

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 18). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name African Queen
other names/site number Documented Vessel No. 947514
S/L Livingstone

2. Location

street & number 99701 Overseas Highway n/a not for publication
city, town Key Largo n/a vicinity
state Florida code FL county Monroe code 087 zip code 33037

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	_____	_____
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	<u>1</u>	_____
	<input type="checkbox"/> object	_____	_____
		<u>1</u>	<u>0</u> Total

Name of related multiple property listing: n/a
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Suzanne P. Walker 1/15/92
Signature of certifying official Date
Florida State Historic Preservation Officer (deputy)
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:
 entered in the National Register.
 See continuation sheet.
 determined eligible for the National Register. See continuation sheet.
 determined not eligible for the National Register.
 removed from the National Register.
 other, (explain): _____

Cheryl L. [Signature] 2/18/92

Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Recreation and Culture: Motion PictureProp

Current Functions (enter categories from instructions)

Recreation and Culture: Exhibition

7. Description

Architectural Classification

(enter categories from instructions)

n/a

Materials (enter categories from instructions)

foundation n/awalls Metal: Steel

roof n/aother Wood

Describe present and historic physical appearance.

PLEASE SEE CONTINUATION SHEETS

See continuation sheet

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Entertainment

Period of Significance
1951

Significant Dates
1951

Cultural Affiliation n/a

Significant Person n/a

Architect/Builder
Unknown/Lytham Shipbuilding and
Engineering Company

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

PLEASE SEE CONTINUATION SHEETS

See continuation sheet

9. Major Bibliographical References

PLEASE SEE CONTINUATION SHEETS

See continuation sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acres of property Less than 1 acre

UTM References

A

1	7
---	---

5	5	6	6	4	0
---	---	---	---	---	---

2	7	7	5	4	9	0
---	---	---	---	---	---	---

Zone Easting Northing

C

--	--	--	--	--	--	--	--	--	--	--	--

B

--	--	--	--	--	--	--	--	--	--	--	--

--	--	--	--	--	--	--	--	--	--	--	--

--	--	--	--	--	--	--	--	--	--	--	--

Zone Easting Northing

D

--	--	--	--	--	--	--	--	--	--	--	--

--	--	--	--	--	--	--	--	--	--	--	--

--	--	--	--	--	--	--	--	--	--	--	--

See continuation sheet

Verbal Boundary Description

All of that area encompassed within the extreme length and breadth of the vessel.

See continuation sheet

Boundary Justification

The boundary incorporates the entire area of the vessel.

See continuation sheet

11. Form Prepared By

name/title Rickey Hendricks/W.N. Thurston, Historic Preservation Supervisor

organization Bureau of Historic Preservation date October 1991

street & number R.A. Gray Bldg., 500 S. Bronough Street telephone (904) 487-2333

city or town Tallahassee state Florida zip code 32399-0250

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 1 African Queen, Key Largo, Monroe Co., FLSummary

The African Queen is a 30 foot, open hulled, steam launch, probably built c.1912 at Lytham St. Anne's, Lincolnshire, England. The hull is galvanized steel. Decking, floorboards, stern sheets and other woodwork are African mahogany. The vessel is powered by a 1989 steam engine and boiler similar in design and construction to the machinery typically employed in such vessels by English builders in the late nineteenth and early twentieth centuries. The vessel carries a 12 foot wooden mast forward and a removable awning aft.

Description

The African Queen is a commercial type, steel hulled, steam launch probably built c.1912 by the Lytham Shipbuilding and Engineering Company, Lytham St. Anne's Lancashire, England for the British East Africa Railway Company. Her dimensions are 30'0" length overall, 28'0" length on waterline, 8'0" beam, and 2'0" normal draft. The hull is of riveted, 10 gauge galvanized steel construction, with straight stem, transom stern, and round bilges. A short, forward deck, stern sheets, floorboards, and other woodwork are of African mahogany. The vessel is powered by a Kingdon type boiler and Sisson type engine installed in 1989, which are substantially identical in design and construction to machinery developed in England in the 1880s and widely used in small vessels in the late 19th and early 20th centuries. Steering is by a transom mounted rudder and tiller. A 12' wooden mast is stepped just aft of the forward deck, and a canvas awning on pipe stanchions may be carried at the stern. The hull is painted white with red boottopping.
(Photos 1-4)

Setting

The historic setting of the vessel throughout its early commercial life as the Steam Launch Livingstone and in the making of the motion picture "The African Queen" was on the rivers and lakes of central Africa. (Photo 5) The vessel is

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 2 African Queen, Key Largo, Monroe Co., FL

currently home-ported at the Holiday Inn Harbor in Key Largo, Florida. It is in regular operation in the nearby waters of the Florida Keys, and is available for occasional underway exhibition or other purposes in other locations. (Post Cards 1-3) When not in use, the vessel is normally slung on davits at dockside, and may be launched at any time. (Photo 6) While now in dramatically different surroundings, the vessel remains in an appropriate maritime environment.

Alterations and Relocation

The only major alterations to the African Queen have been in the replacement of propulsion machinery. The original installation consisted of a wood burning boiler and steam engine of unknown manufacture and specifications. At some time during the commercial life of the vessel in central Africa, probably around 1940, this equipment was replaced by a ten horsepower Kelvin diesel engine. For the filming of the motion picture "The African Queen" in 1951 an operating boiler and steam engine were installed as working props, (photo 7) but the diesel engine was retained as the actual means of propulsion. The boiler and engine were removed when filming was completed and the vessel returned to commercial use. The diesel engine was removed prior to the sale of the vessel to an American owner in 1967.

The vessel was shipped to San Francisco in 1968 and put on static display, resold in 1970, and subsequently restored to operating condition. The restoration included installation of 1906 Orr and Sembower steam engine driven by a 1951 Gabriel vertical tube boiler. (Profile and Specifications Sheet) The African Queen was then used to carry passengers on the Deschutes and Sun rivers in central Oregon before being brought to Florida, where she was acquired by her present owner, James W. Hendricks, in 1982. The present boiler and engine were installed in 1989 in order to meet the certification requirements for passenger carrying steam vessels. (Photo 8) This machinery was selected, after extensive research, as being historically authentic to the origins of the vessel in early 20th century Great Britain. (Letter, James W. Hendrix to Tulie Taylor, April 12, 1991)

Minor alterations include a slight lengthening of the forward deck and installation of a forward deck coaming and

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 3 African Queen, Key Largo, Monroe Co., FL

replacement of the mast. These changes apparently occurred when the vessel was returned to commercial use after filming of "The African Queen."

Integrity

Location: The vessel has been removed from the location in Central Africa associated with its original commercial use and with the filming of "The African Queen." Integrity of location has thus been lost.

Design: There have been no changes to the vessel that have altered its hull form or internal arrangement. The slight extension of the forward deck is a minor modification that does not substantially alter the original design. The vessel retains its design integrity.

Setting: The vessel is slung on davits when not in use in order to avoid the corrosive effects of constant immersion in salt water. However, it is in regular use and may be launched at any time. It therefore retains its integrity of setting as applied to vessels.

Materials: There has been no replacement of the original riveted steel hull fabric. Where necessary, decking, flooring, and fittings have been replaced in-kind. Replacement propulsion machinery is appropriate to the period of construction. The vessel retains its essential integrity of materials.

Workmanship: Original workmanship is readily apparent throughout the structure. Replacement materials have been installed by traditional methods and techniques. The vessel retains its integrity or workmanship.

Feeling: As a rare survivor of its type, the vessel evokes an aesthetic and historic sense of the past, and therefore retains its integrity of feeling.

Association: The appearance of the vessel, particularly when underway, clearly reflects its historic character, both as a working commercial launch and in association with the making of a classic American motion picture.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 4 African Queen, Key Largo, Monroe Co., FL

The African Queen embodies the distinctive characteristics of a type, period, and method of construction, and meets the integrity requirements for listing in the National Register of Historic Places.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 1 African Queen, Key Largo, Monroe Co., FL**Summary**

The African Queen is significant under Criterion A and Criterion Consideration G for its association with the making of the classic American motion picture "The African Queen" in 1951. As the thematic focal point of the story line, the vessel was as much a "star" of the film as its principal actors, Humphrey Bogart and Katharine Hepburn, and is the most notable surviving physical artifact associated with the production of the film.

The African Queen is also of interest as a rare surviving example of early 20th century steam powered work boat design and construction. While not historically associated with American naval architecture or maritime navigation, and thus not eligible for consideration under Criterion C, the vessel embodies the distinctive characteristics of its type, and exhibits both similarities and contrasts in design, construction methods, materials and workmanship typical of contemporary American and European technology of the period.

Historical Context: The American Motion Picture Industry

The American motion picture industry developed rapidly in the early decades of the 20th century. By the 1920s, silent movies accompanied by dramatic or melodramatic piano compositions had become a major source of passive entertainment throughout the nation. The introduction of the sound track enhanced the appeal and impact of the medium. The development of air conditioning led to the construction of fabulous "atmospheric" movie palaces in major cities and enabled more modest theaters in rural towns to draw patrons away from the home entertainment of radio. Throughout the Depression era of the 1930s and the wartime years of the early 1940s, motion pictures dominated the American entertainment field.

In the late 1940s, however, the industry faced a serious and growing competitive threat from the rapidly developing television industry. The impact of this new form of home entertainment was soon apparent. As early as 1948, the powerful movie moguls of the West Coast were seeing dramatic evidence that television was becoming a force to be reckoned

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 2 African Queen, Key Largo, Monroe Co., FL

with. The new home entertainment medium was entering what would come to be known as the "Golden Age of Television." Playhouse 90, Studio One, and a host of dramatic anthology programs made for television were capturing the attention of moviegoers by the millions. Box office receipts were tumbling. It was a time of change for the movie industry, a time when Samuel Goldwyn would say: "The competition we feared in the past will fade into insignificance by the fight we are going to have. It is a certainty that people will be unwilling to pay to see poor pictures when they can stay home and see something which is, at least, no worse." The search was on to find vehicles for film that would bring the audiences out of their homes and into theaters again.

More and more, producers were turning to stories with proven track records, usually novels or plays which had been accepted by the public. In 1951 alone, such literary properties as "A Place in the Sun", "A Streetcar Named Desire", "Quo Vadis", "Showboat", "Oliver Twist", "Alice in Wonderland", and "The Red Badge of Courage", all highly successful novels or plays, took their place with "The African Queen" on the silver screen and were nominated for Academy Awards by the American Motion Picture Industry Writers' and Actors' Guild.

C. S. Forester's novel, The African Queen, was first published in 1935. Best known for his seafaring stories about the adventures of Captain Horatio Hornblower, Forester knew well the ways of boats, ships and the sea. He was fascinated by the World War I exploits of the British Navy which, in 1915, hauled gunboats through the African jungle in order to launch an attack and destroy mission on three German cruisers controlling Lake Tanganyika. Although "The African Queen" was a fictitious adventure novel, Forester received high critical acclaim for his rich character portraits of Charlie Allnut and Rosie Sayer, the main characters, as well as his description of the battered old work boat that served as the thematic focal point of their adventure.

In 1943, Forester sold the film rights to Columbia Pictures, which later sold the rights to Warner Brothers in 1950. They were then acquired by John Huston and Sam Spiegel who immediately set about producing what was to become a movie classic. Huston and James Agee began collaboration on the

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3 African Queen, Key Largo, Monroe Co., FL

script while Speigel presented the project to Humphrey Bogart and Katharine Hepburn in an effort to interest them in taking the starring roles.

Knowing that he had to make a picture of exceptionally high quality to lure moviegoers to the box office, Huston opted to film on location in Africa where the story takes place. Everything had to be perfect, including finding a boat that matched Forester's description. It was this search for artistic perfection that caused Huston to send Assistant Art Director John Hoesli to Africa to find a suitable vessel to portray the African Queen.

Historic Significance

John Hoesli's search ended in Butiaba, Uganda, where he found the motor launch Livingstone working on the waters of Lake Albert and the Victoria Nile River. Built in 1912 as a steam vessel and converted to diesel power around 1940, the Livingstone was one of a fleet of small cargo launches owned and operated by the British East Africa Railway Company. Typical of the small commercial vessels known to C. S. Forester from his early years in Africa as the son of a British Army officer and civil servant and described in his later novel, the Livingstone was immediately available for use in the filming of "The African Queen".

Hoesli arranged for the installation of a suitably decrepit, operating boiler and steam engine as working theatrical props, retaining the diesel engine as the actual means of propulsion, and the vessel was renamed African Queen. She was then taken across Lake Albert and transported 600 miles over old mining roads into the Belgian Congo to Ruiki River, where the initial filming was to be carried out from a base camp at the village of Biondo.

For several weeks on the Ruiki River, the African Queen served a dual purpose in the filming of the movie. In addition to her own appearance in numerous individual scenes, she was regularly used as a towboat for the barges that carried the filming equipment, the camp paraphernalia of the cast and crew, and a partial mock up of the boat itself used in filming certain close-up scenes. At one point, the success of the venture was seriously jeopardized when the vessel sank at its overnight mooring, and five days

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 4 African Queen, Key Largo, Monroe Co., FL

of arduous labor were spent in raising and returning her to service. When filming at this location was completed, the African Queen, the cast, the film crew and equipment were transported back to Lake Albert and the Victoria Nile River where filming of the river rapids and lake scenes was carried out.

With the completion of their work on location, the cast and crew departed for London to film the scenes that could be produced in studio. The African Queen, retaining her new name, but without her prop boiler and steam engine, returned to her commercial career on Lake Albert.

The motion picture, starring Humphrey Bogart and Katharine Hepburn, with a cameo performance by Robert Morley, directed by John Huston, was released by United Artists in the United States and by Romulus Films in Europe. It was immediately recognized as among the major motion picture productions of 1951, garnering Academy Award nominations for the best screenplay as well as for Bogart as Best Actor, Hepburn as Best Actress, and Huston as Best Director. Although only Bogart actually won the Oscar, Hepburn gained equal recognition in the eyes of the public, and together they became identified not only with the characters they had so ably portrayed, but with the grimy little river steamer of both their fictional adventure and their unique, on location movie making experience.

"The African Queen" is universally acknowledged as a classic of American motion picture art and entertainment. The African Queen is the major surviving physical artifact associated with that motion picture.

Other Information

The development of practical steam navigation dates roughly from the earliest decade of the 19th century, and it occurred principally in the United States and the industrial nations of Europe, particularly Great Britain. By mid-century, steam power was in widespread use in larger lake and river boats, as well as seagoing vessels and harbor tugs. But it was not until the 1870s that its application to small boats was made feasible. By that time, advancing technology in metallurgy, machine tooling, and boiler and engine design made the production of machinery suitable for

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 5 African Queen, Key Largo, Monroe Co., FL

small craft possible, and reduced the costs of installation and operation sufficiently to make it economically competitive. By the end of the century, the steam launch in a variety of forms and a range of sizes had become ubiquitous throughout the inland waterways of the modern world, for both recreational and commercial uses.

The supremacy of steam in small craft propulsion was soon challenged, however, by the rapid development of the internal combustion engine. Gasoline engines quickly replaced steam as the choice in new construction, and the convenience and ready availability of low cost distillate fuels led to the conversion of many older steam powered craft. The heyday of the steam launch in Europe and America is thus considered to be roughly from 1870 to 1900. Nevertheless, British yards continued to build steel hulled steam launchers for another twenty years for use in remote areas of the Empire and in other areas where wood fuel was plentiful and cheap, distillate fuels difficult to obtain, repair facilities limited, and roads and railroads had not yet been built.

The development and application of steam power throughout the 19th century was characterized by a constant interchange of technological information among the industrialized societies. Nevertheless, while the principles involved were universal, the products of American and European development, particularly in the field of transportation, acquired distinctive differences in detail and appearance. A typical railway locomotive of American design and construction is readily distinguishable from a contemporary European locomotive. Likewise, the African Queen exhibits, despite its basic design similarities, distinctive characteristics of its English origins that contrast with those found in the typical American steam launch.

As noted by Richard M. Mitchell in The Steam Launch, most of the steam launches constructed in the late 19th and early 20th centuries were built by English speaking peoples. In the United States, the Herreshoff Manufacturing Company specialized in the design and construction of steam launches, combining the coil boiler invented by James

Herreshoff with the light, supple, wood hulls designed by Nathanael Herreshoff. But, as Mitchell points out, "Most

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 6 African Queen, Key Largo, Monroe Co., FL

American launches were created by country boatbuilders, distilled from an amalgam of manual skills and a good eye for a boat. Plans were sketched simply, if at all...Engines were ordered from an engine builder, boilers from the local boiler works." The typical product whether intended primarily for recreational use or, more commonly, for commercial enterprise, was a "classic American fantail launch." Constructed of wood, the readily available, inexpensive, traditional American boatbuilding material; with a generous open cockpit and a round, overhanging, counter stern, such vessels are preserved in static display or restored operating condition in substantial numbers.

Wooden steam launches of similar character and appearance were occasionally produced in Great Britain as pleasure craft. But, Mitchell explains, "In Britain, steam launches were designed and built by professionals, often in great shipbuilding yards as a minor sideline to building oceangoing vessels. Engines and boilers were frequently manufactured on the same premises as the hulls. The whole paraphernalia of professional design was usual - hull lines, plan and profile drawings, detailed machinery drawings, cost and performance estimates." The ready availability of plate-rolling equipment and experienced, highly skilled metal workers made steel the preferred building material, particularly for the construction of commercial launches.

Although positive documentation is unavailable, reliable information indicates that the African Queen was built as the Steam Launch Livingstone by the Lytham Shipbuilding and Engineering Company. This firm was a major builder of small coastal and inland watercraft from about 1895 until 1955, noted for the production of numerous river steamers, ferries, and cargo launches destined for Africa and South America. Originally named for the renowned explorer David Livingstone, the S/L Livingstone was delivered at Mombasa, Kenya, for transshipment overland to Lake Albert in present day Uganda. She is identified as one of two steam launches operated by the East Africa Railway Company on Lake Albert and the Victoria Nile River in 1913, carrying passengers and supplies between the town of Butiaba and Murchison Falls, and continued in this service until her employment in the making of "The African Queen" in 1951.

The African Queen is representative of the small, steel,

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 7 African Queen, Key Largo, Monroe Co., FL

commercial vessels built for use on the backwaters of the world, in this instance for the freshwater lakes and rivers of central Africa, in the latter years of steam launch production. She embodies the distinctive characteristics of her type, period, and method of construction, and provides a graphic physical comparison between American and European application of the principles of marine construction in the early 20th century. Although other examples of her type may survive in other parts of the world, none is known to be preserved in the United States.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 9 Page 1 African Queen, Key Largo, Monroe Co., FL

Bacall, Lauren. Lauren Bacall By Myself. New York: Alfred A. Knopf, 1978. Lively book by a lively lady; her description of the making of the movie, "The African Queen", in Africa begins on page 237.

Forester, C. S. The African Queen. Boston: Little, Brown and Company, 1984. Now in print in paperback.

Grobel, Lawrence. The Hustons. New York: Charles Scribner's Sons, 1987. New fascinating biography.

Hepburn, Katharine. The Making of the African Queen or How I went to Africa with Bogart, Bacall and Huston and almost lost my mind. New York: Alfred A. Knopf, 1987. The present owner of the African Queen furnished Katharine Hepburn numerous photographs (some of which were used in the book) and his name is listed in Photographic Credits.

Hill, M. F. Permanent Way. Vol. 1, The Story of the Kenya & Uganda Railway. Nairobi, Kenya: English Press, 1949. The history of the railroad company that owned the African Queen (then known as the S/L Livingstone) from 1912 to 1968.

Huston, John. An Open Book. New York: Ballantine Books, 1980. A lusty autobiography of a man's man about his five wives and his marvelous movies. The story of the making of "The African Queen" begins on page 211.

Johnson, Martin. Congorilla. New York: Brewer, Warren & Putnam, 1931. Martin and his wife Osa rode on the African Queen (then known as the S/L Livingstone) up the side of Lake Albert and the Victoria Nile to Murchison Falls in the 1920s. See pages 18-20.

Mitchell, Richard M. The Steam Launch. Camden, Maine: International Marine Publishing Company, 1982. Premiere work on steam launch has full-page photograph (page 97) of the African Queen on Deschutes River under snow-capped mountains in Oregon in 1971.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Photographs 1 African Queen, Key Largo, Monroe Co., FL

Section number _____ Page _____

Photo List

1. S/L AFRICAN QUEEN
2. Key Largo, Florida
3. Jim Leggett
4. June, 1991
5. African Queen Archives, Louisville, Kentucky
6. Port side of vessel underway
7. #1 of 8 photos

1. S/L AFRICAN QUEEN
2. Key Largo, Florida
3. Jim Leggett
4. June, 1991
5. African Queen Archives, Louisville, Kentucky
6. Bow of vessel at dock
7. #2 of 8 photos

1. S/L AFRICAN QUEEN
2. Key Largo, Florida
3. Jim Leggett
4. June, 1991
5. African Queen Archives, Louisville, Kentucky
6. Deck and interior of vessel
7. #3 of 8 photos

1. S/L AFRICAN QUEEN
2. Key Largo, Florida
3. Jim Leggett
4. June, 1991
5. African Queen Archives, Louisville, Kentucky
6. Stern view of vessel on davits
7. #4 of 8 photos

1. S/L AFRICAN QUEEN
2. Uganda, Africa
3. Arthur Lemon
4. 1951
5. Wisconsin Center for Film and Theater Research
6. Starboard side of vessel underway, with Humphrey Bogart and Katherine Hepburn aboard
7. #5 of 8 photos

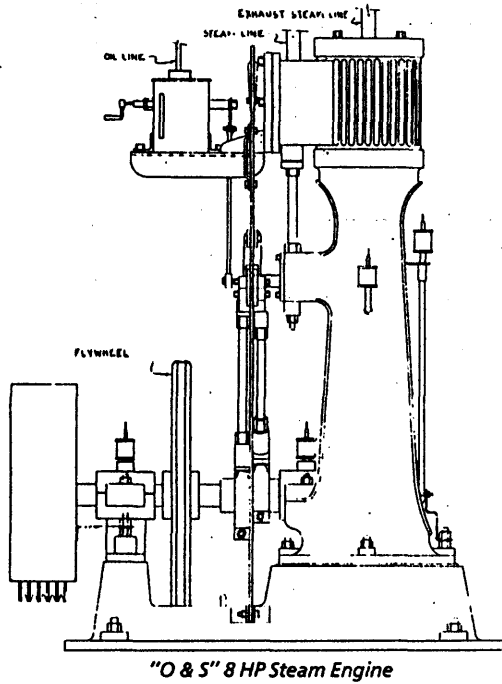
United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

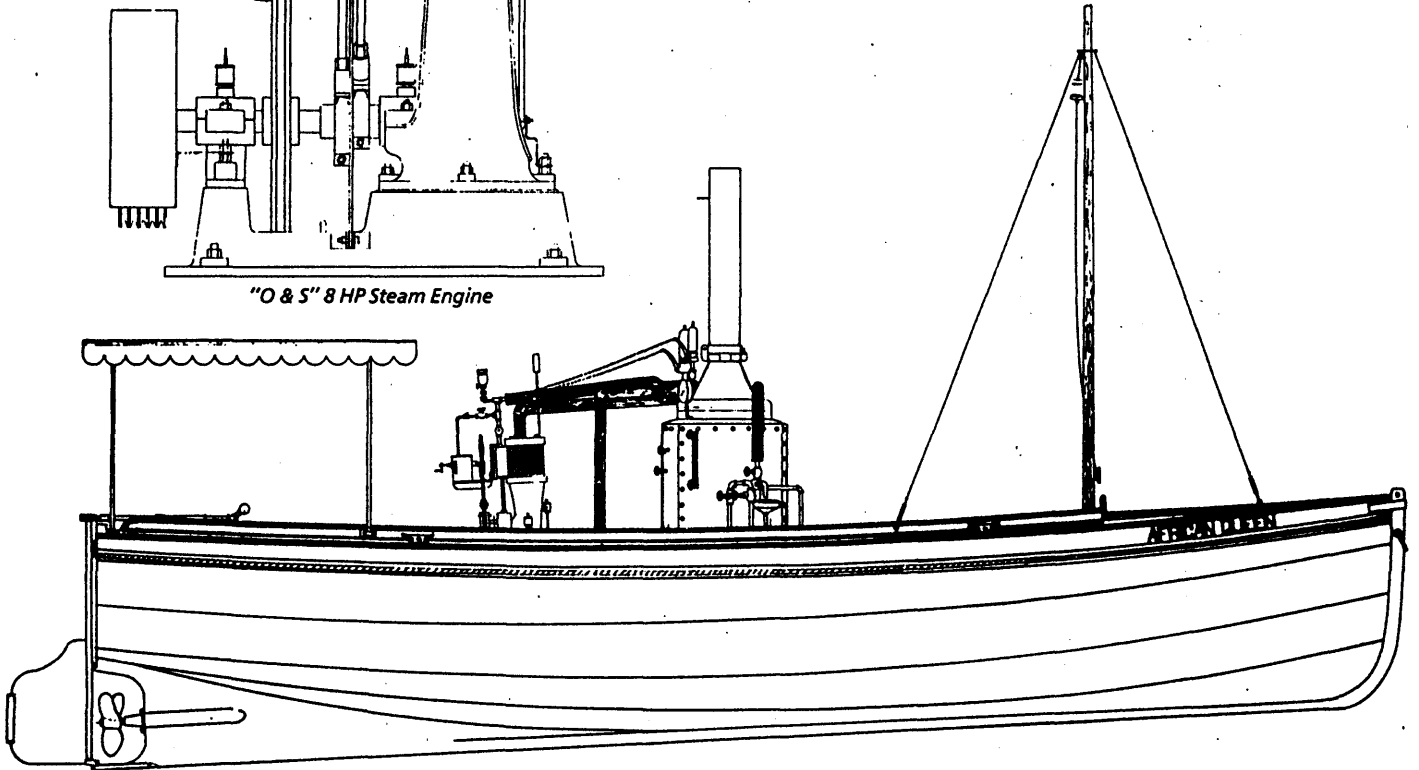
Photographs 2 African Queen, Key Largo, Monroe Co., FL
Section number _____ Page _____

1. S/L AFRICAN QUEEN
 2. Key Largo, Florida
 3. Jim Leggett
 4. June, 1991
 5. African Queen Archives, Louisville, Kentucky
 6. Port side of vessel on davits
 7. #6 of 8 photos
-
1. S/L AFRICAN QUEEN
 2. Uganda, Africa
 3. Arthur Lemon
 4. 1951
 5. Wisconsin Center for Film and Theater Research
 6. Interior of vessel with operating boiler and engine installed as movie props, diesel propulsion engine concealed
 7. #7 of 8 photos
-
1. S/L AFRICAN QUEEN
 2. Key Largo, Florida
 3. Jim Leggett
 4. July, 1990
 5. African Queen Archives, Louisville, Kentucky
 6. Kingdon type boiler and Sisson type engine installed in 1989
 7. #8 of 8 photos

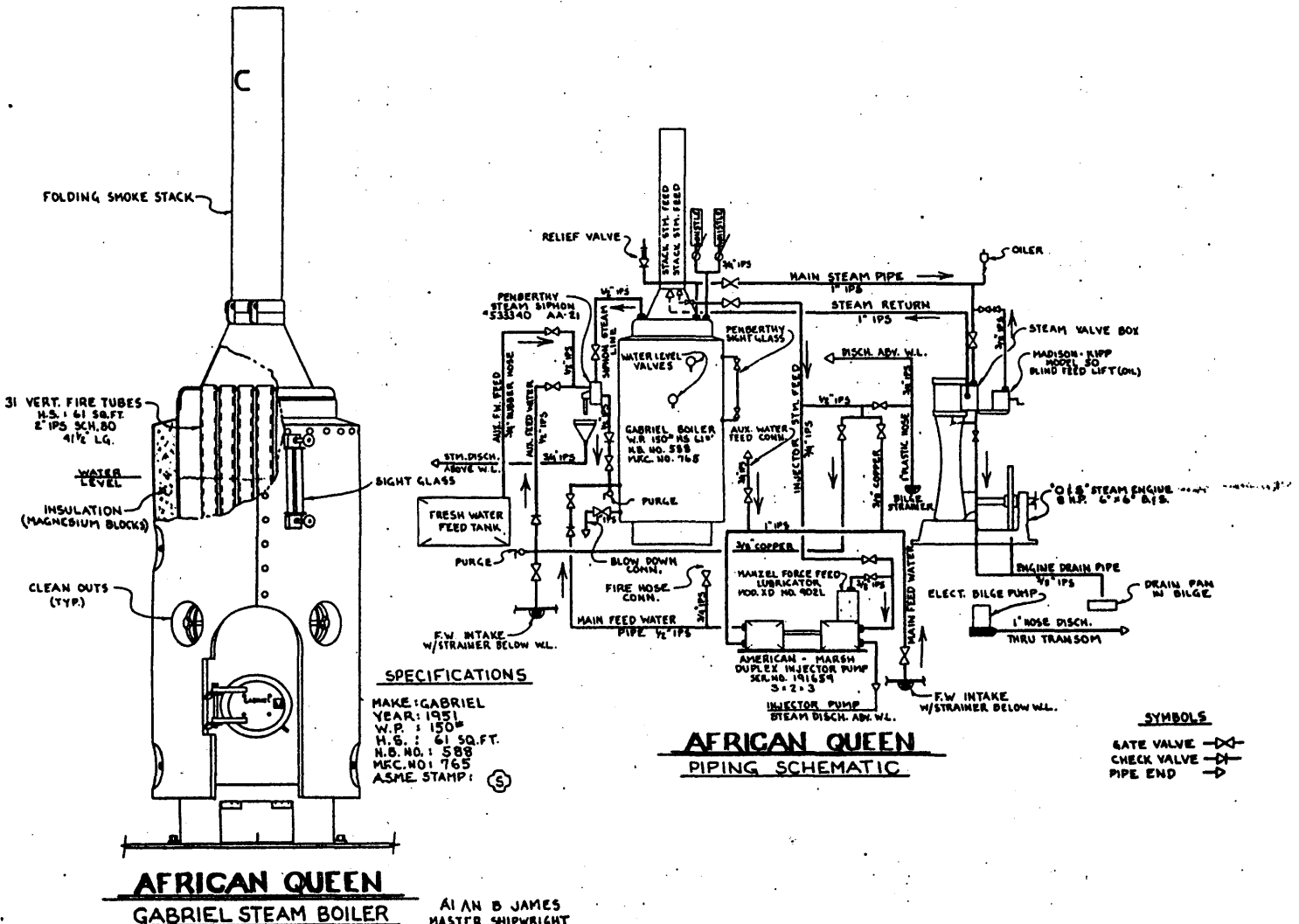
(from application for Coast Guard certification)



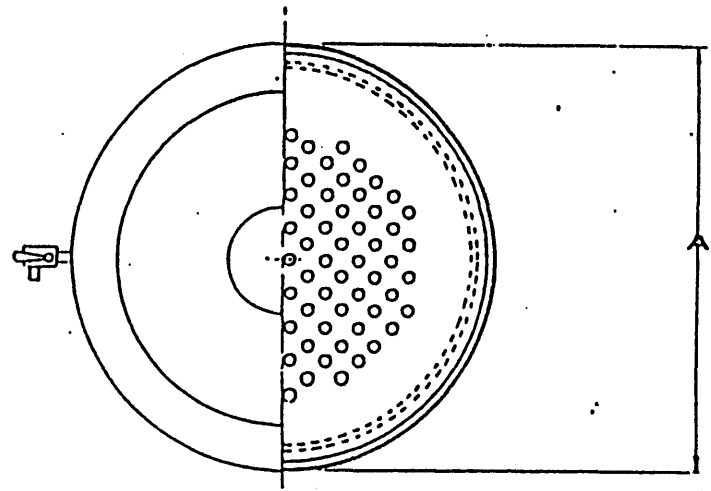
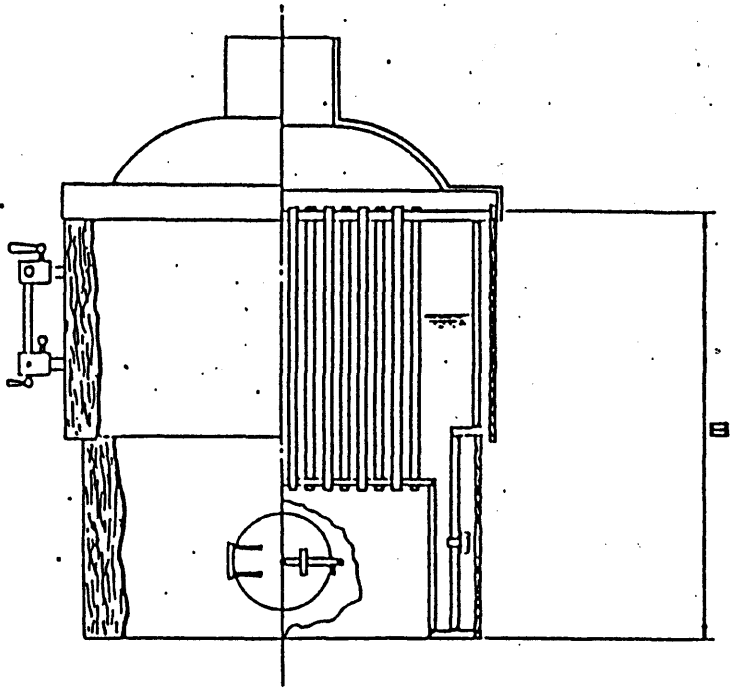
SPECIFICATIONS			
TYPE:	HULL	TYPE:	ENGINE
YEAR:	OPEN RIVERBOAT	MAKE:	STEAM
L.O.A.:	1912	H. P.:	"O & S"
L. W. L.:	30'-0"	CYLINDERS:	8
BEAM:	28'-0"	YEAR:	SINGLE
DRAFT:	8'-0"	TYPE:	1906
MATERIAL:	10 GA. GALV. STEEL	TYPE:	BOILER
DECKS:	BLACK AFRICAN MAHGNY.	MAKE:	VERTICAL TUBE
BULKHEADS:	MAHOGANY	P. S. I.:	GABRIEL
PROPELLOR:	18" x 25" 3 BLADE	YEAR:	150
Florida Registration FL 9357 CE			



Note: The boiler and engine described here were replaced in 1989.



KINGDON TYPE BOILER



	'A' Inches	'B' Inches	GRATE AREA sq. ft.	HEATING SURFACE sq. ft.
No 1	24	24	1.14	32
No 2	30	28	2.18	46
No 3	34	30	3.4	84
No 4	39	36	4.9	115

KINGDON TYPE BOILER.

OUR KINGDON TYPE BOILER RESEMBLES THE BOILER MADE POPULAR BY THE SIMPSON STRICKLAND COMPANY. A GOOD LOOKING VERY TRADITIONAL BOILER IT IS A VERY STEADY STEAMER. THE BOILER IS OF A WELDED CONSTRUCTION TO THE BRITISH STANDARD 2790 AND COMES WITH A FULL BOILER CERTIFICATE.

EACH BOILER HAS A CAST IRON GRATE, SOLID DRAWN STEEL TUBES WHICH ARE EXPANDED INTO THE DRILLED AND REAMED TUBE PLATE. THE BOILER IS BUILT TO WORK AT A PRESSURE OF 175lbs PER SQUARE INCH AND EACH BOILER IS HYDRAULIC TESTED TO $1\frac{1}{2}$ WORKING PRESSURE.

BOILER FITTINGS INCLUDE:- GAUGE GLASS FITTINGS AND PROTECTOR.

ONE PRESSURE GAUGE AND SYPHON.

TWO NON RETURN VALVES.

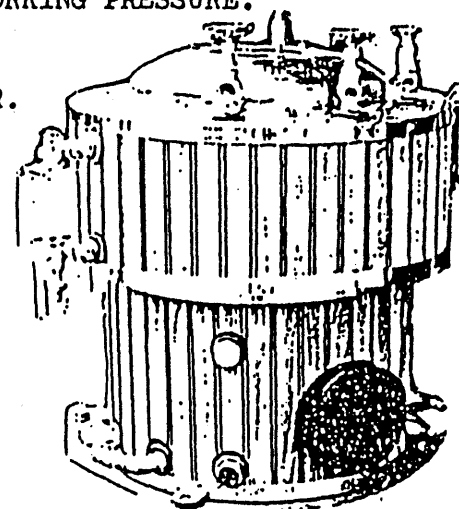
ONE SPRING SAFETY VALVE.

ONE MAIN STEAM VALVE.

TWO AUXILIARY STEAM VALVES.

ONE BLOW DOWN COCK.

VARIOUS WASH OUT PLUGS.



THE KINGDON TYPE BOILER COMES IN VARIOUS SIZES AND ARE MADE TO SUIT THE SIZE OF BOAT AND ENGINE. THEY COME WITH WOODEN LAGGING OF YOUR CHOICE, BRASS BANDS AND BRASS DOMED TOP.

LARGIFY ENGINEERING.

Unit D, Chantry Estate, Chantry Lane, Storrington. Sussex.

Tel:- (09066) 4463

MARINE STEAM ENGINES

WE NOW MANUFACTURE OUR OWN MARINE STEAM ENGINES IN VARIOUS SIZES TO SUIT MOST APPLICATIONS. ALL OF OUR ENGINES ARE PROFESSIONALLY DESIGNED. CASTINGS, MATERIALS, AND WORKMANSHIP ARE OF THE HIGHEST POSSIBLE STANDARD ON ALL ENGINES.

SPECIFICATION.... 4 $\frac{1}{2}$ " SLIDE VALVE COMPOUND MARINE ENGINE.

CYLINDER BORES.....3 $\frac{1}{2}$ " and 6" by 4 $\frac{1}{2}$ " stroke.

H/P.....15/19

R.P.M.....MAX 500.

OVERALL LENGTH.....22 $\frac{1}{2}$ "

OVERALL WIDTH.....20"

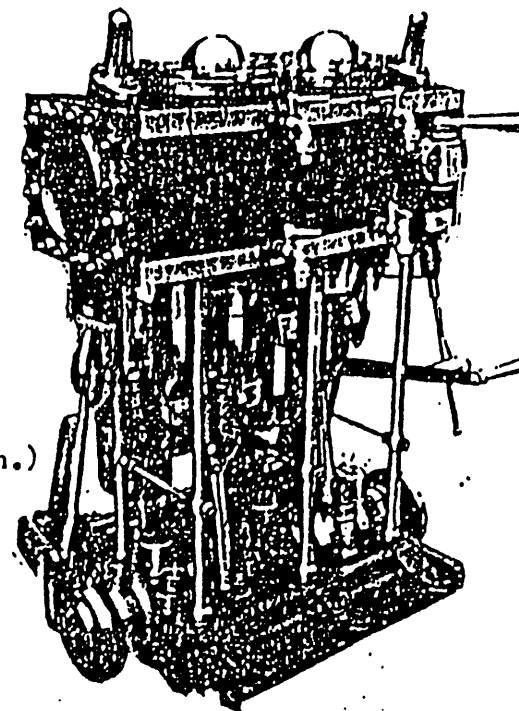
OVERALL HEIGHT.....31" from bearers (3 $\frac{1}{2}$ " from bearers down.)

EDWARDS TYPE AIR PUMP.

RAM TYPE BOILER FEED PUMP.

MECHANICAL PUMP LUBRICATION TO ALL MAJOR BEARINGS.

MARSHALL RADIAL TYPE VALVE GEAR.



THE CRANK SHAFT IS TURNED FROM A SOLID PIECE OF STEEL, CONRODS, VALVE GEAR COMPONENTS AND COLUMNS ARE ALL MACHINED FROM THE SOLID BAR (not fabricated,) ALL BEARINGS AND WORKING SURFACES ARE OF ADEQUATE SIZE.

THIS IS A DEPARTMENT OF TRANSPORT APPROVED DESIGN AND CAN BE SUPPLIED D.O.T. INSPECTED.

WE RECOMMEND OUR SIZE 3 KINGDON TYPE BOILER, OR LOCOMOTIVE NO. 2 or 3 . OR WE COULD

DESIGN A BOILER TO SUIT YOUR PERSONAL REQUIREMENTS. WE CAN ALSO SUPPLY PROPELLERS, STERN GEAR SHAFTING, PLUMBING AND CONDENSERS TO SUIT.