

No. 6697 Survey held at Sunderland Date August 15th 1859
 on the Sloop "Peterborough" Master Richard
 Tonnage Old Built at Sunderland When built 1859 Launched August 1859
 By whom built Austin & Mills Owners Wm. Thompson, Hankey & Co.
 Port belonging to London Destined Voyage London
 If Surveyed while Building, Afloat, or in Dry Dock during Building

| Length aloft | Feet | | Inches | | Extreme Breadth Outside | Feet | | Inches | | Depth of Hold | Feet | | Inches | |
|------------------------------|-----------|--------|-----------|--------|-------------------------|--------|--------|--------|--------|---------------|--------|-------|--------|-------|
| | 158 | 29 | 4 | 29 | | 19 | 3 | | | | | | | |
| Scantlings of Timber. | | | | | | | | | | | | | | |
| TIMBER AND SPACE | 30 | | 30 1/4 | | Outside | | INCHES | | Inside | | INCHES | | INCHES | |
| Floors | 13 1/4 | 13 1/4 | 11 1/2 | 13 1/4 | 13 1/4 | 11 1/4 | 5 | 4 | 6 | 4 1/4 | 6 | 4 1/4 | 6 | 4 1/4 |
| 1 st Foothooks | 11 1/2 | 11 1/2 | 11 1/4 | 11 1/4 | Garboard to Bilge | 4 | 4 | 4 1/2 | 4 1/4 | 4 1/2 | 4 1/4 | 4 1/2 | 4 1/4 | 4 1/2 |
| 2 nd Ditto | 10 3/4 | 10 3/4 | 10 1/4 | 10 1/4 | Bilge Planks | 4 1/4 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 3 rd Ditto | 9 1/2 | 9 | 9 1/4 | 9 1/4 | Bilge to Wales | 4 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Top Timbers | 9 1/2 | 9 | 9 1/4 | 9 1/4 | Wales | 5 | 5 | 4 1/2 | 4 1/2 | 4 1/2 | 4 1/2 | 4 1/2 | 4 1/2 | 4 1/2 |
| Deck Beams | 24 80 | | 24 80 | | Topsides | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Hold Beams | 24 80 | | 24 80 | | Sheer Strakes | 4 | 4 | 2 1/2 | 2 1/2 | 2 1/2 | 2 1/2 | 2 1/2 | 2 1/2 | 2 1/2 |
| Keel | 14 1/4 | 15 | 14 1/4 | 14 1/4 | Plank Sheers | 4 | 4 | 5 1/4 | 4 1/2 | 5 1/4 | 4 1/2 | 5 1/4 | 4 1/2 | 5 1/4 |
| Scarp of Ditto | 6 feet | | 6 feet | | Waterways | 20 1/2 | 6 1/2 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Keelsons | 15 1/4 | 16 | 15 1/4 | 15 1/4 | Upper Deck | 6 1/2 | 6 1/2 | 6 1/2 | 6 1/2 | 6 1/2 | 6 1/2 | 6 1/2 | 6 1/2 | 6 1/2 |
| Scarp of Ditto | 6 ft 9 in | | 6 ft 9 in | | Lower Deck | 3 1/2 | 3 1/2 | 3 1/2 | 3 1/2 | 3 1/2 | 3 1/2 | 3 1/2 | 3 1/2 | 3 1/2 |

| Heel-Knee, and Deadwood abaft | Copper | | Transoms and throats of Hooks | Copper | | Hold Beam Bolts in | Waterway | Copper | | |
|---|----------------|--------------------------|--|----------------|--------------------------|--------------------|----------|----------------|--------------------------|---------|
| | Inches in Ship | Inches required per Rule | | Inches in Ship | Inches required per Rule | | | Inches in Ship | Inches required per Rule | |
| Scarp of Keel | 1 1/4 | 1 1/4 | Arms of Hooks | 1 1/8 | 1 1/8 | Knees | 1 1/8 | 1 1/8 | 1 1/8 | 1 1/8 |
| Keelson Bolts through Keel at each Floor | 1 1/8 | 1 1/8 | Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors | 1 1/4 | 1 1/4 | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| Bolts through Heels of Timbers against Deadwood | 7/8 | 7/8 | Butt End Bolts | 1 1/4 | 1 1/4 | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | Pintles of the Rudder | 3 | 3 | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Waterway | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Knees | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| | | | | | | Shelf or Clamp | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4</ |

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. |
| Double reefed | Fore Sails, | Chain <i>certificates produced</i> | 240 1 1/2 | Bower, | 3 24.2.23 |
| | Fore Top Sails, | Hempen Stream Cable | 100 7 1/2 | Stream, | 1 5.1.9 |
| | Fore Topmast Stay Sails, | Hawser | 70 1 | Kedge, | 1 2.1.5 |
| | Main Sails, | Towlines | 100 6 | | |
| | Main Top Sails, | Warp | 100 5 | | |
| and | | All of <u>good</u> quality. | | | |

Patent

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

She has One Long Boat and Two other Boats

The present state of the Windlass is good Capstan & Wheel Rudder good Pumps Two Metal

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.

1st. When the Frame is completed April 14th 1859

2nd. When the Beams are put in, &c. May 20th "

3rd. { When completed, and before the } July "
 { plank be painted or payed }

The exterior of this ship including the hull of the bant timbers and the flat of the upper deck is fastened with yellow metal to the entire exclusion of iron

S. Austin & Mills

Peterborough -

Present condition of Caulking of Bottom pieces cut out for examination good Deck, good and Waterways good

~~is~~ Sheathed, ~~Doubled, Felled, or Coppered~~ with yellow metal on felt & paper to water when last done

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

The Amount of the Fee...£ 5: - - is received by me 23/8/59 Thos. B. Lima
Thos. A. Manton
 Special£ 26: " : "
 Certificate£ " : " :

Committee's Minute 26th August 1859

Character assigned As for 13 years

