

No. 129 Survey held at Guernsey Date 24th July 1837
 on the Schooner Navarino Master William Dale
 Tonnage 104 ¹⁶³⁴/₃₅₀₀ Built at St. Peter When built 1828
 By whom built _____ Owners John Manger & Co.
 Port belonging to Guernsey Destined Voyage London

If Surveyed Afloat or in Dry Dock Dry
 See London Survey's No 201 & 2206 Classed "10 A"

Length aloft. 70 Feet 2 Inches. Extreme Breadth 17 Feet 3 Inches. Depth of Hold 11 Feet 3 Inches.

Scantlings of Timber.				Thickness of Plank.			
	Inches.	Inches. Middl.	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Timber and Space..... each				Keel to Bilge	<u>2 1/2</u>	Foot Waling.....	<u>2 1/2</u>
Floors..... sided	<u>9</u>	Moulded <u>11 1/2</u>	<u>7 1/4</u>	Bilge Planks	<u>4</u>	Bilge Planks	<u>3</u>
1 st Foothooks..... "	<u>8</u>	" <u>10</u>	<u>6 1/4</u>	Bilge to Wales	<u>2 1/4</u>	Ceiling in Flat	<u>2</u>
2 nd Ditto..... "	<u>7 1/2</u>	" <u>7 1/4</u>	<u>5 1/4</u>	Wales	<u>3 1/4</u>	Ditto Bilge to Clamp	<u>2</u>
3 rd Ditto..... "	<u>7 1/2</u>	" <u>6 1/2</u>	<u>5</u>	Topsides	<u>2</u>	Hold Beam Clamps	—
Top Timbers	<u>6 1/2</u>	" <u>5 1/2</u>	<u>4 1/2</u>	Sheer Strakes	<u>2 1/2</u>	Deck Beam Ditto.....	<u>3</u>
Deck Beams... Number of <u>20</u>	<u>8 1/2</u>	" <u>8</u>	<u>6 1/2</u>	Plank Sheers.....	<u>2 1/2</u>	Ceiling 'twixt Decks	—
Hold Beams..... D. D. Do.....	—	—	—	Water-ways	<u>3 1/2</u>	Hold Beam Shelves	—
Keel	<u>10 1/2</u>	" <u>8 1/2</u>	—	Upper Deck	<u>2</u>	Deck Beam ditto.....	<u>4 1/2</u>
Kelsons	<u>11</u>	" <u>12</u>	—				

Copper.		Copper.		Iron.	
	Inches.		Inches.		Inches.
Heel-Knee, and Dead Wood abaft	<u>1</u>	Bolts thro' the Bilge and Foot Waling.....	—	Hold Beam.....	—
Scarphs of Keel..... N ^o .	<u>3/4</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>3/4</u>
Floor Timber Bolts.....	<u>1</u>	Lower Pintle of the Rudder	<u>3/4</u>		
Kelson ditto.....	<u>1</u>			same in Iron above the Copper	
Transoms and throats of Hooks	<u>1</u>				
Arms of Hooks	<u>3/4</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 a 3 Inches. The Space between the Top-timbers is 2 a 3 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of French and English Oak and are quite free from all defects.

Her Floors and first Foothooks are composed of English Oak. New Jch. Timber.
 Her other Foothooks and Top Timbers of do

Her Shifts of the first and second Foothooks are not less than 3 & 2 1/2 N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 3 and 3 1/4

The Frame is Well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is Well squared

The alternate Frames are separated bolted together. right up

The Butts of the Timbers are quite close together; their thickness not less than 2/3 of the entire moulding at that place.

The Frame is Prop chocked with no Butt at each end of the chock.

The Main Kelson is composed of Eng. Oak / New Jch and the False Kelson of _____

The Scarphs of the Kelsons are not less than 4 feet 10 inches.

The Deck and Hold Beams are composed of English Oak / New French Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Beech

From the first Foothook Heads to the Light Water Mark of Eng. Oak / New Jch / Santzig Oak

From the Light Water Mark to the Wales of do

The Wales and Black-strakes are of do

The Topsides of Santzig

The Sheer-strakes of Santzig

The Gunwales of Santzig Oak Water-ways of do

The Shifts of the Planking are not less than 4 1/2 Feet 6 Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

Planking Inside.—The Clamps are composed of Eng. O. / New Santzig the Stringers of do between do

The Bilge Planks of Eng. O. / New Santzig and the remainder of the Ceiling of do

Fastenings.—To Hold Beams
 Deck Beams 3/4 a 1 Iron
 Number of Breasthooks three Pointers _____ Crutches not
 Butts End Bolts are of 5/8 Copper in the Bottom, and a Bolt in each Butt End through and clenched.
 Bilge and Footwaling 1 1/2 bolted through and clenched.
 General Quality of Workmanship Excellent Workmanship

We certify that the preceding is a correct description of the above-named Vessel.
 Builder's Name William Spencey
 Surveyor's Name Peter Colles



Her Masts, Yards, &c. are in Excellent condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .
2	Fore Sails,	95	Chain	1 1/2	2
2	Fore Top Sails,	85	Hempen Stream Cable	5	1
2	Fore Topmast Stay Sails,	50	Hawser	4 1/2	1
1	Main Sails,	50	Towlines	3	
1	Main Top Sails,	70	Warp	3 1/4	
and		All of <u>good</u> quality.			

cut 2^d lb.
Bower, £7.0.00
Stream, . . . 2-3.00
Kedge, . . . 1.0.00
All of proper weight.

Her Standing and Running Rigging is good sufficient in size and very good in quality.

She has one good Long Boat and one ~~small~~ Wherry
The present state of the Windlass is good and Rudder good

General Remarks—Statement and Date of Repairs.

For want of space to enumerate a detail of the full and particular statement of the condition the Schooner "Navarino" was then opened for special survey. The repairs to our report dated 28th April last, the whole of which had been most rigidly completed with, and replaced, as follows, Lengthened 14 feet by the keel 10 feet aloft. In deck rose a misship 13 inches to nothing at each end, straight shear, the rim floor, timberring, keel, keelson, stem, aprons, haubts, timbers, ribbands, false stem post, and Deck beams, &c. are composed of good french oak, the ribs plankings, &c. all the fore part of the ship from top to bottom to regular shiffs, upper Deck, black streaks, star sides, sheer strake, plank sheer, & ceiling inside painted oak, the foremast remains above and below the misship under the deck beams, copper fastened up to the keels, two new filling pieces starboard side between the heel of the stern timber, new upper & lower planks in the counter, the fore part of the Deck run on regular shiffs, (water-way) ^{Carriage Oak} of neat sheer buff and aft. Painted in. Copper fastened, the rest, new stanchions & bulwarks, strongly fastened and caulked all over, new fore mast, the whole of the workmanship of the best description, in fact I consider the vessel as good as new, together being well found, in standing rigging, masts, spars, chains, hawsers, anchors, sails, boat & stores, is calculated to carry dry and perishable cargoes to any part of the world with but a slight chance to go aboard, and unfitly to destruction to the first description of the first class, to be assigned by, and which I strongly recommend to the highest consideration of your most interested Committee to the most extended period.

"She has strong iron clamps in lieu of hot beams up in the thick foremast."

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And I am of opinion this Vessel should be Classed First Class 7 Years

The Amount of the Fee £ 10.6 is received by me,

about 10.6 by letter 31/10/37

Peter Collins
Surveyor of Shipping

Committee Minute

1837

Character assigned

Returned to A 1 per 7 Years