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Armed vessels on Lake Victoria

Gives information as to

Last previous Paper

Adm
54879 JAK
H. Com
Nyanza
Africa

Mr. Schuyler

Copies to Adm (LF) - herewith
I am enclosing SR to find
out whether FO can give us
any info as to the type, tonnage
powered by the "Sir William Mackinnon"
She is an ancient vessel dating
back to 70 days

Eqm 8/2/15
W.D. 7.12.15

I have now discovered a description
of the "Sir William Mackinnon" enclosed
in letter from Adm to FO of 2/12/1894
(print attached) I have referred
Adm to this by please
Eqm 8/12/15

Next subsequent Paper.

to file 57305/5M

COPY
PARAPHRASE
TELEGRAM.

The Governor of the East Africa Protectorate to the
Secretary of State for the Colonies.

(Received, Colonial Office, 10.45 a.m., 6th December,
1916)

No. 265. December 5th. Your cypher telegram of November 30th.
Following are details of armed British vessels operating on
Lake Victoria:-

No.	Name.	Type.	Tonnage.	Speed.	Armament.
1.	"Winifred"	Twinscrew.	700.	9 to 10.	One 4 inch gun.
2.	"Nyanza"	Twinscrew.	1146.	9 to 10 knots.	One 15 pounder gun, One 4 inch gun, One 6 pounder gun, One maxim.
3.	"William Mackinnon"	Unaware.	Unaware.	Unaware.	One 6 pounder gun, One maxim.
4.	"Kavirondo"	Steam tug.	260	9 to 10 knots.	One 12 pound 12 cwt gun One 3 pounder gun, One maxim.
5.	"Percy Anderson"	Steam tug.	100	7 to 8 knots.	One 3 pounder gun.
6.	"Usoga" (Storeship)	Single-screw.	1200	8 knots.	One 15 pounder gun, One 3 pounder gun.
7.	"Clement Hill"	Twinscrew.	1100.	9 to 10 knots.	One 3 pounder gun.

Note. Vessels number 1, 2 and 6 inclusive are in commission.
No. 7 is at the Railway's disposal and is used in emergency only.
Following are details of armed enemy vessels:-

No.	Name.	Type.	Tonnage.	Speed.	Armament.
1.	"Mwanza"	Steam-tug.	About 400.	About 10 knots.	Believed to be hopelessly damaged and guns removed.

DELIVERED.

du Saint-Esprit, tout en étant très sensibles à ces dispositions conciliantes, font observer que, quelque satisfaisante que paraisse cette franchise de 500*l.*, ils n'auraient guère eu l'occasion d'en profiter, car avec leurs ressources très modestes ils ne peuvent faire de grandes constructions ni distribuer gratuitement des vêtements ou des médicaments aux indigènes, et ils attachent beaucoup plus de prix à la franchise bien inférieure de 500 roupies pourvu qu'elle s'applique à toutes leurs importations, sans distinction.

2. Les Pères du Saint-Esprit demandent le bénéfice du transit pour les marchandises expédiées par eux à Mombas, pour de là être dirigées sur leurs Missions situées en pays Allemand, ces objets ne donnant lieu à aucun trafic sur le territoire de la British East Africa Company. Or, cette Compagnie admet bien la franchise pour le transit, mais elle la subordonne à certaines conditions qui en rendent illusoire le bénéfice pour les missionnaires. Ainsi elle demande que les marchandises soient envoyées dans leur emballage primitif. Il est pourtant évident que, tant qu'il n'y aura pas d'autre moyen de transport que celui des porteurs, on ne peut se dispenser de répartir les marchandises en charges individuelles qui ne peuvent être préparées en Europe. Le Gérant du Consulat de France propose donc, pour donner toute satisfaction et toute garantie à la Compagnie, de décider que les marchandises déclarées en transit à leur arrivée à Mombas, seraient déposées dans un endroit réservé où les charges seraient faites sous la surveillance d'un agent de la Compagnie. Les droits perçus à l'arrivée seraient remboursés lors de la production du certificat délivré par l'autorité douanière du pays de destination.

Le 5 Décembre, 1894.

No. 188.

Admiralty to Foreign Office.—(Received December 3.)

Admiralty, December 3, 1894.

Sir, With reference to your letter of the 16th October last, I am commanded by the Lords Commissioners of the Admiralty to transmit, for the information of the Earl of Kimberley, the accompanying copy of the report of survey, dated the 14th November, 1894, by Admiralty officers, of the steam-ship "William Mackinnon," which it is proposed to purchase for service on Lake Victoria Nyanza.

2. I am also to inform you, as regards the machinery, that, in view of the remarks of the inspecting officer, no opinion can be given by the Admiralty as to the efficiency of the machinery unless it is fitted in place on board the vessel, water tested, and properly tried under steam.

I am, &c.

(Signed) EVAN MACGREGOR.

Inclôsure in No. 188.

Report of Survey of the "William Mackinnon," built by Messrs. A. and J. Inglis.

In accordance with Controller's orders we have visited the works of Messrs. A. and J. Inglis, and inspected the vessel "William Mackinnon," built by them for the East Africa Company, and intended for service on Lake Victoria Nyanza.

We beg to report as follows:—

The vessel is 70 feet long by 16 feet broad, and in consequence of the difficulties of transport to destination, both hull and machinery have been arranged that they can be split up into loads easily man-handled.

In the hull this has led the firm to adopt very narrow strakes of plating, and to employ an elaborate system of scarphs in such portions as rudder frame, stern-post, &c.

The vessel is fitted with a bar keel, and is well stiffened longitudinally. The principal scantlings are as below:—

Frames, 2" × 2" × 1", spaced 24 inches; sheer strake, 19" × 3/8" amidships, 16" × 1/2" forward and aft; garboards, 1/2" thick; plating between sheer and garboard, 1/2" thick; stringer, 10" × 1/2"; quarter and forecaskle deck, 3/4" thick; upper deck of oak, 2" thick.

The plating is not galvanized.

Four watertight bulkheads are fitted. The foremost space between the stem and No. 1 bulkhead is fitted up with four berths for the accommodation of the crew, and the after space is fitted for the captain and engineer. Two cargo holds are provided, and an athwartship bunker capable of holding 9 tons of coal is also provided.

Stiffening has been arranged for one gun on each side of the upper deck. The workmanship as far as seen is good.

No ventilation other than that obtained through the side lights and deck apertures has been provided. The compartments are drained by means of suctions led from the engine-room and by hand-pumps.

The machinery (which is expected to develop 85 I.H.P., the speed of the boat being estimated at 8 knots) was erected in one of the workshops, and not on board the vessel, and does not admit of being tried under steam. In view of the difficulties of transport, and the necessity of weights that can be man-handled, the low and intermediate pressure cylinders have been constructed in halves longitudinally, and are connected together with bolted steam joints.

The boilers are also in ringed sections, and are intended to be similarly joined up.

As far as could be seen by inspection the workmanship is good; but the design being of such a novel character, no opinion of its fitness or value could be given without first seeing it under steam on board the vessel.

Further, it is to be observed that so many bolted steam joints connecting vital parts of the machinery would require to be carefully made, when put together at its destination, otherwise it would prove a continual source of trouble to those in charge of the vessel.

The equipment is very complete, consisting of masts, rigging, anchors, cable, sails, towing, 12-foot dingy, steam-winch, &c., and a very complete assortment of tools, &c., necessary to erect the vessel has been provided.

If it be decided to purchase, it will probably be necessary to arrange for more crew accommodation, and also to improve the ventilation.

Thus we submit should be done before dispatching the vessel to its destination; and in order to arrange for this, Messrs. Inglis should be asked for a copy of the specification, drawings, and outfit, in order that the modifications considered necessary might be made.

(Signed)

J. H. ELLIS, Chief Engineer, R.N.
H. PLEDGE, Assistant Constructor.

November 14, 1894.

No. 189.

Imperial British East Africa Company to the Earl of Kimberley.—(Received December 4.)

THE Court of Directors have deputed us to confer with your Lordship regarding certain questions that may be raised by the shareholders of the Imperial British East Africa Company at the meeting to be convened for consideration of the proposals communicated in the Under-Secretary of State's letter of the 14th November, for the purchase by Her Majesty's Government and the Sultanate of Zanzibar of the Company's rights and interests in Africa.

Assuming that your Lordship is fully acquainted with the facts stated in the printed "Case" of the Company, which has been already submitted for your perusal, the Directors merely desire to place in your Lordship's hands extracts from two letters from high permanent officials of the Foreign Office, which have been found amongst the private correspondence of the late Sir William Mackinnon, the President and founder of the Company. These letters, it is contended, support the statement that the formation of the Company was encouraged and promoted under the influence of the Foreign Office for national ends, which ends have now been successfully attained. Under these circumstances the Directors consider that the offer made by Her Majesty's Government is wholly inadequate, and they would wish to be in a position to explain to the shareholders why Her Majesty's Government have decided to set the Company aside, the shareholders should not in some form or other be recompensed their entire outlay.

The Company is ready to continue its enterprise as originally contemplated, provided the disabilities it has laboured under be removed.