

Survey held at Weymouth Date 30th April 1866
on the Schooner "Sally" Master John Furlong
Tonnage Old 105 Built at Weymouth When built 1866
By whom built John Thomas Doreen Owners John Thomas Doreen Esq
Port belonging to Weymouth Destined Voyage Sancaster
Surveyed while Building, Afloat, or in Dry Dock On Dock Yard

Length aloft 88 Feet. 1 Inches. Extreme Breadth 21 Feet. 8 Inches. Depth of Hold 10 Feet. 3 Inches.

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	9	Moulded	13 9	Keel to Bilge	3	Limber Strakes	2 1/2
1st Foothooks.....	8	"	9 8	Bilge Planks	3	Bilge Planks	4 1/2
2nd Ditto.....	7	"	8 7	Bilge to Wales	3	Ceiling in Flat	3
3rd Ditto.....	6	"	7 6	Wales	4	Ditto Bilge to Clamp	3
Top Timbers	6	"	5 4	Short Hoods	1	Hold Beam Clamps	-
Deck Beams N° 15	8	"	9 6	Topsides	3	Deck Beam Ditto	7 1/2
Hold Beams N°	8	"	9 6	Sheer Strakes	3 1/2	Ceiling 'twixt Decks	13 1/2
Keel	12	"	13 13	Plank Sheers	3	Hold Beam Shelves	-
Keelsons	12	"	14 16	Water-Ways	7 1/2	Deck Beam Ditto	7 1/2
Scarp of Ditto	7	"	7	Upper Deck	3		

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

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	-	1 1/16	Transoms and throats of Hooks	-	1 1/16	Lower Pintle of the Rudder	-	2 1/2
Scarp of Keel.....N° 10	-	3/4	Arms of Hooks	-	3/4	Hold Beam	-	-
Floor Timber Bolts	-	7/8	Bolts thro' Bilge & Limber Strakes	-	3/4	Deck Beam	-	3/4
Kelson ditto	-	7/8	Butt End Bolts	-	3/4			

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 5 Inches. The Stem, Stern Post, consist of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Second Hand Oak and are quite free from all defects. The Floors consist of Second Hand Oak The First Foothooks of Second Hand Oak The Second Foothooks of M. Oak The Third Foothooks of M. Oak The Top Timbers of M. Oak The Shifts of the first and second Foothooks are not less than 2 1/2 inches N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3 inches The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is well squared & quite free from sap The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are quite close together; their thickness not less than half of the entire moulding at that place. The Frame is well choiced with at Butt at each end of the choick. The Main Keelson is Red pine and free from all defects. The False Keelson is of Second Hand Oak The Deck Beams consist of English Oak The Hold Beams of - The Knees of all of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Elm From the above named Height to the Light Water Mark Red pine & Saeck From the Light Water Mark to the Wales Red pine The Wales and Black-strakes are Red pine The Topsides Red pine The Sheer-strakes Red pine and Plank-sheers Red pine The Water-ways Red pine The Decks Yellow pine State of new The Shifts of the Planking are not less than 8 Feet 6 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 Second Hand Oak the Bilge Planks Second Hand Oak The Ceiling, Lower Hold, Red pine & Saeck Between Decks Red pine Shelf Pieces Red pine Clamps Red pine

Fastenings.—To Hold Beams

Deck Beams Iron Staple Number of Breasthooks Three Pointers - Crutches - Butts End Bolts are of 3/4 in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes 3/4 bolted through and clenched. Treenails of English Oak General Quality of Workmanship Do

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

Builder's Signature John Thomas Doreen

Surveyor's Signature John Thomas Doreen

Her Masts, Yards, &c. are in _____ 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	7 1/2	Bower,	25 8 1/2
1	Fore Top Sails,		Hempen Stream Cable	60	5		
1	Fore Topmast Stay Sails,		Hawser	65	3	Stream,	2 1/2
1	Main Sails,		Towlines	40	2 1/2		
1	Main Top Sails,		Warp	40	2	Kedge,	1 1/2
and <i>belonging to the</i>			All of <i>Good</i> quality.				

Her Standing and Running Rigging *Complete* sufficient in size and *Very good* in quality.

She has *One* Long Boat and *Well* Equipped

The present state of the Windlass is *Good* Capstan *Good* Rudder *Good* Pumps *Good*

General Remarks—Statement and Date of Repairs.

The Frame of this Vessel is nearly all second hand timber

The frame of this Vessel though not of second hand timber was wrought & shipped. The quality of the plank is all new & good though not & very well wrought & shipped clear of sap or defect.

Commenced building in July 1865 & launched in the Month of March 1866—Surveyed in the different stages of Building.

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed *A* — *4* years

The Amount of the Fee.....£ 2 : 0 : 0 is received by me, *M. D. O'Connell*

Special£ : :

Certificate (if required)£ : 5 : 0

Committee's Minute *25th May 1866*

Character assigned *1 for 5 Years*

Wrote to Surveyor at Cardiff
Letter to owner 20th Feb 1866
M. D. O'Connell