

No. 180 Survey held at Wexford Date 20th January 1852  
on the Smack "Lucky" Master John Housseaux  
Tonnage 25-ton Built at Wexford When built year of 1837  
By whom built Owners John Cullin  
Port belonging to Wexford Destined Voyage Dublin  
If Surveyed Afloat or in Dry Dock On patent Slips

Length aloft	31	Feet.	Inches.	Extreme Breadth	12	Feet.	Inches.	Depth of Hold	6	Feet.	Inches.
<b>Scantlings of Timber.</b>											
Room and Space	16	Inches.									
Floors	sided 6 1/2	Inches.	Moulded	8	1/2						
1st Foothooks	" 6	Inches.	"	"	"						
2nd Ditto	"	Inches.	"	"	"						
3rd Ditto	"	Inches.	"	"	"						
Top Timbers	" 6	Inches.	"	4	1/2						
Deck Beams N°	Average } 4 1/2 feet Space }	Inches.	"	6	"						
Hold Beams N°	Average } Space }	Inches.	"	"	"						
Keel	" 8	Inches.	"	8	8						
Kelsons	" 8	Inches.	"	10	10						
<b>Thickness of Plank.</b>											
<b>Outside.</b>						<b>Inside.</b>					
Keel to Bilge	2 1/2	Inches.				Limber Strakes	2 1/2	Inches.			
Bilge Planks	3 1/2	Inches.				Bilge Planks	4	Inches.			
Bilge to Wales	2 1/2	Inches.				Ceiling in Flat	2 1/4	Inches.			
Wales	4	Inches.				Ditto Bilge to Clamp	2	Inches.			
Topsides	2 1/2	Inches.				Hold Beam Clamps		Inches.			
Sheer Strakes	3	Inches.				Deck Beam Ditto	4	Inches.			
Plank Sheers	3	Inches.				Ceiling 'twixt Decks	2	Inches.			
Water-Ways	4	Inches.				Hold Beam Shelves		Inches.			
Upper Deck	2	Inches.				Deck Beam Ditto	3	Inches.			

<b>Size of Bolts in Fastenings, distinguishing whether</b>											
<b>Iron</b>						<b>Copper or Iron.</b>					
Heel-Knee, and Dead Wood abaft	1/2	Inches.				Heel-Knee, and Dead Wood abaft	1/2	Inches.			
Scarphs of Keel	N° none	Inches.				Scarphs of Keel	N° none	Inches.			
Floor Timber Bolts	3/4	Inches.				Floor Timber Bolts	3/4	Inches.			
Kelson ditto	3/4	Inches.				Kelson ditto	3/4	Inches.			
Transoms and throats of Hooks	1/2	Inches.				Transoms and throats of Hooks	1/2	Inches.			
Arms of Hooks	1/2	Inches.				Arms of Hooks	1/2	Inches.			
<b>Iron</b>						<b>Copper or Iron.</b>					
Bolts thro' the Bilge and Limber Strakes	1/2	Inches.				Bolts thro' the Bilge and Limber Strakes	1/2	Inches.			
Butt End Bolts	1/2	Inches.				Butt End Bolts	1/2	Inches.			
Lower Pintle of the Rudder	1 1/4	Inches.				Lower Pintle of the Rudder	1 1/4	Inches.			
<b>Iron</b>						<b>Iron.</b>					
Hold Beam		Inches.				Hold Beam		Inches.			
Deck Beam	1/2	Inches.				Deck Beam	1/2	Inches.			

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English oak and are quite free from all defects. The Floors and first Foothooks are composed of English oak Timber. The other Foothooks and Top Timbers of English oak & pitch pine. The Shifts of the first and second Foothooks are not less than 4 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are very good. The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is very good. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are quite close together; their thickness not less than of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. The Main Kelson is composed of English oak and the False Kelson of none. The Scarphs of the Kelsons are not less than feet inches. in one piece. The Deck and Hold Beams are composed of English oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Elm. From the first Foothook Heads to the Light Water Mark of Elm. From the Light Water Mark to the Wales of Red pine very good. The Wales and Black-strakes are of Red pine. The Topsides of Red pine. The Sheer-strakes and Plank-sheers of English oak. The Water-ways of English oak. The Decks of yellow pine. State of very good. The Shifts of the Planking are not less than 7 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 composed of English oak. The Bilge Planks of English oak. The Ceiling, Lower Hold, of English oak. Between Decks of Red pine. Shelf Pieces of English oak. Clamps of English oak.

**Fastenings.**—To Hold Beams Four good oak knees four bolts in each. Deck Beams all well bolted, six iron hanging knees to beams.

Number of Breasthooks 2 oak Pointers Crutches. Butts End Bolts are of half inch in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes half inch bolted through and clenched. Treenails of oak & Hackmatack. General Quality of Workmanship very good.

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature

Surveyor's Signature



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
1	Fore Sails,	120	Chain .....	1 1/2	2	Bower, <i>all good &amp; of</i>
<i>3</i>	Fore Top Sails,		Hempen Stream Cable .....		1	Stream, <i>proper size</i>
<i>1</i>	Fore Topmast Stay Sails,	63	Hawser .....	4	1	Kedge, <i>1 caught</i>
<i>1</i>	Main Sails,	45	Towlines .....	3		
<i>1</i>	Main Top Sails,	60	Warp .....	2		
and <i>some spare sails</i>			All of <u>Good</u> quality.			

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

She has One good Long Boat and

The present state of the Windlass is Good Capstan much and Rudder Good Pumps very Good

**General Remarks—Statement and Date of Repairs.**

This vessel has been repaired on patent ship,  
last month, the following repairs, new waterways,  
of English oak, greater part of Deck, new covering  
boards, several shifts of plank in Whales, & top sides,  
nearly all new sciling, all refastened from keel  
upwards, all new beams, Coarled all over,  
her breast-barks, transoms have timbered, stem  
& stern post, every good, Keel & Keelson very good  
as this vessel has been opened & done under my inspec-  
-tion, & her sciling been all taken off, I had every  
opportunity of seeing every part of her, & no expense  
spared to give her every thing required, I consider now  
in as good Condition, as when first built, rigging  
spars & sails nearly all new, — This vessel is  
in the Coasting trade from Dublin to Wexford  
& in no other trade,  
retains her form perfect,

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed N for two or three years

The Amount of the Fee.....£ 1 : 0 : 0 is received by me, A. Devereux Surveyor

Special .....£ : :

Certificate (if required) .....£ - : 0 : 0 The owner wishes for a Certificate,

Committee's Minute 30th Jan'y 1852

Character assigned N



© 2021

Lloyd's Register  
Foundation