which might be of service to an enemy; but ZAHRTMANN succeeded in the publication of many excellent charts of the Danish coasts, and in 1843 he published the first edition of the "Danske Lods"; he greatly improved also the lighting and marking of Danish waters.

✓(c) The portrait of Captain BELLINGSHAUSEN (Russian) shows a face of distinct determination; the uniform is plain but several decorations are worn; there is no descriptive legend of any kind.

BELLINGSHAUSEN presumably had hydrographic knowledge for in the year 1819 he was given command of the sloops "Vostok" and "Mirnay" to carry out a voyage of discovery; after the final scientific preparations had been carried out in England, these vessels proceeded to Australia, passing through the Antarctic Ocean; from Australia the vessels visited New Zealand and several of the Pacific islands, and after a call in Australia the expedition again sailed for the South Polar regions, the highest latitude reached being that of 70°. Graham Land and its southern extension was explored, several new islands being discovered; the expedition returned to Russia in 1821, a record of its work afterwards being published in two volumes in the Russian language.

✓(d) The portrait of Admiral KRUSENSTERN represents him seated in full naval uniform wearing various decorations; the background is nautical, in his hands he holds a telescope, a chart and sextant also being visible; the inscription is "l'Amiral KRUSENSTERN, Premier Circumnavigateur Russe".

KRUSENSTERN was born in Esthonia in the year 1770, and after serving in the war against Sweden from 1788 to 1793, he was one of twelve Russian naval officers selected to serve in the British fleet, joining H.M.S. Thetis, then employed on the North American station; he returned to England in 1796.

He was greatly interested in the subject of opening up Russian trade in Eastern waters, and after visiting the Cape of Good Hope and India in several English vessels during the year 1797, he proceeded to Hongkong where he remained during a part of the years 1798 and 1799.

On his return to Russia he suggested a scheme for furthering Russian trade with China, but no steps were taken at the time to carry it out.

In 1803, KRUSENSTERN was placed in command of two vessels, the "Nedeska" and "Neva" fitted out for scientific purposes, and carried out a considerable number of surveys in the Eastern Atlantic islands and in the vicinity of Cape Horn, the Sandwich Islands, the Japan Sea, Formosa, and the Dutch East Indian Archipelago; by this expedition the hydrography of the Southern seas was greatly improved, and KRUSENSTERN was promoted to Captain in recognition of his excellent work; the narrative of this expedition was eventually published in all the principal European languages.

KRUSENSTERN continued to interest himself in scientific matters, and associated himself with the principal scientific bodies of Europe; his death took place in 1846.

The Pacific Atlas of KRUSENSTERN contained 34 charts and plans, and showed his extraordinary perseverance and energy, while he was also the author of a large number of valuable hydrographical works.

