

Requisition No. 268
 No. 4784 Survey held at Troon Date 3rd June 1864
 on the Ship "Fire Queen" Master _____
 Tonnage Old Built at Troon When built 1864 Launched 24th May 1864
 By whom built New 783 9/100 Owners James Brothers
 Port belonging to London Destined Voyage Glyde to
 Surveyed while Building, Afloat, or in Dry Dock While building

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	165					3 1/4	3				2 1/2	1		
Scantlings of Timber.														
TIMBER AND SPACE	31				3 1/2									
Floors	13 1/2	14			13 1/2									
1st Foothooks	13	13			12									
2nd Ditto	12	12			11									
3rd Ditto	12	10			10									
Top Timbers	10		6 1/2		9 1/2		6 1/2							
Deck Beams } N° 28 Average Space } 4 feet 6 inches	10 1/2	10 1/2	9		9 1/2		8							
Hold Beams } N° 26 Average Space } 4 feet 6 inches	14	14	12		13 1/2		11 1/2							
Hold Beams, length amidships	32													
Keel	16 1/2	15			14 3/4									
Scarphs of Ditto	7 feet				6 feet 3 inches									
Keelsons	18	18			15 3/4									
Scarphs of Ditto	8 feet 6 inches				6 feet 3 inches									

Outside.	INCHES.		Inside.	INCHES.	
	In Ship.	Required per Rule.		In Ship.	Required per Rule.
Garboard Strakes	4 1/2	4	Limber Strakes	10 to 5	4 3/4
Garboard to Bilge	4 1/2	4	Bilge Planks	5 1/2	4 3/4
Bilge Planks	4 1/2	4	Ceiling in Flat	3 1/2 to 4	3 1/2
Bilge to Wales	4 1/2 to 5	4	Ditto Bilge to Clamp	4	3 1/2
Wales	6 1/2	5 1/2	Hold Beam Clamps	4 1/2	4 1/2
Topsides	4 1/2	4 1/2	Deck Beam Ditto	3 1/2	3 1/2
Sheer Strakes	4 1/2	4 1/2	Ceiling 'twixt Decks	5 1/2 to 3 1/2	2 1/2
Plank Sheers	4	4	Hold Beam Shelves	13 1/2 x 10 1/2	5 1/2
Water-Ways } Upper Deck	13 x 12	7	Deck Beam Ditto	15 x 10 1/2	5
Water-Ways } Lower Deck	12 x 10 1/2				
Ditto, faying surface against Timbers	8	7			
Upper Deck	4	3 1/2			

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

	Copper in Ship.	Iron in Ship.	Inches required per Rule		Copper in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadwood abaft	1 3/8	1 3/8	1 3/8	Transoms and throats of Hooks	1 3/8	1 3/8	1 3/8
Scarphs of Keel, N° 8	1 1/8	1 1/8	1 1/8	Arms of Hooks	1 1/8	1 1/8	1 1/8
Keelson Bolts through Keel at each Floor	1 3/8	1 3/8	1 3/8	Thro' Bilge & Limber Strakes	7/8	7/8	7/8
Bolts thro' Heels of Timbers against Deadwood	7/8	7/8	7/8	Thickstuff over Double Floors			
				Butt End Bolts	7/8 + 3/4	7/8 + 3/4	7/8 + 3/4
				Pintles of the Rudder	3 1/4	3 1/4	3 1/4

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 5 to 6 Inches.
 The Floors consist of British Oak The First Foothooks of British Oak
 The Second Foothooks of British Oak The Third Foothooks and Top Timbers of British Oak
 The Shifts of the First and Second Foothooks are not less than Five feet N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are Good
 The Frame is well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared
 The Frames are are bolted together to the Gunwale. N. B. If not, state how bolted.
 The Butts of the Timbers are close together; their thickness not less than 1/3rd of the entire moulding at that place.
 The Frame is chocked with a Butt at each end of the chock. The Main piece of Rudder is British Oak of Windlass is British Oak
 The Keel is American Rock Elm The Main Keelson is Greenheart and free from all defects.
 The Stem, and Stern Post of British Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of British Oak Deadwood, of American Rock Elm to 2 feet and are free from all defects.
 The Deck and Hold Beams of Greenheart The Breasthooks of Iron The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is American Rock Elm
 or to the First Foothook Heads }
 From the above named Height to the Light Water Mark Greenheart
 From the Light Water Mark to the Wales Greenheart
 The Wales and Black-strakes are Greenheart The Topsides & Sheer-strakes East India Teak
 The Spircketting and Plank-sheers East India Teak The Water-ways { Upper Deck East India Teak
 Lower Deck Greenheart
 The Decks Yellow Pine State of Good

The Shifts of the Planking are not less than Six 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 Three between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Greenheart and Motta
 The Ceiling, Lower Hold, and between Decks Greenheart Shelf Pieces and Clamps Greenheart

Fastenings.—To Hold Beams Lodging knees all fore and aft to Hold Beams, and a hanging knee to each beam end, ten pairs of which are hidets
 Deck Beams Lodging knees in mast rooms and main hatchway, and a hanging knee to each beam end

Number of Breasthooks Eight Pointers _____ Crutches Six
 Butt End Bolts are of Yellow Metal in the Bottom: Two Bolts in each Butt End one through and clenched.
 Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of Locust, Greenheart & Motta How Made Turned
 Thickstuff over Double Floors _____ bolted through and clenched. General Quality of Workmanship Very Good
 We certify that the above is a correct description of the several particulars therein given
 Builder's Signature For Portland Ship Building Co Surveyor's Signature J. J. Paul
 J. J. Paul

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.
<i>Two</i>	Fore Sails,	Chain <i>Admiralty test</i>	300	1 1/2	Bower, <i>Admiralty test</i>	1	26.2
<i>Two</i>	Fore Top Sails,	" <i>Stream</i>	80	1 1/2	<i>do</i>	1	26.1
<i>Two</i>	Fore Topmast Stay Sails,	Hempen Stream Cable	90	9 1/2	Stream, <i>Common</i>	1	10.2
<i>Two</i>	Main Sails,	Hawser	90	7 1/2			
<i>Two</i>	Main Top Sails,	Towlines	90	5 1/2	Kedge, <i>Common</i>	1	5.1.2
	and well fared in other sails	Warp			<i>do</i>	1	3.1.2
	<i>rigging is wire</i>	All of <u>Good</u> quality.					

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

She has One Long Boat and Two Life boats, Pinnace, Beg and Jolly Boat
 The present state of the Windlass is Good Two Capstans Good Rudder Good Pumps Two Cast Iron Good

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	} <u>Specially surveyed while building from 15th Nov 1862 to 3rd June 1864 in all 25 visits</u>
2nd. When the Beams are put in, &c.	
3rd. { When completed, and before the plank be painted or payed }	

This vessel has been built under special survey as per order N^o 268; has a full poop and fore-castle, with a House on deck for part of the crew. She has also fourteen diagonal Iron Straps on each side 4 1/2 x 3/4 inch let into the frame on the inside extending from the upper deck beams down over the bilges to lower part of chocks at floor heads

This vessel is fastened with Yellow Metal bolts throughout to the entire exclusion of Iron with the exceptions allowed as per Rule Section 4.6.

Present condition of Caulking of Bottom, New and Good Deck, New and Good and Waterways New and Good

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on Felt When last done May 1864

I am of opinion this Vessel should be Classed B A 1

The Amount of the Fee.....£ 5 : " : " is received by me,

Special£ 39 : 4 : "

✓ Certificate£ " : " : "

Committee's Minute 28th June 1864

Character assigned 1 for 13 Years

Handwritten signatures and stamps, including a large 'R' logo and the text 'Lloyd's Register Foundation'.