Notes on Venice's Ship-Breaking Industry and the Scrap Market in the Sixteenth Century

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Abstract

In the past few decades the infamous business of ship demolition has gradually moved eastward from the less industrial parts of Europe to developing countries like India and Bangladesh. In the sixteenth century, this profitable industry thrived alongside shipbuilding at the very heart of Europe's maritime powers. The rare discovery of two contracts with ship-breakers from Venice sheds valuable light on a largely obscure yet crucial practice that ensured the Republic a steady supply of reusable materials for building new ships, edifices, and infrastructures in a period of general depletion of sources of timber in northern Italy and Istria.

The dismantling and demolition of ships was probably one of the biggest recycling operations in early-modern societies and indispensable to the shipping industry as a whole, but the sources available to date have revealed little about the actual procedures involved in ship-breaking and the subsequent reuse and resale of the resulting materials. It remains unclear, for example, whether there was a distinct class of professional ship-breakers and wrecking crews, or if certain shipyards specialized in this extremely labour-intensive business. Nor do we know where the retrieved parts were stored or who sold on to ship-builders and owners looking for bargains. My lucky discovery of two rare notarial contracts for ship demolition in Venice dating from the first half of the

sixteenth century affords new insight into the practice of disassembling hulks which, despite rot, damage, and wear and tear, offered vast supplies of materials, some intact and repurposed for new ships, some reusable as building material for the city, some good perhaps only as firewood. These contracts also highlight the importance of reusable timber and other salvaged materials for Venice's shipping industry and public infrastructures, which, without this ready source of supply, might well have been crippled.

Scuttled ships and recycled timber

In the final stages of their life-cycle, many ships became uneconomic to run: the timber was rotten and the iron joints too corroded and fatigued to be trusted. Old ships were repurposed as floating warehouses or used as rafts or work-boats. Obsolete vessels were frequently scuttled to create artificial barriers, piers, and foundations for breakwaters, but not before all the valuable parts and fittings had been removed. An excavation on the submerged island of San Marco in Boccalama, in the south-central part of Venice's lagoon, revealed two empty hulls of a fourteenth-century galley and a *rascona*,[1] the superstructures of which had been removed beforehand. The wrecks were utilized as foundational supports of an imposing wood edifice erected between them, thought to have been a vast covered shed for vessels.[2] This practice was also used to develop port infrastructures in Venice's overseas possessions. In 1499, for example, the governor of Zante proposed that an old galley be scuttled to shore up the town's ailing breakwater, and for this purpose a decommissioned *arsil grosso* was eventually sent in 1508.[3] In 1530 a great galley (*gallea*

[1] *Rascona*: a flat-bottomed boat typically used for goods transport on rivers and the lagoon.
[2] M. D'Agostino, S. Medas, "Excavation and Recording of the Medieval Hulls at San Marco in Boccalama (Venice)", in *The INA Quarterly*, vol. 30, no. 1, Spring 2003, pp. 22-28.
[3] An *arsil* was a seagoing landing craft propelled primarily by oars that was used to convey a landing force or equipment: Archivio di Stato di Venezia (hereafter: ASVe),

grossa), devoid of its castle, was despatched on its final journey, to be scuttled at the breakwater of the port of Piran in Istria.[4] A similar vessel was spared to protect the port of Capo d'Istria (Koper) in 1539.[5] The safety of the vessels calling in the port of Rethimno, Crete, depended on the construction of an artificial barrier on the foundations of two light galleys that had been scuttled for that purpose.[6] As part of a scheme to attract a larger share of maritime traffic in the Ionian Sea and the Gulf of Patras, it was suggested in 1551 to extend Zante's breakwater further by submerging two great galleys (*gallee grosse*) no longer deemed seaworthy.[7]

Although some vessels met their sorry end in the depths of the Mediterranean, mouldering on a seabed of slime and mud, most of the once-proud ships ended up being broken up and sold for reusable components or recycled for other purposes. The dismantling procedure was called *disfare* and the ship's status defined as *andar alla mazza* (under the sledgehammer).[8] Venice itself appears to have offered a relatively good market for second-hand parts and needed salvage timber for infrastructure construction. Clues about the "afterlife" of the recycled materials can be gleaned from the frequent appeals submitted by representatives of local communities, monasteries, churches, or governors asking to be granted obsolete dated military vessels from the public shipyards (the *Arsenal*) for the restoration of public buildings, bridges, windmills, churches, or monasteries.

Such requests were handled by the *Collegio*, the steering committee formed by a council of ministers, or delegated to the Senate, the formal legislative power of the Republic. In 1504, for example, the *Savi agli ordini*, a component of the *Collegio* entrusted with man-

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Senato, Deliberazioni, Mar (hereafter: *SM*), reg. 17, f. 46r, Sept. 1508; M. Sanuto, *I diarii di Marino Sanuto (MCCCCXVI-MDXXXIII)*, R. Fulin, F. Stefani, N. Barozzi, G. Berchet, M. Allegri (eds.), Venice, 1879-1903, II, 573, ref. 7 Feb. 1499.

[4] ASVe, *Patroni e Provveditori all'Arsenal* (hereafter: *PPA*), reg. 8, f. 36r, 9 Nov. 1530.

[5] ASVe, *SM*, reg. 25, f. 41v, 29 March 1539.

[6] *Ibid*., f. 83r, 6 Sept. 1539.

[7] *Ibid*., fil. 8, 198-200, 15 Dec. 1551.

[8] G. Boerio, *Dizionario del dialetto Veneziano*, Venice, 1829, pp. 183, 345.

aging maritime affairs, thwarted the donation of two old light galleys (*gallee sottili*) to the Gesuati monastery in Venice and the complex of San Servolo, citing concern over the dwindling supplies in the public shipyards.[9] In 1510. the governor of Almissa in Slavonia petitioned the Senate to provide him with some old ship's masts – complete with their pulleys and cords – with which to block nighttime access to the city from the river Cetina.[10] Similarly, after the terrible fire in the Rialto in 1515, a decommissioned great galley was supplied for the restoration of the church of San Giovanni Evangelista; a *gallea bastarda* allotted to the monastery of San Domenico; and a light galley to the monks of San Francesco del Deserto.[11] During the War of the League of Cambrai (1509-1516), the distribution of *Arsenal* equipment was drastically reduced,[12] and in 1517 the public shipyards declined to give away obsolete galleys to the monastery of San Giuseppe and for repairs to the church of San Rocco.[13] Beams reclaimed from scrapped vessels were granted, however, to the thirty-four nuns at the monastery dell'Annunziata.[14] In 1519, the public shipyards in Venetian Crete scrapped three defunct galleys for their parts.[15] In 1525, a dilapidated light galley was donated to Chioggia to repair the damage done by the sea to the church of the Madonna della Marina.[16] A spate of natural disasters in 1528 compelled the *Arsenal* to donate three great galleys to ease the economic plight of the nuns of the churches of Santa Maria Maggiore, Spirito

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[9] Sanuto, *I diarii*, V, 788, 31 Jan. 1505.
[10] *Ibid*., XI, 10, 18 July 1510.
[11] *Ibid*., XX, 536, 19 Aug. 1515; *ibid*., XXI, 9, 1 Sept. 1515. The gallee bastarde were a cross between the great galleys and the light galleys, having two rows of oars: M. Bondioli, G. Penzo, "Teodoro Baxon e Nicola Palopano proti delle galee sottili. L'influsso Greco nelle costruzioni navali veneziane della prima metà del XV secolo", in *Archeologia delle acque, semestrale di antropologia, archeologia, etnografia, storia dell'acqua*, 1:2, July-December 1999, p. 75.
[12] ASVe, *SM*, reg. 18, f. 50r, c. 27 June 1514.
[13] Sanuto, *I diarii*, XXIV, 64, 15 March 1517.
[14] *Ibid*., XXIV, 269, 21 May 1517.
[15] *Ibid*., XXVII, 242, 7 May 1519.
[16] *Ibid*., XL, 49, 9 Oct. 1525; ASVe, *SM*, reg. 20, f. 195r, 9 Oct. 1525.

Santo, and Sant'Andrea della Zirada,[17] as well as a light galley to the friars in San Cristoforo della Pace.[18] The monastery complex of Sant'Angelo di Concordia (della Polvere) received a similar demolished vessel in 1533.[19] Similar donations were made to the *Ufficio sopra l'acque*, in charge of the maintenance of lagoon waterways;[20] the nuns of San Daniele (1534);[21] the sisters of San Giacomo di Murano (1536);[22] those of Santa Croce (1538);[23] and the Observant Franciscan friars in San Francesco della Vigna.[24] In 1545, various galley parts were in demand to repair the bridge (*ponte lungo*) over the Grand Canal of Murano.[25] The light galley offered to the nuns in Santa Maria Maggiore in 1547 had to be decommissioned for at least five years and dismantled at their own expense.[26] In 1550 two *arsili* (hulls of light galleys) previously employed in patrol missions in Cyprus were sent to the ship-breakers, their parts to be reused in support of Famagusta.[27] In the same year, following repeated attempts to put up for auction a twenty-year-old decommissioned battleship (*barza di Comun*) at an estimated price of 1,752 ducats including the rigging, the highest bid was a mere 901 ducats, and the Senate decided to dismantle the ship at its own expense and transport the raw materials to the *Arsenal*.[28]

Plainly, religious or public edifices were largely dependent on recycled military vessels, and parts of these defunct galleys prop up public building in Venice to the present day. The evidence concerning the market for private ships sold for salvage is scanty, however.

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[17] Sanuto, *I diarii*, XLIX, 164, 197, 199, 22–30 Nov. 1528.
[18] *Ibid*., XLVII, 153, 29 March 1528.
[19] ASVe, Collegio, Notatorio (hereafter: CN), reg. 22, f. 105v, 19 Aug. 1533.
[20] *Ibid*., reg. 22, f. 171v, 22 Dec. 1534.
[21] ASVe, *PPA*, reg. 8, f. 36v, 24 Feb. 1534.
[22] ASVe, *SM*, reg. 23, f. 152r, 8 May 1536.
[23] ASVe, *CN*, reg. 23, f. 183r, 4 Feb. 1538.
[24] *Ibid*., reg. 23, f. 169v, 18 Sept. 1538; ASVe, *PPA*, reg. 9, f. 16v, 19 Mar. 1540, and further provisions in 1545: ASVe, *SM*, fil. 1, 457, 1 July 1545.
[25] ASVe, *SM*, fil. 1, 535–36 (6 June 1545).
[26] *Ibid*., reg. 29, f. 107v, 29 June 1547.
[27] *Ibid*., fil. 6, 69, 5 Feb. 1549.
[28] *Ibid*., reg. 30, f. 120v, 15 Jan. 1550.

It is assumed that the timber and metal parts above the waterline (opera *morta*, pl. *morti*) – which had a longer life expectancy – were chiefly used to build new ships. In 1548, the heirs of Marc-Antonio Rizzo testified that they had purchased a decommissioned ship for immediate dismantling; the retrieved parts were reused on their newly built ship.[29] In 1567, the ship of Giovan-Battista Panigai met a similar end: it was sold for its parts to Nicolò Grimani, whose son Piero was then building a ship; probably due to its poor condition, the hull of the *Panigaia* was valued at only 300 ducats, while the two experts who prepared an inventory of the rigging and equipment priced the lot at 2,979 ducats.[30] Given the dearth of examples on which we can draw, it is impossible at present to determine the profit margins from selling ships for scrap.

The ship-breakers of Venice

In the period under discussion, the most economically viable method to decommission a ship was beaching. Venice's sandy lagoon and shallows provided near-ideal conditions for stranding the ship ready for dismantling, since high tides would have carried even large round ships ashore, leaving them wedged on the shoals. This practice could have been employed just about anywhere in the lagoon area, but it seems that the island of Poveglia near the port of Malamocco (a distance of about five nautical miles from San Marco) became a sort of "ship graveyard."[31] Notably, throughout the sixteenth century this area served as the city's main protected anchor-

[29] ASVe, *CN*, reg. 26, f. 144v, 24 July 1548.
[30] Ugo Tucci was probably mistaken in assuming that the ship of Giovan-Battista Panigai "che si trovava alla mazza" in Malamocco in 1567 was still repairable: U. Tucci, "Una nave veneziana a metà del Cinquecento", in P. Scaramella (ed.), *Alberto Tenenti. Scritti in Memoria*, Naples, 2005, p. 715.
[31] Poveglia was a place where ships came to die: ASVe, *SM*, reg. 16, f. 84v, 19 June 1505; ibid., reg. 17, ff. 34v, 21 Aug. 1508, 39r, 7 Sept. 1508; *ibid*., fil. 3, 234, 5 Nov. 1546; Sanuto, *I diarii*, V, 17, 16 April 1503, 122, 3 Oct. 1503; *ibid*., VI, 184, 12 June 1505, 281, 7 Jan. 1506, 352, 354, 12 June 1506; *ibid*., VII, 618, 21 Aug. 1508, 627, 7 Sept. 1508.

age for round ships.[32] At a guess, old ships left unattended eventually subsided, and those of doubtful seaworthiness were deliberately stranded on the nearest sandbars to reduce silting in the main channel. This manoeuvre was no easy feat: submerging a large ship and settling it onto an underwater sandbank was a tricky operation requiring the supervision of an experienced eye and an immense amount of manual labour to keep the ship steady and prevent it from drifting or capsizing.

With full sails and keels scraping the channel floors, these cumbrous "whales" would lurch towards the muddy shoals, making the best of their own momentum and the tides. Capstans, winches and anchors were probably employed in the final stages to heave the vessel further onto the sandbar. The partially flooded scrap would repeatedly battle against capsizing while at the same time succumbing to the cutters' axes. Although it dates from a later period, a drawing of a tilted vessel named *Sferamondi* that was submerged in Poveglia in 1622 suggests that one way to prevent further listing was to fasten ropes and cables to nearby lighthouses or edifices and cast anchors in opposite directions.[33] As is clearly shown in the same drawing, a considerable part of the vessel lay below the waterline (*la linea del comune dell'acqua*). Difficulties encountered during the demolition of a seventeen-year-old war galleon that was submerged in Poveglia in 1547 suggest that large vessels were scrapped in stages. The original plan was to dismantle the parts that were not in constant contact with saltwater – the superstructure and down to the lower deck – *in situ* and to convey the rest of the hull to Venice's shipyards, where it would be hauled out for the completion of demolition. In the event, it proved impossible to extract the remains from the seabed without first removing part of the lower deck and the skeleton as well.[34]

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[32] A severe silting problem had turned the port of San Nicolò (the northern entrance to the lagoon) inaccessible to large round ships. See B. Zendrini, *Memorie storiche dello stato antico e moderno delle lagune di Venezi*a, Padova, 1890, [reprinted in 1998.], I, pp. 130-32, 156-58, 168-69.

[33] ASVe, *Savi ed esecutori alle acque* (hereafter: *SEA*), bus. 121, 394-95, 15 June 1622.

[34] ASVe, *SM*, reg. 29, f. 103v, 10 June 1547; *ibid*., fil. 3, 234, 5 Nov. 1546. The *galion di*

The records of the Venetian notary Agostino Pellestrina include a contract for ship-breaking signed between Thoma Duodo q. Hieronimo and a team of caulkers. Judging by their profession, the latter probably had the most intimate knowledge of the vessel, certainly of the hull, as their job was either to rivet the lateral planks to the skeleton or to stuff hemp between the joints and coat the planks with pitch.[35] The ship in question was the *Cornera e Duoda grossa* of 800 *botti* (about 480 tons),[36] one of the most celebrated vessels of its era. It had been built in January 1531 and in the eleven years of its fabled career had completed between fourteen and sixteen commercial voyages, mostly to the Levant.[37] Captain Agostino Peliziero, son of Dimitri, was in command on the final voyage to Syria in September 1541. From Syria, the ship proceeded to Cyprus, where it was still reported in November of the same year. The date

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Comun built by Matteo Bressan was launched on 11 August 1530. However, the arming and commissioning was not completed before mid-1531: Sanuto, *I diarii*, LIII, 432, 11 Aug. 1530; *ibid*., LIV, 441, 22 May 1531.

[35] J-C Hocquet, "Squeri e unità mercantili", in A. Tenenti, U. Tucci (eds.), *Storia di Venezia*, vol. XII: Il mare, Rome, 1991, p. 343.

[36] Venetians used the *botte* (pl. *botti*) as a popular unit of measurement of the capacity of ships. Frederic C. Lane equated 1 *botte* to 0.6 metric tons of cargo a ship could carry, which is practically the same as deadweight tonnage. See F.C. Lane, *Venice, A Maritime Republic*, Baltimore, 1973, pp. 479-480.

[37] The *Cornera e Duoda grossa* was launched in January 1531 and had the following itinerary: Syria (1531); Cyprus (1532); it was then repaired and sailed to Thessaloniki and Sicily (1533); Cyprus (1534); Syria (1535); unknown destination and later Syria (1536); unknown destination and was later retained in Venice (1537); the itinerary of the ship is less clear during the war between Venice and the Ottomans; Cyprus (1540); Cyprus and then repaired in Venice, and returned to Cyprus (1541). The ship returned from Syria in early 1542, and was later scrapped: ASVe, *SM*, reg. 22, ff. 58v, 7 Jan. 1531, 74r, 28 March 1531, *ibid*., reg. 23, ff. 169r, 1 July 1536, 170r, 10 July 1536; ASVe, *CN*, reg. 22, ff. 99v, 5 July 1533, 173, 30 Dec. 1534, *ibid*., reg. 23, ff. 56r, 13 Feb. 1536, 79r, 1 July 1536, 100r, 2 Jan. 1537, ASVe, *Consiglio di dieci, Deliberazioni, Comuni* (hereafter: *CXDC*), fil. 26, fasc. 1, 10 Sept. 1539, *ibid*., fil. 28, fasc. 213, 9 Feb. 1541; ASVe, *Capi del Consiglio di dieci* (Cap *CX*), *Lettere dei rettori*, bus. 289, ff. 76, 7 Sept. 1534, 79, 26 Oct. 1534, 92, 21 Apr. 1535; ASVe, *Miscellanea Gregolin*, bus. 12bis-II, 14 April 1540, [25 Aug. 1540], [20 Sept. 1540]; ASVe, *Provveditori al Sal*, bus. 67, reg. 15, ff. 93v, 24 May 1541, 101v, 13 June 1541; ASVe, *Notarile, Atti* (hereafter: *NA*), bus. 10636, reg. 17, f. 283r, 24 Mar. 1542, *ibid*., bus. 10637, f. 7r, 19 June 1542; Sanuto, *I diarii*, LIV, 219, 6 Jan. 1531, 353, 28 Mar. 1531, *ibid*., LV, 299, 29 Dec. 1531, *ibid*., LVII, 242, 20 Nov. 1532, 289, 29 Nov. 1532, *ibid*., LVIII, 492, 26 July 1533, 714, 23 Sept. 1533.

of the vessel's arrival back in Venice is not documented, but it would be reasonable to conjecture that the return voyage somehow took longer than expected.

On 24 March 1542, acting on behalf of the other shareholders, Zuane Corner q. Zorzi and Antonio Bragadin, son of Andrea, the said Duodo contracted the services of four caulkers – Zuane de Francesco Zarabin, Polo de Bernardin da Locha, Zorzi de Leonardo da Locha, and Matteo de Alvise Zarabin – to promptly break up the ship, which at the time lay in Poveglia. The caulkers were required to dismantle the hull and arrange all the metal parts by type, along with any timber worth salvaging. For the job, Duodo was willing to pay them 62 ducats in instalments, according to their progress. It must have taken several months for a large cargo vessel to literally vanish from sight. During the job, Duodo vowed to supply the workers with two hefty barrels of good wine (*bon vin*). In part-payment, the rotten bits of the planks and timber would be left for the caulkers. The procedures and specifics were probably familiar to those involved, since many otherwise trivial details were omitted from the contract (*segondo l'uso et costume de Venetia*). Thus, for example, after breaking up and removing the superstructure and the parts above waterline, the rest of the hull – that is, the hold containing the ballast (*saorna*, or *zavorra*) – had to be hoisted out of the mud and hauled off. This was the responsibility of the shipowners themselves, who also bore the expenses.[38]

The four senior cutters clearly had a good knowledge of how such ships were built; this they had learned by observation and practice, since there were no construction plans to indicate which section to cut and in what order, or how they would fall. It is safe to assume that demolition crews included scores of workers who ripped apart gigantic ships with their bare hands for a pittance. When extra labour was required, day workers and even children and beggars were easily lured by a few *denari*. The injuries sustained on the job were prob-

[38] ASVe, *NA*, bus. 10636, not. Agostino Pellestrina, f. 283r, 24 March 1542.

ably too numerous to count, for these workers salvaged the ship without any protection, and each blow delivered to the structure might cause a large piece of timber to fall or an entire section to collapse. Today, ship-breaking is considered one of the world's most dangerous industries and it is extremely labour-intensive. In the sixteenth century, there were no dangerous vapours or combustible fumes locked beneath decks, but there is little doubt that the stench of the bilge required a strong stomach. For many of these workers, this was as cheap as life gets, yet the contract suggests that the contractors (the four senior cutters) expected to make good profits by reselling their share in the scrap. The contract also implies that during vessel demolition nothing was wasted; metal rivets and bolts were removed by hand, quarters and bunk areas emptied, equipment and appliances pulled apart manually bit by bit – the sheer quantity of items being resold or used again must have been phenomenal.

Luckily for us, three months later, on 19 June 1542, Duodo signed a new agreement with only one of the caulkers, Zuan de Francesco Zarabin. Whatever the reason was for rescinding the first agreement, this switch permits us to ascertain the differences between the two contracts. For one, the salary of 95 ducats in the second agreement was considerably higher, and it was to be disbursed in daily payments rather than according to progress. While no barrels of wine were mentioned, the caulker reserved the right to keep all the timber parts deemed rotten or otherwise useless. The job of hauling the carcass of the hull out from the sandbank remained the responsibility of the owners. The new agreement with the caulker was more elaborate as regards the removal of the planks (*mageri* or *majeri*), the supports of the decks, and parts of the rigging. Transport of the dismantled materials and timber from Poveglia to Venice was the responsibility of the caulker, together with all the associated expenses. From Poveglia, they would be loaded onto a *burchiella* and transported to a warehouse of Duodo's choice and at his expense.[39]

[39] *Ibid*., bus. 10637, not. Agostino Pellestrina, ff. 7r-7v, 19 June 1542.

A contract for ship-breaking signed between the owners of the ship Cornera and a team of caulkers, 24 March 1542[40]

[283r]

1542, a dì 24 Marzo, ad canc(ellum).

El mag(nifi)co m(esser) Thomao Duodo fo del m(a)g(nifi)co m(esser) Hieronimo, per nome suo et del cl(arissi)mo m(esser) Zua(n) Corner, et del m(agnifi)co m(esser) Ant(oni)o Bragadin, p(er) li quali p(ro)mette de rato da una p(ar)te. Et s(ier) Zua(n) de Franc(esc)o Zarabin calafado, et s(ier) Polo de B(er)na(r)din da Locha, et s(ier) Zorzi de Lunardo da Locha, et s(ier) Mathio de Alvise Zarabin calafadi, dal'alt(r)a parte. Sono rimasti d'accordo che li preditti calafadi p(ro)metteno desfar una nave de ditti zentilho(men)i, segondo l'uso et costume de Venet(i)a. Et questo più presto serà possibile. Essendo ditti callafadi tenuti et obligati scuoder tuta la feramenta, cussì de pironi grossi come menud(i). Et similiter se obligano scuoder tuto el legname intriego che potessi vegnir. Per sallario verame(n)te et mercede de li ditti el p(re)fat(o) m(esser) Thomao, p(er) nome suo et de li ditti ut supra, dar p(ro)mette ducati sesanta do da l(ire) 6 s(oldi) 4 p(er) d(ucato). Et due barille de bon vin de sechi sie l'una. Liqual danari el p(re)fat(o) m(esser) Thomao facendo ut s(upra) dar p(ro)mette ali ditti de tempo in tempo, sego(n)do che lavorerano. Et p(ro)mette ditt(o) m(esser) Thomao lassar far li cugni ali p(re)ditti calafadi del legname più tristo de ditta nave. Laqual nave lui m(esser) Thomao sia obligato far tirar in terra et farli cavar la saorna qua(n)do serà al termine. El qual m(er)cado ditt(o) p(ar)te p(ro)meteno obs(er)var.

T(este)s: m(esser) Ant(oni)o Corso fo de s(ier) Bort(hol)o, et s(ier) Alvise Berengo, armiraglio del porto de Malamoco.

[40] ASVe, *NA*, bus. 10636, not. Agostino Pellestrina, f. 283r, 24 March 1542.

A second contract for ship-breaking signed between the owners of the ship Cornera and the caulker Zuane di Francesco Zarabin, 19 June 1542[41]

[7r]

1542, die lune, 19 Junii, ad cancell(um).

El sp(ectabi)le m(esser) Thomao Duodo, facendo p(er) nome suo, del m(agnifi)co m(esser) Zua(n) Corner fo del cl(arissi)mo m(esser) Zorzi, et del m(esser) Ant(oni)o Bragadin del m(agnifi)co m(esser) Andrea, p(er) liq(u)ali p(ro)mette di ratto e rimasto d'accordo cu(m) s(ier) Zua(n) di Franc(esc)o Zarabi(n) calafado, qui p(rese)nte, chel ditto s(ier) Zuane p(ro)mette desfar una nave de ditti zentilho(men)i, segondo l'uso et costume de Venetia. La qual nave al p(rese)nte è a Poveia, fo la nave de m(esser) Jac(om)o Corner e fradelli. Essendo tenuto ditto s(ier) Zuane scuoder li majeri, cadene de le coverte, et corde, zoè quelli che potrano venir, et le feram ent(a) intriegi, cussi menudi come grossi, zoè rodelle et hordiari. El qual legname de dita nave lui s(ier) Zuane debi far condur qui a Venetia a sue spexe. El qual sia descargato a spexe del p(re)fat(to) m(esser) Thomao de burchiella in magazen, dove piacerà al ditt(o) m(esser) Thomao. Per sallario verame(n)te et m(er)cede ditt(o) m(esser) Tomao, p(er) nome u(t) s(upra), p(ro)mette dar al p(re)fat(to) s(ier) Zuane ducati novanta cinq(ue) a l(ire) 6 s(oldi) 4 p(er) d(ucato). Liqual p(ro)mette dar p(er) zornata. Dechiarando che ditto s(ier) Zuane debi far li cugni del legame più tristo de ditta nave. [7v] D(el)l'aqual nave lui m(esser) Tomao debi far cavar la saorna. Cassa(n)do et anullando un'alt(r)o instr(ument)o de accordo fatto a dì 24 Marzo prox(imo) passato. Itach(e) sii de niu(n) vallor, come se far no(n) fusse.

T(este)s, m(esser) Lunardo Varienti fo d(e) m(esser) Renaldo, et m(esser) Andrea Curcumeli de Candia.

[41] Ibid., bus. 10637, not. Agostino Pellestrina, ff. 7r-7v, 19 June 1542.

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