

Guernsey 129  
Guernsey 26 & 27 April 1837

We the undersigned in obedience to an order from the Committee of Lloyd's Register of British and Foreign Shipping dated 14<sup>th</sup> Instant, and at the Request of Mess<sup>rs</sup> John Mauger & Co. Owners of the Schooner "Navarino" of Guernsey have been onboard and held a special Survey upon said Schooner "Navarino" and find as follows:—

That the keel is hauled up on a slip for the purpose of lengthening 16 feet by the Booms and Under Operation the planks drawn off in regular shifts of not less than six feet and <sup>two</sup> three strakes between, The Stern, Knight heads, House timbers, Aprons, fore end of Helson 24 feet long, five floors together with the whole of the Timbers in the addition at length an keel and composed of good hard French Oak.

All the remaining above the keels, Plank sheers, Water ways, sheer strakes and next strake of the Deck to the Water ways and both quarter timbers out, exposing to view the whole of the upper futtocks and top timbers <sup>also</sup> the ends of the Deck beams, their pieces, Clamps and ends of the Wing Irons, Stern frame and ends of planks, all the remaining planks in the bottom dubbed Clean, inside and outside all over. The timber boards up, the floors & Timbers dubbed, then by exposing nearly all the timbers & planks to view,

The four most planks being off both inside and outside in order to make regular shifts, enabled us to examine a greater part of her Timbers, but in order to satisfy ourselves more fully, we recommended the planks over the floor heads, first futtock heads, and under the Stringers or lower Clamps to be taken out, as also two planks



chock aft of the ceiling, in her Run under the Cabin floor,  
the Owners readily complied with our request, and caused  
the same to be removed which exposed the frame fore & aft,  
together with a plank in the upper Course of the Bottom between  
the light water mark being, on both sides; - We find her tho-  
roughly Copper fastened up to the keel, and the Helson well  
botted through every floor. The timbers English Oak, dyed square,  
the planks from One Strake under the light water <sup>mark</sup>, up wards Eng-  
lish Oak, and beech under, and the <sup>cutting</sup> also of English Oak, of the  
best, free from sap and perfectly sound. With the exception  
of eight third futtocks <sup>on</sup> the larboard side and seven of the  
starboard side in midships, showing symptoms of defect.

We recommended them to be taken out which has been  
accordingly done, to be replaced with new, also new chocks on  
the floors of futtock beams with abutts at each end, and all the  
original treenails to be driven out, and all the Deck fastenings  
to be run fore & aft.

Consequently the "Navarino" besides the lengthened  
part will have new Topsides, sheer strakes, Plank sheers,  
Water ways, Stations of bulwarks fore & aft both sides, the fore  
part of the Deck run in regular shifts, the remaining part  
and Comings being perfectly sound and Copper fastened,  
the vessel throughout treenailed, but botted and caulked  
all over, she will in our opinion be a very strong, and  
efficient vessel, and entitled to restoration to the first descrip-  
tion of the first class for the most extended period which  
will be attained in the printed report when the repairs are  
completed.

Given under our hands  
in Guernsey, the 28<sup>th</sup> day of April 1837

Peter Collas Surveyor for Guernsey -

William Ransome Engineer for Guernsey -

Lloyd's Register  
Foundation