

REPORT of SURVEY for REPAIRS.

Rec. 18/8/59

No. 1820 Survey held at Newport Mon Date Nov 16th / 5th February 1858
 on the Screw Steamer "Isabella Scott" Master Robert Sedgwick
 Tonnage 525 Built at Newcastle When built in 1854
 By whom built " Owners Thomas Powell & Co
 Port belonging to Newport Mon Destined Voyage Coaster
 If Surveyed Afloat or in Dry Dock At a Wharf at Newport & Road at Cardiff

Last Survey, No. 1111 Port Iron Classed D Class omitted

REPAIRS Introduced to Koto Beams (which were only single angle ^{3/4} iron) a centre plate $7 \times \frac{3}{8}$, with reverse angle iron $\frac{3}{8} \times 4 \times 3$ all rivetted together, also all new knee plates of larger size, taking four bolts each way, also introduced two additional Koto Beams, aft and an additional Koto Beam forward. Introduced in the bottom deck, a vertical Stringer Plate $1 \frac{1}{2} \times \frac{1}{2}$ well rivetted to reverse angle iron, from fore Bulkhead to after Bulkhead, and the stringer plate of Koto Beams, which did not extend beyond the fore part of Engine Room, has been carried through the Engine Room to the after Bulkhead, by introducing reverse angle iron $\frac{3}{8} \times 4 - 3 \frac{1}{2}$ secured to reverse angle iron, there being no Beams to continue the stringer plate on, in ^{or through} Engine Room. Seven new stanchions from Kelson taking Koto and Deck Beams, of larger dimensions than those that were before in, New $3 \frac{1}{2}$ diameter (the former ones being only $1 \frac{3}{4}$ diameter). Thoroughly cleaned and painted throughout, and found very free from corrosion both externally and internally. Decks & Waterways thoroughly caulked. Boilers also put in proper repair, with the Engine. The bottom cleaned upon the Road at Cardiff about four months since.

Present Condition of the

| | | |
|-------------------------------|----------------------------------|----------------------------|
| Decks | Treenails | Windlass and Capstan |
| Waterways | Breasthooks and Stemson | Pumps |
| Comings | Transoms, Pointers, and Crutches | Boats |
| Upper Deck Beams & Fastenings | Timbers of the Frame | Masts, Yards, &c. |
| Lower Deck Beams & Fastenings | Keelsons | Sails |
| Planksheers | Clamps and Shelves | Anchors No. of |
| Sheerstrakes | Ceiling | Cables |
| Topsides | Rudder | Hawsers and Warps |
| Wales | Copper | Standing & Running Rigging |
| Plank (Bottom) and Counter | | |

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways.

This vessel has been surveyed and the repairs found necessary done as stated above. I am of opinion she is now in a good and efficient state of repair fit for the safe conveyance of dry and perishable cargoes, to and from all parts of the world. I recommend her to be Re-cased A1 for nine years from 1854.

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

Special... 1 : 1 : 0
 attendance during repairs
 Certificate (if required) : 5 : 0

Committee's Minute

19th March 1852

Character assigned

A1 for 6 years
 L.R.

Henry Hayes

on referring to the receipt
 report of this vessel I am
 of opinion that it is
 fit for service.