

No. 129 Survey held at Guernsey  
on the Schooner Navarino  
Tonnage 104 <sup>1634</sup> ~~3500~~ Built at Nye  
By whom built Nye  
Port belonging to Guernsey

Date 24<sup>th</sup> July 1837  
Master William Dale  
When built 1828  
Owners John Manger & Co.  
Destined Voyage London

If Surveyed Afloat or in Dry Dock Dry

See London Survey's No 2201 & 2206 Classed "10 A"

Length aloft.....30 <sup>Feet.</sup> 2 <sup>Inches.</sup> Extreme Breadth .....17 <sup>Feet.</sup> 3 <sup>Inches.</sup> Depth of Hold .....11 <sup>Feet.</sup> 3 <sup>Inches.</sup>

#### Scantlings of Timber.

	Inches.	Inches.	Inches.
Timber and Space..... each			
Floors..... sided	<u>9</u>	Moulded	<u>11</u> <u>10</u> <u>7</u> <u>1</u>
1 <sup>st</sup> Foothooks..... "	<u>8</u>	"	<u>10</u> <u>6</u> <u>4</u>
2 <sup>nd</sup> Ditto..... "	<u>7</u> <u>1</u> <u>2</u>	"	<u>7</u> <u>4</u> <u>5</u> <u>4</u>
3 <sup>rd</sup> Ditto..... "	<u>7</u> <u>1</u> <u>2</u> <u>6</u>	"	<u>6</u> <u>1</u> <u>2</u> <u>3</u>
Top Timbers..... "	<u>6</u> <u>1</u> <u>2</u> <u>6</u>	"	<u>5</u> <u>7</u> <u>4</u> <u>1</u>
Deck Beams..... Number of <u>20</u>	<u>8</u> <u>1</u> <u>2</u>	"	<u>8</u> <u>6</u> <u>1</u> <u>2</u>
Hold Beams..... D. D.	<u>10</u> <u>1</u> <u>2</u>	"	<u>8</u> <u>1</u> <u>2</u>
Keel..... "	<u>11</u>	"	<u>12</u>
Kelsons..... "	<u>11</u>	"	<u>12</u>

#### Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>2</u> <u>1</u> <u>2</u>	Foot Waling.....	<u>2</u> <u>1</u> <u>2</u>
Bilge Planks.....	<u>4</u>	Bilge Planks.....	<u>3</u>
Bilge to Wales.....	<u>2</u> <u>1</u> <u>4</u>	Ceiling in Flat.....	<u>2</u>
Wales.....	<u>3</u> <u>1</u> <u>4</u>	Ditto Bilge to Clamp.....	<u>2</u>
Topsides.....	<u>2</u>	Hold Beam Clamps.....	<u>—</u>
Sheer Strakes.....	<u>2</u> <u>1</u> <u>2</u>	Deck Beam Ditto.....	<u>3</u>
Plank Sheers.....	<u>2</u> <u>1</u> <u>2</u>	Ceiling 'twist Decks.....	<u>—</u>
Water-ways.....	<u>3</u> <u>1</u> <u>2</u>	Hold Beam Shelves.....	<u>—</u>
Upper Deck.....	<u>2</u> <u>—</u>	Deck Beam ditto.....	<u>4</u> <u>1</u> <u>2</u>

#### Size of Bolts in Fastenings.

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

Her other Foothooks and Top Timbers of 10

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 1/2 f

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 scrimbled 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 choek.

The Main Kelson is composed of Eng. Oak / run fch 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 / run fch

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Beech / 4 1/2

From the first Foothook Heads to the Light Water Mark of Eng. Oak / run fch

From the Light Water Mark to the Wales of —

The Wales and Black-strakes are of —

The Topsides of —

The Sheer-strakes of —

The Gunwales of Scrimbled Oak Water-ways of —

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. / run fch the Stringers of 3 between — and —

The Bilge Planks of Eng. O. / run fch and the remainder of the Ceiling of —

**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 — 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 Spence

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 <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	95	Chain .....	1 1/2	2	Bower, <u>est 2<sup>d</sup> lb.</u>
2	Fore Top Sails,	90	Hempen Stream Cable.....	1 1/2	1	Stream, <u>7<sup>th</sup> 0-00</u>
2	Fore Topmast Stay Sails,	85	Hawser .....	4 1/2	1	Kedge, <u>2-3<sup>rd</sup> 00</u>
1	Main Sails,	50	Towlines .....	3-		All of proper weight.
1	Main Top Sails,	70	Warp .....	3 3/4		
and			All of <u>good</u> quality.			

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

She has One good Long Boat and Wellwinch  
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 "Kavareno" was then opened for special survey. The repairs to our report dated 28<sup>th</sup> April last, the whole of which has been most rigidly completed with and replaced, as follows. Lengthened 14 feet by the keel of 10 feet aloft. The deck rose a misship 13 inches to nothing at each end. Straight Sheer. The Kinn floor, timbrey, keel, keelson, stem, aprons, haub timber, rudder timber, false stern post and Deck beams, &c, are composed of good French Oak. The Deck planking, say all the fore part of the Deck from top to bottom to regular ships, upper Board, black strakes, star sides, sheer strake, plank sheer, & Ceiling inside Cantain Oak. The foremast remains above cut & upheld the new 3 pound stout <sup>diagonal</sup> iron bands with eight bolts in each, each side a misship under the deck beams, copper fastened up to the keels, two new filling pieces starboard side between the heel of the stern timber, one upper & lower plank in the counter, the fore part of the "Deck" run on regular ships. (Water-way) of great strake buff for & aft. Cantain Oak. Copper fastened, then over, run stanchions & bulwarks, strongly fastened and caulked all over. One 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 little sheathing to go aboard, and unfitly to destruction to the first description of the first class. To be applied by, and which I strongly recommend to the highest consideration of your most interested Committee to the most extended period. The vessel has strong iron clamps in lieu of hot beams 4 1/2 inch thick fore & aft.

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, Peter Collins  
about 10.6 10/10/37 Surveyor of Shipping

Committee Minute 183

Character assigned Returned to A 1 for 7 Years