

No. 249 Survey held at Wexford Date 19th March 1855
on the Ship "Marion" Master Wm. Steel
Tonnage Old Built at S. Martin 13 When built See year 1854
By whom built New 15 1/2 Owners Mr. Richard O'Donnell
Port belonging to Wexford Destined Voyage Car diff
If Surveyed while Building, Afloat, or in Dry Dock Surveyed on float - Slip

Length aloft	Feet. 94	Inches.	Extreme Breadth	Feet. 20	Inches. 6	Depth of Hold	Feet. 10	Inches. 7
Scantlings of Timber.			Thickness of Plank.					
Room and Space	Inches. 24		Inches. Middle 12	Inches. Ends 9	Outside.	Inches.	Inside.	Inches.
Floors	sided 11 1/2	Moulded	12	9	Keel to Bilge	2 3/4	Limber Strakes	2 3/4
1st Foothooks	" 11	"	12	12	Bilge Planks	1 1/2	Bilge Planks	1 1/2
2nd Ditto	"	"			Bilge to Wales	3 1/2	Ceiling in Flat	2 3/4
3rd Ditto	"	"			Wales	1 1/2	Ditto Bilge to Clamp	2 3/4
Top Timbers	" 10	"	5 1/2	4 1/2	Short Hoods	1 1/2	Hold Beam Clamps	5 1/2
Deck Beams N° 14	Average Space } 4 feet	" 10	" 10	8	Topsides	1 1/2	Deck Beam Ditto	1
Hold Beams N° 8	Average Space }	" 9 1/2	" 10	8	Sheer Strakes	1 1/2	Ceiling 'twixt Decks	2 3/4
Keel	" 12	"	14	1 1/2	Plank Sheers	1 1/2	Hold Beam Shelves	4
Keelsons	" 12	"	12	12	Water-Ways	5 1/2	Deck Beam Ditto	1
Scarpns of Ditto	two 6 feet	"			Upper Deck	2 3/4		

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

Heel-Knee, and Deadwood abaft	Copper Inches. 3/4	Iron Inches.	Transoms and throats of Hooks	Copper Inches. 1	Iron Inches.	Lower Pintle of the Rudder	Copper Inches. 3 1/4	Iron Inches.
Scarpns of Keel.....N° 3	3/4		Arms of Hooks	3/4	3/4	Hold Beam	3/8	
Floor Timber Bolts	1 1/8		Bolts thro' Bilge & Limber Strakes	3/4	3/4	Deck Beam	3/8	
Kelson ditto	1 1/8		Butt End Bolts	3/4	3/4			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 2 Inches. The Stem, Stern Post, consist of Black Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Spruce & Birch and are quite free from all defects. The Floors consist of Black Birch The First Foothooks of Spruce & Birch Timber. The Second Foothooks of Spruce The Third Foothooks of — The Top Timbers of Spruce 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 Spruce The Frame is — squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is Butt bolted as far as can be seen The alternate Frames are all bolted together to the Gunwale. as far as can be seen 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 — choaked with — Butt at each end of the chock. The Main Keelson is Spruce and free from all defects. The False Keelson is Pitch pine in one butt The Deck Beams consist of Spruce The Hold Beams of Spruce & Birch The Knees of Spruce & Birch

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Black Birch From the above named Height to the Light Water Mark Spruce From the Light Water Mark to the Wales Spruce The Wales and Black-strakes are Spruce The Topsides Spruce The Sheer-strakes Spruce and Plank-sheers Spruce The Water-ways Spruce The Decks Spruce State of New The Shifts of the Planking are not less than 6 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 — between

Planking Inside.—The Limber-strakes are Black Birch the Bilge Planks Spruce The Ceiling, Lower Hold, Spruce Between Decks Spruce Shelf Pieces Spruce Clamps Spruce

Fastenings.—To Hold Beams held secured with Iron Staple Bars across extending from one to the other, likewise 8 pair of Diagonal Pieces extending down to floor heads with a bolt in each place Deck Beams held bolted with 1/2 bolts & Spruce Bars to each beam with the addition of 8 pair of Bar hanging Pieces extending down to hold beams & held bolted with 1/2 bolts Number of Breasthooks Three Pointers Two Crutches Two Bars Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes Copper in bilge bolted through and clenched. 3/4 Treenails of Birch & Spruce How Made Shred General Quality of Workmanship —

We certify that the preceding is a correct description of the above-named Vessel,
Builder's Signature _____ Surveyor's Signature M. D. D. D. D.
SEYFANG AND CO., PRINTERS, FARRINGTON STREET, LONDON. Lloyd's Register Foundation WEX1031-0186

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 .	Weight.
2	Fore Sails,	Chain	150	1 1/2	Bower,	2	11-0-0 each.
1	Fore Top Sails,	Hempen Stream Cable	80	1			
2	Fore Topmast Stay Sails,	Hawser	90	5	Stream,	1	6-0-0
2	Main Sails,	Towlines	80	4			
2	Main Top Sails,	Warp	80	3	Kedge,	1	14-0-0
and <u>well furnished in other Sails</u>		All of <u>Good</u> quality.					

Her Standing and Running Rigging Quite sufficient in size and Good in quality.

She has One good Long Boat and Two Quarter Boats and

The present state of the Windlass is Patent Capstan None Rudder None Pumps Two Donkey

General Remarks—Statement and Date of Repairs.

This is a good & well finished vessel on carlsbe of Colonial built. I have been carefully repaired & also fastened, from keel to topmasts, as follows. — Wood under on keelson of pitch pine — one inch thick, well bolted with 1/2 bolts — one in every other floor, through & through. — 8-Hold beams of pitch pine — carefully fastened with Don Nails. — 12 Hold beam ships of pitch pine — all well bolted with 1/2 bolts. — Limber strake well bolted with 1/2 bolts on in every other floor & clunked. — Two new knees to upper & lower transoms of Don well bolted with 1/2 bolts — all the tree nails from keel upwards — bottom of birch & from bilge up wards of Mahoe. — The hull has been carefully caulked all over. — Spars & all her standing rigging taken down & carefully refitted, & is well found in Stones of every kind, & is fit to take a cargo of dry & perishable goods to any part of the world.

If Sheathed, Doubled, Felted, or Coppered Green on patent Felt When last done 15th March 1855

I am of opinion this Vessel should be Classed A 4 years from the present time

The Amount of the Fee.....£ 2 : 0 : 0 is received by me,

Special£ : :

Certificate (if required)£ : 2 : 6

Committee's Minute 27th March 1855

Character assigned A 1 for 4 Years



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