

No. 1418 Survey held at London Date March 6 31 1849
 on the "John Anderson" Master E. H. Higgins
 Tonnage 207 Built at N. Scotia When built 1846
 By whom built Doan Owners E. H. Higgins the Captain
 Port belonging to London Destined Voyage Panama
 If Surveyed Afloat or in Dry Dock In Doan's Dry Dock Per W. J. Rogers

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
	<u>95 0</u>		<u>23 10</u>		<u>16 4 10</u>
Scantlings of Timber.					
Timber and Space	each	Feet. Inches.	Feet. Inches.	Feet. Inches.	Feet. Inches.
Floors	sided	<u>23</u>	Moulded	<u>12 10</u>	
1 st Foothooks	"	<u>11</u>	"	<u>12 9</u>	
2 nd Ditto	"	<u>10</u>	"	<u>10 9</u>	
3 rd Ditto	"	<u>9</u>	"	<u>19 7</u>	
Top Timbers	"	<u>9</u>	"	<u>12 6</u>	
Deck Beams N ^o <u>10</u>	Average Space	<u>12</u>	"	<u>12 9</u>	
Hold Beams N ^o <u>12</u>	Average Space	<u>14</u>	"	<u>12 10</u>	
Keel	"	<u>12</u>	"	<u>13</u>	
Kelsons	"	<u>12</u>	"	<u>13</u>	
Thickness of Plank.					
Outside.			Inside.		
Keel to Bilge	Feet. Inches.	<u>3</u>	Foot Waling	Feet. Inches.	<u>5</u>
Bilge Planks	"	<u>4 1/2</u>	Bilge Planks	"	<u>5</u>
Bilge to Wales	"	<u>3</u>	Ceiling in Flat	"	<u>3</u>
Wales	"	<u>4 5</u>	Ditto Bilge to Clamp	"	<u>3 1/2</u>
Topsides	"	<u>3</u>	Hold Beam Clamps	"	<u>4 1/2</u>
Sheer Strakes	"	<u>3</u>	Deck Beam Ditto	"	<u>5</u>
Plank Sheers	"	<u>3</u>	Ceiling 'twixt Decks	"	<u>4 1/2</u>
Water-Ways	"	<u>3</u>	Hold Beam Shells	"	<u>4 1/2</u>
Upper Deck	"	<u>3</u>	Deck Beam Ditto	"	<u>5</u>
Size of Bolts in Fastenings, distinguishing whether					
Copper or Iron.			Iron.		
Heel-Knee, and Dead Wood abaft	Feet. Inches.	<u>1 1/2</u>	Hold Beam	Feet. Inches.	<u>1</u>
Scarp of Keel	N ^o .		Deck Beam	"	<u>1 1/2</u>
Floor Timber Bolts	"				
Kelson ditto	"	<u>1 1/2</u>			
Transoms and throats of Hooks	"	<u>1 1/2</u>			
Arms of Hooks	"	<u>1</u>			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1/2 Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, are composed of Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Birch & Spruce and are free from all defects. The Floors and first Foothooks are composed of Birch & Spruce Timber. The other Foothooks and Top Timbers of Spruce and Beech. 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 N. B. If not, state how bolted. The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well where seen. The alternate Frames are well bolted together. The Butts of the Timbers are well close together; their thickness not less than well of the entire moulding at that place. The Frame is well chocked with well Butt at each end of the chock. The Main Kelson is composed of Spruce and the False Kelson of Birch. The Scarphs of the Kelsons are not less than 6 feet 0 inches. The Deck and Hold Beams are composed of Spruce.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Elm and Birch. From the first Foothook Heads to the Light Water Mark of Spruce. From the Light Water Mark to the Wales of d^o. The Wales and Black-strakes are of Spruce. The Topsides of Spruce. The Sheer-strakes and Plank-sheers of d^o. The Water-ways of d^o. The Decks of Yellow Pine. State of good. The Shifts of the Planking are not less than well Feet well Inches. well 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 well between well.

Planking Inside.—The Limber-strakes are composed of Birch the Bilge Planks of Birch. The Ceiling, Lower Hold, of Birch & Spruce Between Decks of Spruce. Shelf Pieces of Logging Knees of Spruce Clamps of d^o.

Fastenings.—To Hold Beams a pair of Spruce Logging Knees to each Beam end. Deck Beams a pair of Spruce Logging Knees to each Beam end and a thick Nutway all well Bolted. Also seven Pairs of Iron Hanging. Number of Breasthooks Four & a Pair of Pointers a pair of Iron Crutches of Iron at well. Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Footwaling are of d^o bolted through and clenched. a pair of Transom Knees. General Quality of Workmanship good.

We certify that the preceding is a correct description of the above-named Vessel,
Ja. Martin Surveyor's Signature



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and a pair of staple standards now introduced

LON 624-0376

14185 Lon

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.		Inches.	N ^o .	
	Fore Sails,	200	Chain	1 1/4	3	Bowers from 14 to 16
	Fore Top Sails,	75	Hempen Stream Cable	3/4	1	Stream, 7-0-0
<i>More than</i>	Fore Topmast Stay Sails,	90	Hawser	1 1/2	1	Kedge, 4-0-0
<i>two suits</i>	Main Sails,	60	Towlines	3 1/2		
	Main Top Sails,		and others			
			Warp			
and			All of <u>good</u> quality.			

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

She has a Long Boat and two other Boats

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

General Remarks—Statement and Date of Repairs.

*Now done in accordance with Rule for Classing.
a Listing cut out Fore and Aft on each side at
the First Futtock heads the ship sufficiently
open at other parts, Treennails also driven
out at various parts for examination.
Seven pairs of Iron Hanging Knees, and a pair
of Staple Standards introduced to Deck Beams
also a Crutch and pair of Painters added*

If Sheathed, Doubled, Felted, or Coppered Copper Sheathed } When last done Nov^r 1846
upon Paper

I am of opinion this Vessel should be Classed as 1 for 4 years from 1846

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

Special£ 2 : 2 : 0

Certificate (if required)£ : :

Committee's Minute

7th April 1848

Character assigned

421

[Signature]



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