

16/10/74
"Calabar" 13414 Mer No. 24359 3
LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ENGINEER'S CERTIFICATE.

The following is a true Account of the Particulars of the Machinery and Boilers:—

ENGINES.—Here state description of Engines, whether Direct Acting or Geared, Inverted, Horizontal, Diagonal, or Oscillating Cylinders No. of Cylinders, &c.

Compound, 4 Cylinder, Inverted cylinder, surface condensing, geared engines.

ENGINES, maker of *Randolph Elder & Co*
,, age of *1864*
,, last time taken out *Not Yet*
,, present condition *Good*
Diameter of Cylinder *Four of 2.66" - 2.33" Cyls.*
Length of stroke *42"*
No. per minute of Engines *25 Rev*
,, of Screw *63*
Estimated power *About 250 N.H.P.*
Effective power *Not known*
Diameter of Screw (or Paddle Wheels) *11" 6"*
Pitch of Screw *Not known*
No. of Blades (or Floats) *3 off.*
Description of Screw (or Floats) *Common*
Holding down Bolts, size *2 1/2"*
,, present condition *Good*

Bilge Pumps, No. (*2*) and size *4 3/4*
Feed ,, No. (*2*) and size *4 3/4*
Spare gear, if usual quantity on board Vessel *Yes*
Fuel, where stowed *Bunkers, athwartships & sides*
,, space between Coal Bunkers and Boilers *18" at Back sides 9"*
,, for what quantity is space provided *Not known*
Donkey Engine and Boiler *1 Engine & boiler on deck*
,, if fitted in Engine Room or on Deck *On deck*
,, can pump be worked by hand *No*
,, size of pump (*5"*) and stroke *8" in Engine Room*
,, is hose of sufficient length to reach every part of the Vessel *Yes*
No. (*1*) and continuation of hand pumps, if fitted in Engine Room *In Engine Room*

BOILER.—Here state description of Boiler, and No.; if Tubular, or Flues; No. of Furnaces; if fitted with superheating apparatus; if Fired athwartships, or from fore, or after end of Boiler, &c.

Two horizontal, tubular boilers (round). Three furnaces in each. No superheater, 1 steam chest on each boiler, fired from aft end of each boiler.

BOILER, maker of *Jack & Co Liverpool*
,, age of *New 1874*
,, when last taken out *Good*
,, present condition *Good*
,, working pressure *45 lbs*
No. of surface Blow off Cocks to each Boiler *1 Surface, 1 Bottom to each*

Can each Boiler be used separately *Yes*
What clear space between top of Boiler and woodwork *Side bunkers over boilers no wood work*
What clear space between Funnel and woodwork *4 ft from funnel to stern casing*
Are Engine and Boiler Keelsons well connected fore and aft *Yes*

SCREW SHAFT length *about 100 ft* diameter *10 1/2* Tunnel thickness of plating *3/8"* height *4' 6"*
width *4 ft* if water-tight door on Engine Bulkhead. *Yes*

Port *of Liverpool* 14th day of *October* 1874

I hereby certify, that the whole of the above Machinery and Boilers of the Iron (or Wood) Screw (or Paddle) Steam Vessel "*Calabar*" belonging to *London* whereof *Hutchinson* is Master, *1122* Tons Register, and *250* H.P. have been carefully inspected and examined by me at *Liverpool* and I found the same, at this date, in good order and safe working condition. *Subject to note on other side*

J. G. Kinghorn



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IRON 459-0029

Also charts to be fitted
for barge delivery pipes on ship
side. also rose for big injection
pipe on ship reaching London
after this is done the engines and
boilers will then be in an efficient condition
J. G. Viningham

These small matters have been completed. The
vessel sailed 11th November. Machine working satisfactorily
Cinderma had been cleaned. And settled to feed - the
London and two extra pumps fitted to (see letter to Secretary)
Boilers. These pumps were not cleaned. Mr. Paulsen
Added the figure 1
to the character of
the S.S. Calabar
JMB
13/11/74

Nov. 12th/74



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