

No. 1193 Survey held at London Date October 4th 1845
 on the Marca Master J. C. Krommy
 Tonnage 145 Built at Hickmunde When built 1833
 By whom built J. C. Krommy Owners Quermann
 Port belonging to Hickmunde Destined Voyage Alton
 If Surveyed Afloat or in Dry Dock Afloat

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
Scantlings of Timber.					
Timber and Space	Inches.	Inches. Middle	Inches. Ends	Thickness of Plank.	
Floors	9 6	12	13	Outside.	Inside.
1 st Foothooks	11			Keel to Bilge	Foot Waling
2 nd Ditto				Bilge Planks	Bilge Planks
3 rd Ditto				Bilge to Wales	Ceiling in Flat
Top Timbers				Wales	Ditto Bilge to Clamp
Deck Beams	10	8		Topsides	Hold Beam Clamps
Hold Beams		9		Sheer Strakes	Deck Beam Ditto
Keel				Plank Sheers	Ceiling 'twixt Decks
Kelsons	14	11		Water-Ways	Hold Beam Shelves
				Upper Deck	Deck Beam Ditto

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling		Hold Beam	
Scarphs of Keel		Butt End Bolts		Deck Beam	
Floor Timber Bolts		Lower Pintle of the Rudder			
Kelson ditto					
Transoms and throats of Hooks					
Arms of Hooks					

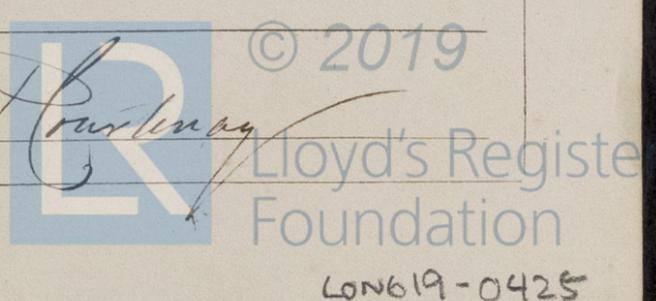
Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is — Inches. The Stem, Stern Post, are composed of Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Oak and are — free from all defects. When seen
 The Floors and first Foothooks are composed of Oak Timber.
 The other Foothooks and Top Timbers of Oak
 The Shifts of the first and second Foothooks are not less than — N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are —
 The Frame is well squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is —
 The alternate Frames are — bolted together. N. B. If not, state how bolted.
 The Butts of the Timbers are — close together; their thickness not less than — of the entire moulding at that place.
 The Frame is — chocked with — Butt at each end of the chock.
 The Main Kelson is composed of Oak and the False Kelson of None.
 The Scarphs of the Kelsons are not less than 7 feet — inches.
 The Deck and ~~Hold~~ Beams are composed of Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Noted to be Oak
 From the first Foothook Heads to the Light Water Mark of Oak
 From the Light Water Mark to the Wales of Oak
 The Wales and Black-strakes are of Oak The Topsides of Oak
 The Sheer-strakes and Plank-sheers of Oak The Water-ways of Oak
 The Decks of Scrimed Oak State of Good
 The Shifts of the Planking are not less than 4 Feet — Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought 2 & 3 — between

Planking Inside.—The Limber-strakes are composed of Oak the Bilge Planks of the same
 The Ceiling, Lower Hold, of Oak Between Decks of the same
 Shelf Pieces of — Clamps of Oak

Fastenings.—To Hold Beams
 Deck Beams 2 Good Pumping Pieces of Oak
 Number of Breasthooks None Pointers — Crutches the wood
 Butts End Bolts are of Iron in the Bottom, and 100 Bolt in each Butt End through and clenched.
 Bilge and Footwaling Iron bolted through and clenched.
 General Quality of Workmanship Good

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Name — Surveyor's Name J. C. Krommy



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

11933 ton

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .	Fathoms.	Inches.	N ^o .		
Fore Sails,	90	Chain	2	Bower,	<u>Sufficient</u>
Fore Top Sails,	80	Hempen Stream Cable	8	Stream,	<u>Washed</u>
Fore Topmast Stay Sails,	100	Hawser	5	Kedge,	
Main Sails,	100	Towlines	4		<u>Book anchor</u>
Main Top Sails,		Warp			
and		All of <u>good</u> quality.			

11th July 1845
Bill for Anchors
produced

Her Standing and Running Rigging 4th fitted sufficient in size and good in quality.

She has One Long Boat and One other

The present state of the Windlass is good Capstan good and Rudder good

General Remarks—Statement and Date of Repairs.

Noted to have had repairs put in in each timber in each plank, and greater part new plank sheered in 1844 which is verified by inspection. She appears throughout in every accessible part in a good and efficient condition, fit for the conveyance of any and perishable cargo and may be classed as under

If Sheathed, Doubled, Felted, or Coppered Sloop When last done when Steam Anchor is

I am of opinion this Vessel should be Classed A1 Sufficient

The Amount of the Fee.....£ 2 is received by me, A

Special£ : : -

Certificate (if required)£ : : 5: - A

Committee's Minute 10th Oct 1845

Character assigned A1

Handwritten signature: J. G. Linnay