

No. 3048 Survey held at Sundaland Date October 1846 Rec 22/10/46 3048
 on the Ship "Conquering Hero" Master Wm Nordue
 Tonnage 319 Built at Sundaland When built 1846
 By whom built W. Naisby Owners J. A. Barnes
 Port belonging to Newcastle Destined Voyage Mediterranean
 If Surveyed Afloat or in Dry Dock during Building

Length aloft	Feet. <u>95</u> Inches. <u>6</u>	Extreme Breadth	Feet. <u>26</u> Inches. <u>6</u>	Depth of Hold	Feet. <u>17</u> Inches. <u>4</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space	each <u>12 1/4</u>	Inches. Middle <u>12</u> Ends <u>9 1/2</u>	Outside.	Inches.	Inside.	
Floors	sided <u>12</u>	Moulded <u>12</u> <u>9 1/2</u>	Keel to Bilge	<u>3</u>	Foot Waling	<u>3</u>
1st Foothooks	" <u>10</u>	" <u>8 1/2</u>	Bilge Planks	<u>4</u>	Bilge Planks	<u>4</u>
2nd Ditto	" <u>9.10</u>	" <u>8</u>	Bilge to Wales	<u>3</u>	Ceiling in Flat	<u>2 1/2</u>
3rd Ditto	" <u>8 1/2</u>	" <u>7</u>	Wales	<u>4 1/2</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
Top Timbers	" <u>8</u>	" <u>5</u>	Topsides	<u>2 1/2</u>	Hold Beam Clamps	<u>4</u>
Deck Beams N ^o <u>22</u>	Average Space <u>3 to 4 ft</u>	" <u>9</u>	Sheer Strakes	<u>3 1/4</u>	Deck Beam Ditto	<u>3</u>
Hold Beams N ^o <u>13</u>	Average Space <u>4-6</u>	" <u>11</u>	Plank Sheers	<u>3</u>	Ceiling 'twixt Decks	<u>2 1/4</u>
Keel	" <u>11</u>	" <u>9</u>	Water-Ways	<u>4 3/4</u>	Hold Beam Shelves	<u>13 1/4</u> <u>5</u>
Kelsons	" <u>12</u>	" <u>26</u>	Upper Deck	<u>3</u>	Deck Beam Ditto	"

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
Heel-Knee, and Dead Wood abaft	<u>1:1 1/8</u>	Bolts thro' the Bilge and Foot Waling	<u>1/6</u>	Hold Beam	<u>1: 1/2</u> <u>3/4</u>
Scarpns of Keel	<u>13/16</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>1/6</u> <u>3/4</u> <u>5/8</u>
Floor Timber Bolts	<u>1</u>	Lower Pintle of the Rudder	<u>3</u>		
Kelson ditto	<u>1/2: 1</u>				
Transoms and throats of Hooks	<u>1: 7/8</u>				
Arms of Hooks	<u>7/8: 3/4</u>				

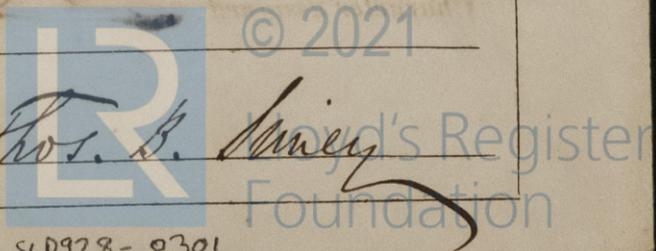
Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is one Inches. The Space between the Top-timbers is 2 to 4 Inches. The Stem, Stern Post, are composed of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng Oak and are affly free from all defects. The Floors and first Foothooks are composed of Eng & Fir^m Oak Timber. The other Foothooks and Top Timbers of Eng Oak. The Shifts of the first and second Foothooks are not less than 1/4 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good. The Frame is qually squared from the first Foothook Heads upwards, and tolerably free from sap, and from thence downwards, the frame is qually well squared. The alternate Frames are all bolted together. to the 2^a Las N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/5 of the entire moulding at that place. The Frame is cop chocked with no Butt at each end of the chock. The Main Kelson is composed of Amer Oak and the False Kelson of Amer Oak. The Scarphs of the Kelsons are not less than 6 feet 3 inches. The Deck and Hold Beams are composed of Hettin & Eng Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer Elm. From the first Foothook Heads to the Light Water Mark of Amer Elm. From the Light Water Mark to the Wales of Hettin & Fawzig Oak. The Wales and Black-strakes are of Fawzig & Hettin Oak. The Topsides of Hettin Oak. The Sheer-strakes and Plank-sheers of Hettin Oak. The Water-ways of Fawzig Oak. The Decks of Y. Pine. State of . The Shifts of the Planking are not less than 1/2: 5 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 thoatly free between the Bilge Planks of Hettin Oak.

Planking Inside.—The Limber-strakes are composed of Amer Oak. The Ceiling, Lower Hold, of Hettin & Amer Oak. Between Decks of P. Pine & Hettin Oak. Shelf Pieces of Hettin Oak. Clamps of Hettin Oak.

Fastenings.—To Hold Beams from Binder bound one Timber Shelf on Top and to pair of Iron Hanging Knees. Deck Beams Wood Lodging Knee & Iron Eng Hanging Knees. Number of Breasthooks Six. Pointers one pair Iron Crutches Two Ironson Pins one each side. Butts End Bolts are of 9 Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling is bolted through and clenched. General Quality of Workmanship fair.

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Signature Wm Naisby Surveyor's Signature Thos. B. Miley



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
No.		Fathoms.		Inches	No.	
2	Fore Sails,	200	Chain	1 3/4	3	Bower, <u>14 1/4</u> <u>14 1/4</u> <u>13 3/4</u>
1	Fore Top Sails,	75	Hempen Stream Cable	8	1	Stream, 4-0-0
2	Fore Topmast Stay Sails,	50	Hawser	13/16	1	Kedge, 1-3-4
1	Main Sails,	50	Towlines	5 1/2		
2	Main Top Sails,	50	Warp	4 1/2		
and <u>others as usual</u>			All of <u>good</u> quality.			

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

She has One Long Boat and Stiff

The present state of the Windlass is good Capstan Wich and Rudder & Beams sufficient patent machine

General Remarks—Statement and Date of Repairs.

Surveyed on the $\frac{9}{4}$ $\frac{20}{4}$ $\frac{29}{4}$ $\frac{9}{5}$ $\frac{20}{5}$ $\frac{3}{6}$ $\frac{17}{6}$ $\frac{25}{7}$ $\frac{12}{8}$

Sheathed, ~~Doubled, Fatted, or Coppered~~ with g. Metal to Lip's ends When last done _____

I am of opinion this Vessel should be Classed S. A. S.

The Amount of the Fee.....£ 3 : 0 : 0 is received by me,

Special£ : :

Certificate (if required)£ : :

Committee's Minute 23^d Oct. 1846

Character assigned A 1 for S. G.



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