

10/10/74

"Calabar" 13414 Mer No. 24,359 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 1/4"
,, 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 } 18" at Back sides 9"
and Boilers }
,, 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 force, 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.

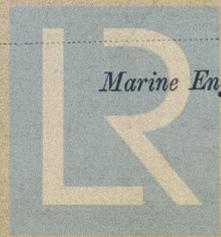
BOILER, maker of Jack & Co Liverpool
,, age of New 1874
,, when last taken out
,, present condition Good
,, working pressure 45 lbs
No. of surface Blow off Cocks to each Boiler } 1 Surface, 1 Bottom to each
SCREW SHAFT length about 70 ft diameter 10 1/2 Tunnel thickness of plating 3/8" height 4" 6
width 4 ft if water-tight door on Engine Bulkhead. Yes

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

Port of Liverpool 14 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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Handwritten notes in the bottom left corner, including "me to" and some illegible scribbles.

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

These small-matter have been completed, the
 vessel sailed 11th Novemb^r. Machin working satisfactorily
Cruiser had been cleared and attache to fleet - the
London and two extra pumps fitted to (see letter to Secretary)
Boilers, these pumps were not repaired. Mrs Paulsen
Add the figure 1
to the character of
the S.S. Calabar
J.M.
13/11/74

