

E. AFRICA  
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E. Africa Copy  
H.S.

Coasting Steamer

1914

24 Nov.

Represents urgent need of efficient coasting  
Steamers in E. Africa, & submits recommendations.

Last previous Paper.

13/19734 1/2  
14/19765 1/4

Mr. G. Fisher

Copy to the Com<sup>r</sup> for obs<sup>s</sup>  
- & inf: the Com<sup>r</sup> that their C<sup>r</sup>  
has been referred to the Com<sup>r</sup> for  
report. ?

H. J. R.  
25/11/14

at once P.M. 30.11.14

Boone

Copy to DAI cana 2 Dec 14

Next subsequent Paper.

1301  
1107/15

British East Africa Corporation, Limited. 20

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Secretary:

F. T. PRESSLAND.

Representatives in Manchester:

BRITISH COTTON GROWING ASSOCIATION,  
15, CROSS STREET.

TELEPHONE: LONDON WALL 8176.

TELEGRAMS: TAAL, AVE, LONDON.

CABLES: INCREASE, LONDON.

CODES—A.B.C. 5TH EDITION.

AND AT

MOBASA.

BRITISH EAST AFRICA PROTECTORATE.

5.11.14

GRESHAM HOUSE,

559

LONDON, November 24th, 1914.

E.C.

In your reply please refer

to No. \_\_\_\_\_

The Under Secretary of State for the Colonies,

Downing Street,

Whitehall, S. W.

Sir,

COASTWISE STEAMER - EAST COAST OF AFRICA.

Since the East Africa Protectorate Government steamer

"JUBA" was condemned and sold about four years ago, the need for a British coasting vessel, to serve the coast as between Zanzibar - Mombasa - Kismayu, and intermediate ports, has admittedly been much felt by the local Authorities and by the local public. There are one or two very small steamers on the coast owned by Indian firms and manned by coloured masters and crew. We believe that insurance of cargo carried in such vessels is rather difficult to arrange. They run very irregularly, and are practically useless for coast-wise mail traffic. They are virtually without passenger accommodation. We believe that the local Government has no special arrangements for control of these boats for official purposes, nor could they be of much use under any arrangements. The collection of cargo from the minor coast ports, to go forward in ocean steamers, and conversely the forwarding of cargo ex ocean steamers to the minor coast ports, is exceedingly difficult, and depends mainly on dhows, the sailings of which are affected by monsoon seasons.

Should ports now in enemy territory to the south of Mombasa become opened up for sea borne traffic, Government stores, passengers and mails, and for private cargo, the need for an efficient coasting steamer working on the East Coast of Africa would become even more marked.

We have put the above views before the Managers of the Union Castle Mail Steamship Company Ltd., and gather that they would not be averse from taking into early and practical consideration the establishment of a suitable steamer for this coast-wise traffic, fitted for 1st. and 2nd. class European passenger traffic, with ample deck space for coloured passengers, native troops, etc., fitted with refrigerator plant and electric light, of a sufficient speed, and with ample cargo space, all very far surpassing the capacity and abilities of the late s.s. "JUBA".

The practical question, of course, is that of the cost of running such a boat, and what her earnings would be. The expenses of running, under present conditions, would be considerably higher than in normal times, and the unofficial passenger and cargo traffic certainly much under the normal. On the other hand, Government traffic of passengers, stores, troops, mails, etc., is probably unusually heavy and perhaps under conditions that may render it of special value to the Authorities to have such a boat upon the coast, working under such arrangements with the Government as would ensure her availability for official traffic, or re-arrangement of time table to meet official needs.

We gather that such arrangements, constituting a contract, might be possible in return for a reasonable monthly payment, which would not be so much a subsidy as in effect a mail and despatch services contract, the steamer being at liberty to earn all possible ordinary revenue when not requisitioned for special Government purposes. We would venture to recall that the s.s. "JUBA" cost the Protectorate revenue about £3,000 per annum, as the excess of her working expenses over her earnings, and that this annual expenditure was outside of the cost of her periodical heavy repairs, totalling some £30,000 in 12 years, or say, £2,500 per annum. These expenses, about £5,500 per annum, were further exclusive of interest, depreciation, and insurance. The s.s. "JUBA" thus cost in all over £8500 per annum, or £700 per month, and her retention for some 12 years at that cost was thought desirable. We have received a vast number of representations from the Bombay

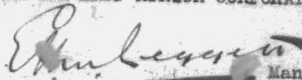
Department of Commerce and Agriculture, individual planters and others, as to the serious need of efficient means of coastwise communications. Looking to what we conceive to be the exceptional official requirement in the present state of affairs, we venture the hope that perhaps the opportunity presents itself to combine the needs of official and unofficial traffic in some such manner as we have attempted to outline.

We have the honour

to be, Sir,

Your obedient Servants,

BRITISH EAST AFRICA CORPORATION, LIMITED.



Managing Director.

Ms. 46367/1914

-562

East Africa

2 December, 1914.

Ans'd 110w 1/5

Sir,

DRAFT.

E.A.P.  
No. 1041

for Sir H. Belfield.

MINUTE.

- Mr. Harper 1/12/14
- Mr. Bottomley 2/12/14
- Mr.
- Mr.
- Sir G. Fiddes.
- Sir H. Just.
- Sir J. Anderson.
- Lord Islington.
- Mr. Harcourt.

I have the honour to transmit to you the accompanying copy of a letter from the British East Africa Corporation, Ltd., on the subject of the need for a British coasting steamer to serve between Z'bar, Mombasa and Kisumu, and to

P.T.O. 2.9

Rec'd. 24 Nov

24/11

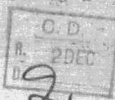
2. I shall be glad if  
~~request~~ that you  
will furnish me  
with any obsones  
you may have  
to offer on the  
matter.

(Signed) L. FARQUHAR.

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E. Africa.



Sc

2 December 1914

DRAFT.

The Managing Director,  
British East Africa Corporation, Ltd.

MINUTE.

Mr. Harper 1/12/14  
Mr. Bottomley 2/12/14 ✓

Mr. &

Mr.

Sir G. Fiddes.

Sir H. Just.

Sir J. Anderson.

Lord Emmott, Islington.

Mr. Harcourt.

Sir,

I am etc. to  
acknowledge the receipt  
of your letter of the 24<sup>th</sup>  
of November ~~and to~~  
~~inform you that~~ on  
the subject of the need  
for a British coasting  
vessel to serve between  
Z'bar, Brontasa and  
Kismayu, and to  
inform you that the  
matter has been referred to

P.T.D.

2 dpts

*the Gov. of the East*  
*for report.*

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(Signed) H. J. READ,  
for the Under Secretary of State