

X. 10203.

KENYA

X. 10203. 2

1927.

1927.

Kilindini Harbour: construction of Deep Water Berths.

Previous

18/11
6/11
Mr. Wiseman (vide memo)

to A 1745/26

Room 3 21/11
Room 1 21/11

Subsequent

17/12
17/12
17/12

(1) X 422/27
(K. 15) (workshops)

Room 3 29/12

(2) X. 15 68/28
(K. 15) (workshops)

18/11

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18/11

MAY 1927

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27

1
3

~~DESTROYED UNDER STATUTE~~
A. H. C. Deaneham
tel.

1 March, 1927.

"... I shall be glad to know when contract with Pauling for the construction of berths 3 and 4. was signed and to receive a copy of the contract in due course."

See copy (attached) note to

13/3

Mr Spiller. wait a day or two.

J.M.H.

7/3

at once

M.H.

2

A. H. C. Deaneham
~~Deaneham~~
tel.

3 March, 1927.

Asks C.A. be instructed to send 4 copies of contract as soon as possible. Inquires as to option to construct departmentally and adds as to adoption of single storey transit sheds of steel.

3

Off to C.A. using 1 & 2 bar with J.M.H. 4/3 above
To C.A. cons. 2/13 (copies 1 & 2) - 5 MAR 1927

I have ascertained by telephone from Mr. Spiller that the contract was signed on the 11th November, and that they will send copies off to the High Commissioner by the next mail. An interim reply should therefore be sent to the High Commissioner as draft telegram herewith.

333
308
PUBLIC RECORD OFFICE, LONDON

Apparently the failure to send the contract to the Colony was an oversight, and no copies have hitherto been sent to the Colonial Office, though we had the tender in 6221/26. Clause 24 of the tender includes the railways, and lays down that the lay-out shall be subject to meet the requirements of the Government, and also that the Government reserves the right to construct the railways themselves, giving notice in writing within three months of the date of the contract, in which case certain deductions should be made from the contract price.

I gather from Mr. Spiller that it is a fact that it has been agreed that the contractors shall be allowed to build the railways, and that this was done without consulting the local people. As I thought would be the case, Mr. Spiller referred to the last sentence of the Colonial Office letter on 7311 as authority for this. That sentence read as follows:- "It is assumed from the last sentence of the telegram that the Governor desires that the necessary railways should be included in the contract, the railway department being consulted as to the lay-out." I pointed out to him, however, that that sentence was no authority for cutting out the right to the Government to have the option to construct the railways themselves, and I did not see how the Government could reserve ^{the} ~~that~~ ^{it} except by including the railways in the contract, ~~with an option clause as in the tender~~ ^{with an option clause as in the tender}. However, we will see what case the Crown Agents make out for themselves when they reply.

As regards the foundations for the sheds, I imagine that the railway letter of the 15th October should have been in the Crown Agents' hands prior to the 11th November, when the contract was signed. The conditions as to these sheds will be found in Clause 25 of the contract, but Mr. Spiller could not

The contract (copies as read) includes the option - at officers' discretion - to construct the railways themselves. The Board's attention should be drawn to this. WPA 7/3

opinion without enquiring from the Consulting Engineers. The matter can, of course, be mentioned to Mr. Pelling when he reports here. I am afraid we shall have some serious grumbles over these matters.

W. Allen
3.27.
atcc

4. - To Mr. Lammie at 5 March

5. - Crown Agents - 8 Mch/27

1 spare annexed. Four copies of contract for extension to Quay Wall, Reclamation, Sheds etc. Four copies now being sent to colony will reply later to points raised in CO. ltr of 5 March.

Clauses 24 & 25 of the Contract are the same as the case notes referred to in my previous minute. I have seen Mr. Pelling & ~~which is not a matter for discussion~~ ^{which is not a matter for discussion} though he is the Engineer. He said that ~~the Board's attention should be drawn to this~~ ^{the Board's attention should be drawn to this} will be apparently be discussed later than at Ch before they reply.

Pat S
W. Allen
9/3/27
atcc

6. - Crown Agents - 11 March 1927
States areas in which contract for sheds signed

Sir C. Stacey
2 copies of the contract

should now go to the Felling & his
hands. (I suppose you can refer direct to
him that it is not necessary to
send to Mr. L. Grogg.)

J.M. Allen
27/3/27

(The basket delayed
& suppose it is my
fault though I had
recollections of
having the 7/3/27 bag)
J.M.A.

Think we had better ask Mr. Felling to
communicate his dir^s direct to the C.A.

We don't want to have any with both -

C.P.
22/3

Anna

- 7 To Felling (w/ copies 1, 2, 3, 4, 5, 6, contract)
- 8 To C.A. (w/ copy no 7 of contract) ^{Cons 20/4} _{2/9} } 28 MAR 1927

9 — Felling C.F.N. — 5 April, 1927
 Submits his observations on the proposed construction
 of the deep water berths. Considers C.A. should be
 told that the K.V.R. should have been advised
 of terms of the contract as soon as completed.

I spoke to Mr. Felling who
had indicated the request that he
should direct to C.A.

Sorry he will
J.M. Allen
8/4
Anna

X.10203
27

5
5

10 To Felling 9 APR 1927
JEX

11 — P.M. Felling — 12 April, 1927
 Two copy of his letter to the C. Agents suggests tel
 be sent to Mr. L.G. stating that arrangements made with
 Contractors must be adhered to and that C.M. proposes to
 discuss the shed question with Mr. Mitchell on his
 return to London at the beginning of May.

Draft telegram herewith.
~~It~~ should be drafted to High Commissioner
 in continuation of telegram, enclosing copies Nos.
 3, 5, 6, 7 and enclosure to No. 11.

I am informing Mr. Felling of the action
taken in a letter, of which a copy is attached.

J.M. Allen
10/4
Anna

- 12 Tel. to Mr. 16 April 27
- 13 To Felling (11 and) 23 APR 1927
- 14 To Mr. H. (w/ copy 3 of sub 6) 7 MAY 1927
y made to 11

15 — known Agents — 24 May, 1927
 Two copy Mr. Felling's letter of 12th April
 and copy C.E.'s comments. Assume copy copies will
 be sent to Kenya.

Copy of this should be sent to
C.A. & C.E. etc.
J.M. Allen

16 to Acc. 52 (copy 15 & 22 inches only) X 10703 31 MAY 1927 Gra

17 — C. Agents — 18 October, 1927

By Mr. Mitchell
Two 2 copies comprehensive report on the problem of the development of the Port of Mombasa, together with their comments thereon. Presume one copy will be sent to Kenyas.

I attach a summary of the report dealing in more detail with the immediate recommendations which, it will be seen, would involve an expenditure of £1,000,000. The figures in the margin are references/relevant ⁶ to paragraphs of the report of the Port Commission of Enquiry. As regards ^{the C.E.'s} ~~young~~ earlier report of the 9th of June, 1926, to which the C. Agents refer, it will be seen that that preliminary report was obtained for the use of the Guaranteed Loan Committee. That Committee did not, however, make any definite recommendation beyond one relating to the provisional reservation of an amount of £1,800,000, but this aspect of the matter is now quite out of date in view of the fact that Kenya will not have recourse to the facilities provided by the Guaranteed Loans Act. The C.As. also refer to the report of the Imperial Shipping Committee. That report raised serious questions of policy as between wharves and lighterage, but can, I presume, also be regarded as out of date in view of the subsequent settlement arrived at in regard to the control of the port.

None of these proposals affect the borrowing of the Kenya Government immediately in view although

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although the Governor has ⁱⁿ estimated ^{ing} ~~future~~ requirements ~~as~~ including ^{ed} items in respect of port development.

? The duplicates of the report and the drawings should now be sent out to the Governor for consideration, but, so far as I can see, no comment is called for here at the moment.

St Allen

28/10/27

The Governor has included in his statement of proposed expenditure on loan services for the year 1928, an estimate of £250,000 for the expenditure on berths (5) and (6) at Kilindini Harbour. Consequently, the Governor may be inclined to regard it as a foregone conclusion that the proposal to spend the amounts recommended in Mr. Mitchell's Report, is approved. It must not, however, be forgotten that when the Guaranteed Loan Committee considered whether they should reserve £2,000,000 for the estimated cost of Kilindini Harbour, they expressed the following view. (Cmd. 2701).

"We are of opinion that when these reports (Mr. Mitchell's final Report and the Report of the Imperial Shipping Committee) have been received the programme should be carefully reviewed in the light thereof, and that special attention should be directed to the question whether it would be better to proceed with the full programme of the construction of four additional deep-

8
X. 10203
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recommend that a sum of £1,800,000 should be provisionally reserved for this project".

The Treasury have approved the inclusion in Kenya's loan programme of the £2,000,000 programme hitherto covered by the Guaranteed Loan, and, therefore, the question no longer affects the Guaranteed Loan Committee as such. On the other hand, the Treasury cannot be regarded as being committed to any details of such expenditure to any extent greater than the Guaranteed Loan Committee were committed, and it is obvious that to the extent of berths (5) and (6), the Guaranteed Loan Committee were not committed at all.

A
The question whether this further programme should be carried out seems to me to depend upon whether the traffic of the port is going to increase in accordance with the estimates of the Consulting Engineers (see graph between pages 5 and 6), and if it is not going to increase so fast, whether the rate of increase in traffic is ^{enough} so small ^{waiting & thereby} as to justify incurring the extra cost which would be involved by interrupting construction and postponing the commencement of work on berths (5) and (6) (see ⁷ paragraph 24). It seems to me that careful estimates of the future traffic of the port, and the capacity of the works now nearing completion, should be made before the Secretary of State is asked to give his definite approval to the inclusion of the construction of berths (5) and (6) in the ^{immediate} loan programme, and before we can approach the Treasury on the subject. The relative urgency of this requirement as compared with the other early requirements of Kenya should

8
X. 10/20/27
recomend that a sum of £1,800,000 should be provisionally reserved for this project".

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X. 10/20/27 97
should also be carefully considered before the Government of Kenya decides that this work is to be included in the schedule of any new Loan Ordinance, since the amount involved will necessarily be an addition to the total borrowings to which the Treasury will be committed, and will no doubt make it more difficult to secure their acceptance of other commitments before 1934, when the other questions between ~~the~~ ^{Kenya} and the Treasury will come up for settlement.

I would suggest that Sir George Schuster should see this paper before he goes to East Africa, and will no doubt be one of the subjects which he will wish to discuss with Sir E. Grigg in Kenya.

We should in any case, in sending this report out to the Governor as proposed refer to the fact that £250,000 has been included by the Governor in his programme of loan expenditure for 1928 and remind him that it will be necessary to obtain the approval of the J. A. S. & of the Treasury before any action is taken to commit the Govt of Kenya to expenditure on berths 5 & 6 or the other expenditure dealt with in the Mitchell's further report & before provision for it can be included in any further loan Ordinance. It is also for consideration whether we should add as at A of my minute above.

R. W. S. 2/11/27

X. 1020/27
Comments on the report before
anything is decided.

To Governor as proposed,
including A & B, & to Sir
G. Schuster on this paper &
the report with the draft attached.

WCS
3. x. 27
since

En G. Schuster concurs - see
his letter of 8/11/27 attached. I'll
attend as desired by him. Forward for sig.
When desk has gone, reassemble
his letter of 8/11/27 to deal with the
question of letters 3 & 4.

RW
9/11/27

18 To Gov 9/8 (copy of 17/18) cons. 14 Nov '27
with drawings

hd. 19 To Schuster ~~for~~ 21 NOV 1927
(Re letters 3 & 4)

hd. 20 To Genl Sec Kya 24 NOV 1927
(maps.)

21 — Le Agents — 6 Dec. 1927
Dear Sir, authority to pay enclosed account
amounting to £1,541.1.1. Submitted by Messrs
Coode, Hignett, Wilson & Mitchell in respect of
professional services rendered in connection with the
survey of the Port of Mombasa.

(D/H to HCV for Transport annexed to
re. 17) RHW 9/12/27

✓ 27 To H.C. Trans 11/8 (copy of 17-18) 15 DEC 1927
A Report

no 21. Antkoni's payment: ~~17/12~~
~~copy of H.C. of 17/12~~
17/12
since

hd 23 To C.A. (no 21 annex) 20 DEC 1927

23

Mr. Worsley 17/12/19

- Mr. Allen
- Mr.
- Mr. Bottomley.
- Mr. E. J. Harding.
- Sir J. Shuckburgh.
- Sir G. Grindle.
- Sir C. Davis.
- Sir S. Wilson.
- Mr. Ormsby-Gore.
- Lord Lovat.
- Mr. Amery.

X 10203

27 Kenya 9

DE

C. D.
19 DEC
D. 19 11

20 Dec., 1917.

Gentlemen,

I am directed

to ask the recd. of yr. G.

no. E/321.6/12 of the 6th. of

Dec. & to inform you

that the S. of S. approves

of your paying from

Kenya funds the

account for £1,091:10:10

submitted by Messrs.

Boode, Fitzmaurice, Wilson

DRAFT.

Brown Agents

and Mitchell in respect
of their ^{professional} services in connection
with the question of the
development of the port of
Mombasa.

I am etc.

(Signed) R. A. WISEMAN.

Mr.

Mr.

Mr.

Mr. Bottomley.

Mr. J. Harding.

Sir J. Shuckburgh.

Sir G. Grindle.

Sir C. Davis.

Sir S. Wilson.

Mr. Ormsby-Gore.

Lord Lovat.

Mr. Amery.

DRAFT.

High Comm -
for Transport
No 118

To you 14.11.27 No 118
From C.A. 15.10.27 (No 117)
(file)

with ~~the~~ report
which should be returned
to C.A.

X 10203(2) Kenya

22 10

15 Dec 1927

Sir

I have the pleasure to
transmit to you for
your information a copy
of a dispatch to the Governor
of Kenya forwarding
a letter from the C.A.
with a report by Mr Mitchell
of Messrs Coode, Fitzmaurice
Wilson & Mitchell with
regard to the further development
of the Port of Mombasa.
I request to find that

this correspondence was
not forwarded ^{to} at an
earlier date.

(for the Secretary of State)
(Signed) W. ORMSBY GORE.

✓

21 / 20
11



ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES.
THE DATE OF THIS LETTER BEING QUOTED
AND THE FOLLOWING REFERENCE:
TELEGRAMS "CROWN LONDON."
TELEPHONE. 7789 VICTORIA.

E/321/16/12
-7 DEC 1927
COL. OFFICE

4, MILLBANK,
WESTMINSTER,
LONDON, S.W. 1

6th December, 1927.

Sir,

I have the honour to request the authority of the Secretary of State to pay the enclosed account amounting to £1,591.1.1. submitted by Messrs. Coode, Fitzmaurice, Wilson and Mitchell, in respect of professional services rendered in connection with the survey of the Port of Mombasa.

2. This work was undertaken on the instructions conveyed to us by your letter No. 52659/25 dated 27th November 1925. Copies of the Consulting Engineers preliminary report of 9th June 1926, and their detailed report of 28th September 1927 were forwarded to the Colonial Office with our letters of 14th June (b) 1926 and 18th October (c) 1927 respectively.

3. It will be remembered that under the terms of the Consulting Engineers' remuneration in connection with the contract for the construction of the quays at Kilindini, their commission of 3 1/2% covers the cost of visits to the work by a partner of the firm; hence no charge has been made in the enclosed account for Mr. Mitchell's time, passage or expenditure on the voyage out and home.

I have the honour to be,

Sir,

Your obedient Servant,

WAT Bickhart

for CROWN AGENTS.

20 DEC 1927

(1) C.A. 2074/26
(2) No. 17

And.

The Under Secretary of State,
COLONIAL OFFICE

to

GOODE, FITZMAURICE, WILSON, & MITCHELL,

Chartered Civil Engineers.

KENYA COLONY.

PORT OF MOMBASA.

November
1925
to
date.

For professional services rendered as follows, in accordance with the instructions conveyed in your letter E.450/8, dated 28th November, 1925, and supplemented at the interview at your office on 1st December, 1925.

Examination of the Port of Mombasa by our partner, Mr. Mitchell, during his 1926 East African visit, interviews and discussions with the local authorities, and making arrangements for the necessary staff and plant for the required survey.

Arranging for and sending out an Engineer (Mr. E. P. Boyle) to assist with the survey.

Attendance of Mr. Mitchell before the East African Guaranteed Loan Committee in London, and subsequently preparing and submitting to you a preliminary report, dated 9th June, 1926,

9, Victoria Street.

London, S. W. 1.

29th November, 1927.

relative to the major additional facilities required at Kilindini Harbour in the near future.

Further examination of the Port of Mombasa by our partner, Mr. Mitchell, during his 1927 East African visit.

Correspondence and interviews generally in connection with this investigation.

Studying and analysing the results of the survey together with the information and data procured by Mr. Mitchell, during his visits to Mombasa.

Preparing three drawings to illustrate our report.

Preparing quantity drawings, calculating the quantities therefrom, and framing estimates of cost of the proposed works.

Preparing and submitting, in triplicate, a detailed Report, with estimates, of proposed extensions and arrangements for the full development of the Port of Mombasa, dated 28th September, 1927, accompanied by two sets of the three explanatory drawings referred to above.

Personal services, London staff and office expenses in connection with

the foregoing investigation and
preparation of the report and plans
above alluded to

One thousand five hundred pounds £1,500. 0. 0

(This sum is based upon our book
entries and no charge has been
included for any of Mr. Mitchell's
time, passages, and expenditure
whilst travelling to and from East
Africa).

Payment in respect of passage,
etc. to Mombasa for Mr. Boyle,
Assistant Engineer, including salary
advance of ten pounds

91. 1. 1

£1,501. 1. 1

X. 10203. 27

Kiang

19
15

- Mr. ~~W. H. Miller~~ 18/11
- Mr. Wiseman 18/11
- Mr.
- Mr. E. J. Harding.
- Sir C. Strachey.
- Sir J. Shuckburgh.
- Sir G. Grindle.
- Sir C. Davis.
- Sir S. Wilson.
- Mr. Ormsby-Gore.
- Lord Lovat.
- Mr. Amery.

For Mr. Wiseman's
signature

18/11/27

21 Nov 27

C. D.
R 18 NOV
D 1927

DRAFT.

Dear Schuster,

I find that I
have not yet answered the
enquiry in your letter of the
8 May (11101) regarding the
cost of the new berths
I set at Kilindini. You
may like to have the information put in
the contract for
the work was signed on
the 11th Nov 1926 &
the summary of cost
shows a price of
£563946. 9. 4

Sir George Schuster
K.C. & A.C.:

W.C.
(Make the envelope
to be forwarded
if we have not got
his London address).

Page 29 of
Contract in
No. 5.

Yours sincerely

(Signed) R. A. WISEMAN.

- Mr. Wiseman
- Mr.
- Mr.
- Mr. E. J. Harding.
- Sir C. Strachey.
- Sir J. Shuckburgh.
- Sir G. Grindle.
- Sir C. Davis.
- Sir S. Wilson.
- Mr. Ormaby-Gore.
- Lord Lovat.
- Mr. Amery.

9/4/27/p

Amal on 15/268/28

18



Downing Street.

14 November, 1927.

DRAFT.

KENYA

NO. *948*

Gov. Grigg.

(Report in orig:)

(No. 52 in File X10019; not referred to in despatch as telegram is marked Confd.)

15 DEC 1927
 Copy to Mr. 118.
 Copy to Treasury 14 DEC 1927 on 4/10019/27 Ken.

Sir,

I have the honour to transmit to you, for your consideration, a letter from the Crown Agents for the Colonies, forwarding a report by Mr. Mitchell, of Messrs Coode, Fitzmaurice, Wilson and Mitchell, with regard to the further development of the Port of Mombasa.

2. I note from other correspondence that you have already in mind the expenditure during 1928 of a sum of £250,000 for further port developments including expenditure on Berths Nos. 5 and 6. I would, however, remind you that it will be necessary to obtain my approval

approval and that of the Treasury before any action is taken to commit the Govt. of Kenya to expenditure on Berths 5 and 6, or on the other works contemplated in Mr. Mitchell's report, and before the appropriate provision can be included in any further Loan Ordinance.

3. The question whether the programme contemplated in Mr. Mitchell's report should be carried out at an early date seems to depend upon whether the traffic of the Port is likely to increase in accordance with the estimates of the Consulting Engineers, as given on the graph between pages 4 and 6 of the report, and if it is not going to increase at so fast a rate, whether the prospective rate of increase in traffic is small enough to justify postponing the further programme, and thereby incurring the extra cost which would be involved by interrupting construction, before work on berths 5 and 6

is begun. Careful estimates of the future *based on the latest available information*



traffic of the Port, and of the capacity
of the works now nearing completion,
should therefore be made before the S. of S.
is asked to give his definite approval
to including the construction of berths
5 and 6 in the immediate Loan programme,
and before he would be justified in
approaching the Treasury on the subject.

I have, etc.,

(for the Secretary of State)
(Signed) W. ORMSBY GORE.

Sudan Government.

London Office.

Wellington House.

Buckingham Gate.

London S.W.1.

18

Telephone
Victoria 4242

5824/5.

No.A. 1101

8 November 1927

Dear Wiseman,

re Kenya Government's Programme for
Kilindini Harbour

I have carefully considered your letter of the 3rd, with enclosure and Mr. Mitchell's report. I agree with your proposed draft letter to Sir Edward Grigg, in which I suggest only the addition of a few words at the bottom of the second page.

I think it is most important that before the Kenya Government is allowed to start spending any money on account of the Kilindini Harbour Programme beyond the completion of the Deep Water Berths Nos. 3 & 4, which have already been approved, they should submit carefully considered recommendations for the whole of their further programme, so that it may be quite clear what is the full extent of the expenditure to which they propose to commit themselves. I understand that they have not yet seen Mr. Mitchell's report, and we do not know yet whether their recommendation is to adopt his programme exactly as it stands. It is interesting to compare the programme which he now puts forward with that included in his interim report of the 9th June, 1926. The estimate of expenditure on the Deep Water Berths has now very greatly increased, the total cost of Berths 5 & 6 being put now at £810,000 instead of £600,000 in the interim report. He has apparently cut down his programme of other expenditure in order to balance this excess. I have never had any information as to what is the actual estimated cost of Berths 3 & 4 on the basis of the contract which has now been placed and I should be interested to hear what this is.

If a spare copy of Mr. Mitchell's report is available I should be very glad to have one with me for use on my forthcoming journey to Kenya.

I return all your papers herewith.

Yours sincerely

George Wiseman

H.A. Wiseman Esq.,
Colonial Office,
Downing Street,
S.W.1.

21 NOV 1927
Amd.

C.A. are
sending
me the
1/11 ✓

Downing Street.

3 November, 1927.

Dear Schuster,

Would you mind having a look at the Crown Agents' letter, No. (17) on this file, with the attached Report of the Consulting Engineers, and the Minutes and Memorandum in regard to this letter and Report. The decision in the Minutes is summed up in the proposed draft, which I enclose herewith for your consideration. Do you agree to it? If there are any points not made clear either in this draft or in the Minutes or Note with it, perhaps you would let me know, and I will come and talk to you about them.



SIR GEORGE SCHUSTER, K.C.M.G., C.S.E., M.C.

Downing Street.

3 November, 1927.

Schuster,

Would you mind having a look at the Agents' letter, No. (17) on this file, with the Report of the Consulting Engineers, and the and Memorandum in regard to this letter and . The decision in the Minutes is summed up proposed draft, which I enclose herewith for consideration. Do you agree to it ? If there y points not made clear either in this draft the Minutes or Note with it, perhaps you would know, and I will come and talk to you about

LM

3.11.27. *has draft
my*

- Mr. Wiseman
- Mr.
- Mr.
- Mr. E. J. Harding.
- Sir C. Strachey.
- Sir J. Shuckburgh.
- Sir G. Grindle.
- Sir C. Davis.
- Sir S. Wilson.
- Mr. Ormsby-Gore.
- Lord Lovat.
- Mr. Amery.

Downing Street,

November, 1927.

Sir,

I have etc. to transmit to you
 for your consideration, ~~the enclosed~~^a
 letter from the C.A. for the Cols.,
 forwarding a report by Mr. Mitchell, of
 Messrs. Coode, Fitzmaurice, Wilson and
 Mitchell, with regard to the further
 development of the Port of Mombasa.

DRAFT.

KENYA *ND*
~~Confidential~~
 GOVR. GRIGG.

(No. 52 in File X10019; . 2. I note from other corresponden
 not referred to in
 despatch as telegram
 is marked Confdl.) that you have already in mind the

expenditure during 1928 of a ~~further~~ su
 of £250,000 for further port developmen
 including expenditure on Berths Nos. 5 a
 6. I would, however, remind you that
 it will be necessary to obtain my
 approval and that of the Treasury befor
 any action is taken to commit the Govt.
 of Kenya to expenditure on Berths 5 and

Report my

3.11.27. *has draft my*

- Mr. Wiseman
- Mr.
- Mr.
- Mr. E. J. Harding.
- Sir C. Strachey.
- Sir J. Shuckburgh.
- Sir G. Grindle.
- Sir C. Davis.
- Sir S. Wilson.
- Mr. Ormsby-Gore.
- Lord Lovat.
- Mr. Amery.

Downing Street,

November, 1927.

Sir,

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for your consideration, ~~the enclosed~~^a letter from the C.A. for the Cols., forwarding a report by Mr. Mitchell, of Messrs. Coode, Fitzmaurice, Wilson and Mitchell, with regard to the further development of the Port of Mombasa.

DRAFT.

KENYA *NO*
~~Confidential~~
 GOVR. GRIGG.

N

(No. 52 in File X10019; 2. I note from other correspondence not referred to in despatch as telegram is marked Confdl.) that you have already in mind the

expenditure during 1928 of a ~~further~~ sum of £250,000 for further port development including expenditure on Berths Nos. 5 and 6. I would, however, remind you that it will be necessary to obtain my approval and that of the Treasury before any action is taken to commit the Govt. of Kenya to expenditure on Berths 5 and

Replied my

other
6, or on the ~~works~~ contemplated in Mr. Mitchell's
report, and before ^{the aff. parts} provision for it can be
included in any further Loan Ordinance.

3. The question whether the ~~Further~~
^{in Mr Mitchell's report very faintly}
programme contemplated ~~should be carried out at an~~
early date seems to depend upon whether the traffic
of the Port is likely to increase in accordance with
the estimates of the Consulting Engineers, as given
on the ~~draft~~ ^{graph} between pages 5 and 6 of the report,
and if it is not going to increase at so fast a
rate, whether ^{productive} the rate of increase in traffic is
small enough to justify postponing the further
programme, and thereby incurring the extra cost
which would be involved by interrupting ~~the~~
^{before work on berths 5 & 6 is}
construction, ~~and postponing the commencement of~~
^{begin.}
~~work on berths 5 and 6.~~ Careful estimates of the
future traffic of the Port, and of the capacity of
the works now nearing completion, should therefore
be made before the S. of S. is asked to give his
definite approval to including the construction of
berths 5 and 6 in the immediate Loan programme, and
before he would be justified in approaching the
Treasury ^{on the subject} ~~on the subject~~
~~the capital cost of the proposed S. of S. works.~~

other
6, or on the works contemplated in Mr. Mitchell's
report, and before ^{the appropriate} provision for it can be
included in any further Loan Ordinance.

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^{in Mr Mitchell's report very definite}
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~~construction, and postponing the commencement of~~
~~work on berths 5 and 6.~~ ^{before work on berths 5 & 6 is}
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berths 5 and 6 in the immediate Loan programme, and
before he would be justified in approaching the
Treasury ^{on the subject} ~~on the subject~~
~~the subject of the construction of berths 5 & 6~~
~~have, etc.~~

I. IMMEDIATE RECOMMENDATIONS

This Report is the result of the Governor's request in his telegram of the 24th of November, 1925, on Gov. 52659/25. The enquiry was originally suggested in the enclosures to the O.A.G's despatch in 35711/25. The immediate recommendations will be found in paragraph 67 of the Report, and the cost of carrying them out is estimated at £1,000,000 inclusive of expenses of acquiring land or of financing the works, and may be summarised as follows:-

A. <u>No.5 Berth.</u>	£
The extension to No. 5 Berth with the necessary works, but without shedding	350,000
B. <u>No.6 Berth</u> with the necessary subsidiary facilities, including shedding for both berths	460,000
(If double storey sheds are required, the extra cost would be £150,000).	

See also P.C. 176/7

The Report, paragraph 23, suggests that the 5th berth will be required during 1930, and the 6th before the end of 1932. It is considered of the greatest importance (paragraph 25) that the full length of the quay should be completed as soon as possible, and later in the Report it is proposed that the provision of complete coal facilities in Mbaraki should be postponed, the funds to be devoted to the quay extension. The reason why it is proposed that No.5 berth should be proceeded with without shedding, is explained in paragraph 28, and is due to the fact that this berth could be constructed without interfering with the Temporary Lighterage Wharf, but that the construction of No.6 berth would throw the wharf out of action. In paragraph 34 it is estimated that No.5 berth could be ready for use during 1930 and No.6 berth, with sheds, etc. would be completed before the end of 1931.

C. Oil Facilities £ 70,000

Para 36

It is advised that since the recommendation for the construction of the pier at Shamansi Bay, the conditions have changed and it is now recommended that 4 dolphins should be constructed at a site south of the Magedi's Soda Company's pier at which vessels could lie, and a tee headed jetty should be built to carry the oil pipes for the discharge of bulk oil or, if necessary, the shipment of bunker oil. As regards packed or case oil, it is suggested that it should be discharged or loaded on the tee headed jetty or on one of the dolphins from which a conveyor should be installed to carry it to the shore. When the deep water quay has been extended, there should be no objection to the landing or shipping of packed kerosene oil at berths Nos. 5 and 6, but packed benzine should only be dealt with at the oil berths. The estimate of cost, £70,000, is inclusive of the cost of pipe lines etc., the cost of which is suggested might be borne directly by the companies concerned.

P.C. 190421.

40

* In para 50 #57 #10 suggest that loading of bunker oil might take place at Ewasya side. (P.C. 190421)

P.C. 190421.

43

45

47

48

D. Coal facilities in Mbaraki £ 60,000

A complete installation, as described in paragraph 82, is estimated (paragraph 52) at approximately £250,000. Such heavy expenditure for coal alone is not considered justified at the present time, and it is suggested (para. 55) that two short jetties and the necessary handling appliances should be constructed at

P.C. 193.

these partial facilities, with the occasional use of a berth at Kilindini, should be sufficient for the next 5 years.

No. 96.

E. Slipway at Mbaraki 2.
35,000

As between a graving dock, a floating dock or slipway, the last is recommended (paragraph 59) as being the cheapest and best, and the site suggested (paragraph 60) is on the north-western shore of Mbaraki Creek. The estimate of cost includes (paragraph 62) the slipway complete with foundations, cradle, hauling machinery and the necessary dredging of the approaches.

F. Wall at Kilindini Point... .. 2.
25,000

It was originally suggested to finish off the point by means of a shallow quay wall, but for the reasons given in paragraph 65, it is now suggested it would be sufficient to construct a wall founded just above low water.

II. FURTHER EXTENSIONS.

The proposals for the full development of the Port in future are dealt with in paragraph 68 to the end of the Report, and it would seem sufficient briefly to indicate the matters dealt with.

They are additional quays and jetties (paragraphs 68 to 78); passenger station (paragraph 74) Port Administrative Offices (paragraph 75); reservation of land for the future graving dock (paragraph 79); jetties at Mbaraki (paragraph 80); bridge transporters for coal (paragraph 82) the handling of grain exports (paragraph 84); and oil berth (paragraph 86); mooring berths (paragraphs 87 to 90); the treatment of shoals

on self-propelled craft.
provision of floating cranes (paragraphs 99 to
102); magazine for explosives (paragraph 103);
ferries at Mombasa Harbour and Kilindini Harbour
(paragraphs 104 and 105); improvement facilities
at Mombasa of old pier (paragraphs 106-107);
warehouse accommodation (paragraph 108); seaplane
station (paragraphs 109-110); workshops and
repair yards (paragraphs 111 and 112). Still
further developments are briefly indicated in
paragraph 113 and in paragraph 114. The
Consulting Engineers express the opinion that it
is of great importance that no Government land
round the harbour or in its vicinity should be
let on long leases until it is absolutely
certain that the land will not be required for
development.

J. H. Allen
25/10/27

28th September, 1927.

PORT OF MOMBASA.

Proposed Harbour Improvements.

Sir,

In your letter No. E. 430/B, dated 28th November, 1925, you requested us to arrange for our partner, Mr. Mitchell, to make a comprehensive examination of the whole port during his forthcoming visit to Kilindini.

2. Subsequently Mr. Mitchell attended for an interview with you, when it was arranged that he should obtain the exact terms of reference in the Colony.

3. Mr. Mitchell arrived in Kenya Colony on the 24th January, 1926, and went up to Nairobi, where he had interviews with His Excellency the Governor, the Hon'ble the Colonial Secretary and the Hon'ble the Acting General Manager of the Railway, and was asked to undertake the proposed investigation.

4. In his letter dated 4th February, 1926, the Colonial Secretary, Kenya Colony, stated that it was decided that our Report should show fully:-

The Chief Engineer (Designs),

The Crown Agents for the Colonies,

4, Millbank, S.W. 1.

(a) Immediate extensions and additions necessary to equip Harbour to meet the probable needs of the next five years, with approximate estimates of the cost; however, detailed designs and estimates for works thereon should be prepared.

(b) Suggested further extensions and arrangements for the full development of the port in the future, indicating the probable stages by which such developments may be carried out.

6. Mr. Mitchell then returned to Kilindini and made arrangements for the necessary staff and plant for such a survey as would enable the Report to be prepared, certain portions of the land survey being carried out by the Colonial Survey Department.

7. From then until his departure on the 20th February, Mr. Mitchell inspected various alternative sites for proposed works, and discussed the projects with the Collector of Customs, the Port Captain and other parties concerned, and attended a meeting of the Port Advisory Board at which the whole subject was discussed.

8. It would, however, be well to note here that the shore of Mombasa Island from the entrance to Mungu Straits to M'hasaki, and of the sea bed on this frontage as far out as the 10 fathom line. Sufficient berths, as shown on Drawing No. 1, were put down to enable sites to be selected and detailed designs prepared for all works that are likely to be required in the next five years. A few spot berths were also shown for other future extensions, to cater to obtain a general idea of the nature of the

9. The physical features of the port were fully described in our Report to you on the same subject, dated 7th August, 1923; the port is now so well known that it is hardly necessary to repeat details thereof.

10. It would, however, be well to note here that the shore of Mombasa Island from the entrance to Mungu Straits to M'hasaki, and of the sea bed on this frontage as far out as the 10 fathom line. Sufficient berths, as shown on Drawing No. 1, were put down to enable sites to be selected and detailed designs prepared for all works that are likely to be required in the next five years. A few spot berths were also shown for other future extensions, to cater to obtain a general idea of the nature of the

material underlying the sea bed at these places. A complete bearing survey of these latter sites would, however, require to be made before detailed designs and estimates for works thereon could be prepared.

8. The survey, apart from bearings, was completed early this year. A considerably greater number of bearings had to be made than was originally anticipated, as on some of the sites which had been selected for examination and which in all other respects were suitable and convenient for works, the bearings went down over 80 feet below low water in mid, necessitating the exploration of new alignments for certain parts of the proposed works. The results obtained so far are, however, sufficient to allow of the preparation of this Report.

9. The physical features of the port were fully described in our Report to you on the same subject, dated 7th August, 1913; the port is now so well known that it is hardly necessary to recapitulate them.

10. It would, however, be as well to note here that the nomenclature has recently been changed and that the port as a whole is now known as the Port of Mombasa, divided into Kilindini Harbour on the west side of Mombasa Island, and the Old Port on the east side of the Island.

11. The Report of the Port Commission of Enquiry, dated December, 1905, contains full particulars of the trade, method of working, and facilities existing at the Port at that date.

12. In order that our observations may be clearly understood, this Report is accompanied by three sheets of drawings:-

Drawing No. 1 - Admiralty Chart, on which has been shown the proposals for the development of the Port of Mombasa.

Drawing No. 2 - General Plan to a scale of 1" = 200', showing results of the survey from Mungu Straits to M'haruki Creek, together with present facilities and works in progress.

Drawing No. 3 - General Plan to a scale of 1" = 200', showing proposed ultimate development of Kilindini Harbour from Mungu Straits to M'haruki Creek, and the successive stages by which such development might be carried out.

The survey was first plotted to a scale of 100 feet to the inch. As soon as all the bearing results have been received we will send you, for record in the Colony, the full results of the survey to a scale of 100 feet to the inch, together with the details of the bearings.

13. On the 9th June, 1956, we furnished you with a preliminary report as to the major additional facilities which, in our opinion, would be required at Kilindini in the immediate or near future. This preliminary report was prepared at the instance of the East African Loan Committee, who were then sitting.

14. Our definite recommendations were in agreement with the recommendations contained in paragraphs 174, 190, and 195 of the Port Commission's Report, viz., that two further deep water berths, Nos. 3 and 4, should be constructed forthwith, and that facilities for dealing with oil and coal would need to be provided at an early date. We also indicated that should trade continue to increase as anticipated, a further two berths would shortly be required. A copy of our preliminary report of the 9th June, 1956, is appended for ready reference.

15. Subsequent to the submission of the above report, sanction was accorded to the construction of Berths Nos. 3 and 4. A contract for this work was let on 11th November, 1956, the date for completion being 11th November, 1959.

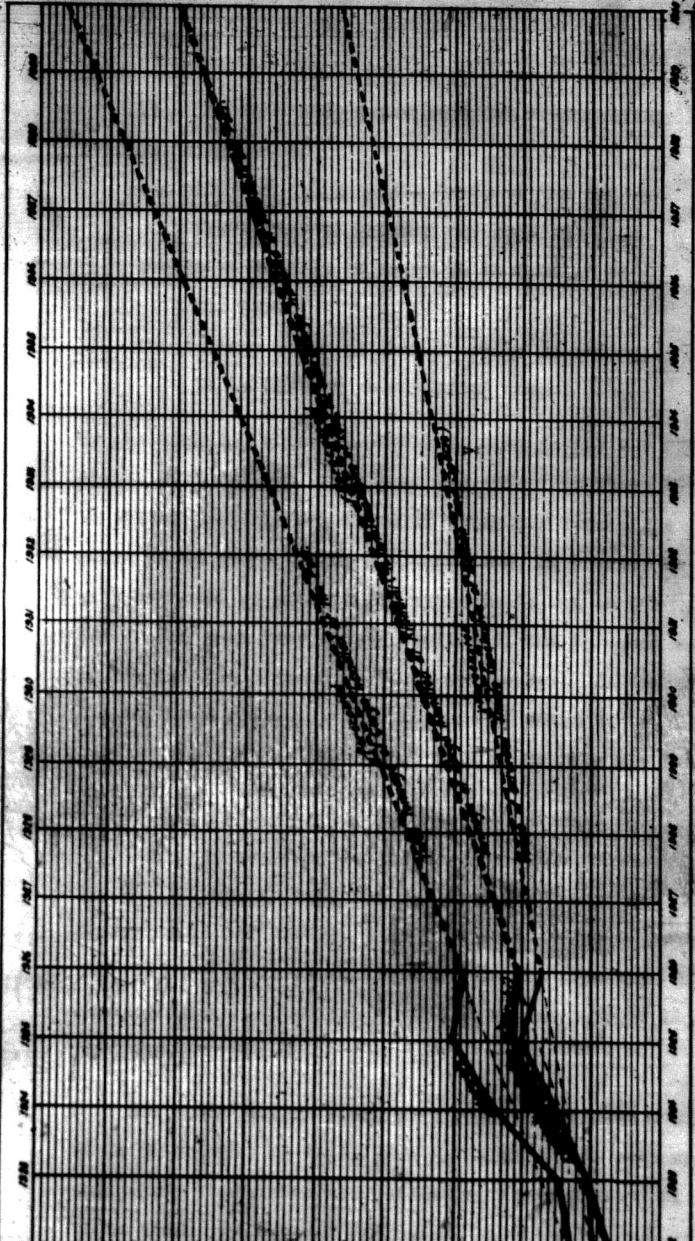
16. In order to assist in considering what immediate further extensions are required, it was necessary to forecast the probable growth in the tonnage to be handled at the port, and also to estimate the probable tonnage that the works now existing or sanctioned can be expected to deal with in the present state of the trade of the country, without undue congestion.

13. On the 9th June, 1936, we furnished you with a preliminary report as to the major additional facilities which, in our opinion, would be required at Kilindini in the immediate or near future. This preliminary report was prepared at the instance of the East African Loan Committee, who were then sitting.

14. Our definite recommendations were in agreement with the recommendations contained in paragraphs 174, 180, and 182 of the Port Commission's Report, viz., that two further deep water berths, Nos. 3 and 4, should be constructed forthwith, and that facilities for dealing with oil and coal would need to be provided at an early date. We also indicated that should trade continue to increase as anticipated, a further two berths would shortly be required. A copy of our preliminary report of the 9th June, 1936, is appended for ready reference.

15. Subsequent to the submission of the above report, sanction was accorded to the construction of Berths Nos. 3 and 4. A contract for this work was let on 11th November, 1936, the date for completion being 11th November, 1939.

16. In order to assist in considering what immediate further extensions are required, it was necessary to forecast the probable growth in the tonnage to be handled at the port, and also to estimate the probable tonnage that the works now existing or mentioned can be expected to deal with in the present state of the trade of the country, without undue congestion.



27

17. To this end we prepared the accompanying forecast diagrams of

- The value of the external trade of the Colony (exclusive of bullion and specie);
- The total tonnage of cargo to be handled at the Port;
- The tonnage of cargo, as per Bills of Lading, to be handled at Kilindini quays;

by plotting the actual ascertained results for the five years, 1922 to 1926 inclusive, and extending these lines to show a possible expansion of trade for succeeding years up to 1940. Such a diagram can, of course, be only regarded as exceedingly approximate but as the returns of each year become available, the forecast can be checked and amended as found necessary. In figures the forecast shows that the tonnage of cargo to be handled may double itself in 7 to 8 years from the end of 1926.

18. We are indebted to the Collector of Customs for the figures showing the value of the import and export trade for the years 1922 to 1926. The figures of tonnage handled at Kilindini and M'baraki have been taken from paragraph 119 of the Kenya and Uganda Railway Report for 1926.

19. The export cargo at present handled at M'baraki will, we assume, be dealt with at Kilindini as soon as sufficient facilities are available, leaving M'baraki free to be developed for the mechanical handling of bulk cargo, as described later in this report.

20. The difference between the total tonnage handled and the tonnage handled at Kilindini and M'baraki, which in future will, we assume, be handled at the deep water quay and lighter wharves at Kilindini, represents coal, at present landed from lighters on the foreshore and at M'baraki, carbonate of soda shipped at the Nagadi Soda Company's jetty, oil landed at the old oil pier and at the Nagadi Company's jetty, and about 40,000 tons yearly of cargo landed and shipped at the Old Port of Mombasa, chiefly imports from Bombay, and hides for export.

21. Taking into consideration the present nature of the traffic, we estimate that, allowing for occasional night work, the deep water berths, existing and under construction, and the existing lighter wharves, could deal with about 650,000 Tons of Lading tons of cargo a year, without undue congestion or delay to shipping or cargo.

22. At present we should not consider it safe to put the yearly rate higher than the above figure, though the ultimate capacity of the deep water quays, when traffic becomes more evenly spread over the year and when ships and cargo are more continuously available, is considerably greater.

23. If our forecast of the expansion of trade is fulfilled, a fifth berth on the deep water quay will, we consider, be required during 1930, and a sixth berth before the end of 1932, for the handling of general import and export cargo and to assist with the handling of coal, etc.

24. The quays cannot be worked to their full advantage until uninterrupted rail access is assured from either end. This will not be possible as long as construction work is in progress, except by adding considerably to the cost of construction. Even if construction work is suspended for a time before completion of the full length, further interruption will have to be faced as soon as an extension is desired.

25. We consider it, therefore, of the greatest importance that the full length of this quay should be completed as soon as possible. It is partly for this reason that, later in this report, we propose that the provision of complete coal facilities at M'haraki should be postponed, and that funds that might otherwise have been spent on coal facilities should be devoted to the extension of the deep water quay.

pletion of full width of the water

26. The bearings taken in connection with the survey just completed show that it will be necessary to alter the alignment at the north end of the future extension of the works now in progress. The quay, instead of being on a continuous curve of 5,000 feet radius as originally proposed, will be curved as far as the north end of the work now in progress and thereafter be straight to its northern extremity, where it would terminate in a scull bank facing, connecting with the existing facing to the ground at the back of the proposed oil berth.

27. This will allow of a total length of 3,478 lineal feet of quay being built, having an effective

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depth of 18 feet over a length of 3,572 feet. Up to date, provision has been made for 2,222 feet of quay, leaving 1,350 feet, or sufficient for two more berths with the necessary spacing for cranes over railway lines between sheds Nos. 4 and 5, to be built after the completion of the work now in progress.

25. In view of the possibility of the policy of an early completion of the whole length of deep water quay on the present alignment being accepted, we think it is desirable to consider in detail how this can best be carried out and to make our recommendations accordingly. No. 5 berth could be constructed without interfering unduly with the use of the Temporary Lighterage Wharf, see Drawing No. 5, at which railway material is handled, but the construction of No. 5 berth would, of course, throw this wharf out of action, and the goods now dealt with there would require to be handled elsewhere. If it were decided to proceed at once with the construction of both berths, it would still be necessary to arrange that No. 5 berth and a width of quay at the back of it, sufficient for two lines of railway track, should be handed over for use as soon as completed, in order that it might be available as a berth, without a shed, at which railway material, coal, packed hardware and other similar goods could be landed direct into trucks. We have therefore divided the work of completing the present range of berths into two sections, comprising in the first instance, No. 5 berth without a transit shed, followed by No. 6 berth, the last berth on this alignment, with its transit shed at the back together with the transit shed at

the back of No. 5 berth.

20. The first section would consist of 600 lineal feet of deep water quay, 500 feet of which would form No. 5 berth and 100 feet to give the necessary additional length to allow cross-over rail roads being laid between Shed No. 4 and the site of Shed No. 5.

20. We estimate that this 600 lineal feet of quay with the reclamation at the back of it and the necessary railway lines, roads and equipment, would cost approximately \$500,000.

21. The second section would consist of the remaining 600 feet of wall, of which 500 feet would be available as a deep water quay, terminating in a coral bank connecting it with the coral facing to the ground at the back of the proposed oil berth. It would include single story transit sheds at the back of berths Nos. 5 and 6, the necessary reclamation, railway lines and roads shown on the plan, together with the necessary equipment as provided for the existing berths. The high ground at the back of berths 5 and 6 would be cut back to conform with the new alignment at this end of the quay. We have also provided for a complete set of classification sidings on the straight at the back of berths 4 and 5; a portion of these sidings could be laid and utilized before the whole of the quay work is completed.

21. We estimate that the works enumerated in the above paragraph No. 21, which include the works necessary for the completion of the full length of the quay on the present alignment, would cost approximately \$600,000.

33. The estimates for berths Nos. 5 and 6 are based on the assumption that they would be carried out at the rates similar to those at which the present work is being executed. This would approximately be the case if the order to proceed were given before the instalment of the work now in progress has been completed and the Contractors have removed their plant.

34. If the order to proceed with berths Nos. 5 and 6 and the completion of the whole length of quay on the present alignment as coloured red on Drawing No. 3, were given before the end of 1928, we anticipate that berth No. 5, without shedding, would be ready for use during 1930, and that the full length of quay, with sheds at the back of berths Nos. 5 and 6, and the roads, railway lines, sidings, etc., would be completed before the end of 1931.

anding
ities.

35. The Committee which sat in the Colony in September, 1926, to consider, amongst other questions, the facilities required for dealing with bulk and cased oil, recommended the construction of a pier at Shagani Bay, with railway and road connections for the landing and shipment of cased oils and suitable for the discharge of bulk oil vessels, and for bunkering vessels with fuel oil.

36. Since that date the condition of the oil trade has changed somewhat; although the bulk oil trade is increasing, it is not anticipated that there will be such a growth in the cased oil trade as to justify any large

expenditure in providing special facilities therefor.

37. We have very carefully investigated alternative sites for an oil berth, bearing in mind the desirability of siting it as near the areas set apart for oil installations as possible.

38. The original site selected in Shamansi Bay, which from the outset has been objected to by the pilots, who anticipated difficulties in taking vessels alongside or away from it under certain conditions of wind and tide, is not particularly suitable from a constructional point of view, as in places in Shamansi Bay, there are over 90 feet of soft mud, which would render constructional work difficult and more expensive than at the site selected.

39. A site was also explored in the entrance to Macupa Straits, but did not prove so satisfactory as the site finally selected southward of the Hagadi Soda Company's pier. This latter site was also the one preferred by the Port Captain and pilots.

40. In order to meet present requirements, we propose that four dolphins should be constructed, as indicated by red colour on Drawing No. 3, at which vessels could lie, and that a tee headed jetty should be built, between the centre dolphins, to carry the oil pipes for the discharge of bulk oil, or if necessary, the shipment of bunker oil. The dolphins would not interfere in any way with berthing steamers at the Hagadi Soda Company's pier - in fact, they should prove of assistance.

41. We have indicated sites at the shore end of the oil jetty to be set apart, on which the Companies concerned could erect a boiler house and boiler for the supply of steam to vessels discharging petrol, and mess rooms and galleys for supplying meals to the crews whilst pumping petrol is in progress.

42. The cliff at the root of the jetty would be cut back and an approach road provided connecting with the roads on the reclamation.

43. We have examined various alternative methods of landing packed oil, and for the present, we consider the simplest and most economical method will be for the vessel discharging packed oil to land it with her own gear on to the tee headed jetty or on to one of the two dolphins north and south of the tee headed jetty, from which a conveyor could be installed to carry it to the shore. Later, if found necessary, a second conveyor could be installed, but in view of the varying size of vessels, it might not be possible to ensure that the derricks of all vessels could reach two fixed discharge points. For the present we believe one discharge point should suffice.

44. For landing packed oil a small crane could be installed on the tee headed jetty. The tee head of this jetty might also, if funds permit, be extended to connect with the two dolphins.

45. As soon as the deep water quay has been extended, there should be no objection to the landing or shipping of packed kerosene oil at berths Nos. 3 and 4, under

suitable safeguards, and until such time as transit sheds have been built at these berths. This was the practice, we understand, for many years at the South African Ports.

46. At the quay, the discharge of packed barresone would be much quicker, as it could be discharged from any number of hatches simultaneously, and loaded direct into wagons for conveyance to the installations.

47. Packed bunnine should, however, only be dealt with at the oil berth.

48. Our approximate estimate of the cost of the dolphins, tee headed jetty and subsidiary work in connection with the proposed oil berth (exclusive of the cost of pipe lines, boiler house and mess rooms, the cost of which might, we suggest, be borne directly by the Companies concerned), is £25,000.

49. We have not included in this estimate the cost of cutting back the cliff at the root of the oil jetty, as the cutting back will be done to provide filling for the extension of the deep water quay, the estimate for which covers the cost of providing such filling. This cutting back of the cliff will allow the main railway approach to the quay to come in on a better alignment and provide more working space at the back of the oil jetty.

oil.

50. When the oil berth is not being used by vessels discharging oil, it could be used as a bunkering berth. It is probable, however, that most vessels will wish to take their bunker oil whilst lying alongside the quay at which they are working. Provision has been made for the necessary connections in the quay now under construction. The Oil Companies, we understand, would prefer that each should have a separate pipe line, whether provided by themselves or by Government. Under suitable safeguards

we see no objection to this procedure, provided not more than three 8" diameter bulk oil fuel pipes are required. If more than three pipe lines are required, then we consider one of the pipes should be a common facilities pipe, as three pipes are as many as we consider can be laid conveniently at the back of the quay.

51. When laying oil pipe lines it should be borne in mind that eventually the high ground will be cut back to about 50 feet from the Magadi Soda Company's boundary, as shown on Drawing No. 3.

52. In the present state of development of the Port, we are of opinion that facilities for handling import coal could be provided more economically at M'baraki than at any other place in the harbour. The complete installation for discharging, stacking, and loading coal into trucks by mechanical means, as described more fully in paragraph 48 would, even at M'baraki, we estimate, involve the expenditure of approximately £250,000.

53. We hesitate to recommend so heavy an expenditure for coal alone at the present time, partly because the imports of coal are at present not much over 70,000 tons a year, and partly because we consider that as large a proportion of available funds as possible should be devoted to the completion of the full length of the deep water quay now under construction at Kilindini.

54. The eventual development of M'baraki will necessitate the construction of a series of jetties alongside which vessels could lie. They would be somewhat similar but of more robust construction than the existing wooden jetties at M'baraki.

55. Our recommendations for the present handling of coal are, that in the first instance, two jetties, coloured red on Drawing No. 3, alongside which a coal vessel could berth, should be constructed at M'baraki. If these jetties were spaced so as to suit, as near as possible, the distance apart of the hatches of the average coal vessels that trade to the port, it should be possible for the vessels with their own gear to discharge from two or possibly three hatches direct on to these jetties, whence the coal could be either carried by hand or by a system of conveyors for loading into stacks or trucks. The other hatches would have to discharge into barges, which could unload at the small piers for coal lighters recently constructed there. We estimate that jetties for berthing one vessel, with the necessary moorings and a system of conveyors from the two jetties would cost approximately £20,000

If the fifth berth at Kilindini is ordered shortly, and were to be completed early in 1950, coal, for direct loading to trucks or railed to the stacking ground, could be dealt with there as well as at M'baraki. The partial facilities at M'baraki, added by the occasional use of a berth at Kilindini, should give sufficient facilities for dealing with coal during the next 5 years.

56. If, during that period, the import of coal increased rapidly, the question of providing the full facilities at M'baraki, as described later in this Report, could be considered.

57. One tug is now in commission and the proposals for the supply of the second tug are in an advanced stage. These two tugs should suffice for some years to come.

58. Facilities are required for repairing the above

way.

tugs, and it might also be of advantage to be able to repair vessels up to the size of, say, the Zanzibar vessel, H.H.S. "Khalifa," which with other similar vessels on the coast, might be ready to avail themselves of repair facilities at Kilindini, and so save the voyage to Durban or Bombay. There are also other boats such as the H.V. "Shama," belonging to the Shell Company of East Africa, which have to be considered. The largest of the above craft is H.H.S. "Khalifa," which is 190 feet long, and when in docking trim would probably not exceed 700 tons deadweight.

59. We have carefully considered the question of whether a graving dock, floating dock or slipway, would be most economical in first cost and upkeep, and are clearly of opinion that for the size of vessels which we suggest facilities should be provided, viz., maximum length of 190 feet and a maximum deadweight of 700 tons, the slipway will be the cheapest and best.

60. The borings made on the north-western shore of the M'baraki Creek, showed that this should be the most suitable site for the slipway. We have indicated the position on Drawing No. 3.

61. As will be seen from the plan, there is ample area to the eastward of this site for workshops and repair yards in connection with the slipway, and they would be readily accessible by rail and road. The shallow portion of M'baraki Creek affords ample area for firms who require large and boat repairing facilities.

62. We estimate that the slipway complete with foundations, cradle, hauling machinery, and the necessary dredging of the approaches, would cost approximately 250,000.

Kilindini

63. The point known as Ras Kilindini is at present finished off for a portion of its length by a short concrete landing, and elsewhere by a rough stone revetment.

64. We considered the question of whether it might not eventually be best to dredge away this point altogether, so that the present quay might be extended by another berth southward on the same alignment. The point, however, serves the useful purpose of deflecting the main currents from the quay, and its removal would, moreover, be a costly undertaking, as it is practically all hard material.

65. With our letter of the 28th August, 1925, we furnished a design and estimate for finishing off the point by means of a shallow quay wall, with 8 feet of water alongside, at which lighters and small craft could berth. We estimate the cost at 260,000, but, as it did not provide any directly remunerative facilities, we expressed the opinion that the expenditure was at present hardly justified, and suggested that any funds that were available, would be better spent in an extension of the deep water quay. The present rough revetment, however, harbours large numbers of rats, which could only be got rid of by substituting a solid wall. For the present, we suggest that it would suffice to finish off the face along this frontage with a wall founded just above low water. Such a wall would be expensive, but later, when funds were available, a portion of the face might be extended so as to form a landing place for small boats.

66. We estimate that the cost of the above wall would be in the neighbourhood of 250,000

recommendations. 57. To sum up under the first part of the terms of reference we consider that "the immediate extensions and additions necessary to equip the port to meet the probable needs of the next five years," are:-

Approximate estimate of cost.

The extension of the deep water quay by a further 600 feet (which includes No. 3 berth) with the necessary reclamation, railway lines, roads, equipment, etc., but without docking 2,100,000.

No. 3 berth and the completion of the full length of the present deep water quay, with the necessary reclamation, railway lines, roads, equipment, etc., and single stowage sheds at the back of Nos. 3 and 5 berths 2,000,000.

If double stowage sheds are required, the estimate would be enhanced by 2150,000, including equipment.

Oil facilities consisting of dolphins and a two headed jetty for bulk oil discharges at a site south of the Muzali Soda Company's jetty, and conveyors for landing cased oil 20,000.

Coal facilities at M'haraki consisting of two short jetties alongside which vessels can berth, and handling appliances 500,000.

Quay at M'haraki for vessels up to 700 tons deadweight 200,000.

Wall at Muz Kilindini (Mikindani Point). 200,000.

Provision has been made in the estimates for engineering charges, supervision and contingencies, but not for the acquisition of land or financing.

The above works are coloured red on Drawing No. 1.

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FURTHER EXTENSIONS.

68. We will now describe the "suggested further extensions and arrangements for the full development of the Port in the future, indicating the probable stages by which such development may be carried out."

69. We have had a few borings taken in order to get a general idea of the nature of the material underlying the sea bed in Kilindini Bay. They show that, generally speaking, suitable foundations for quay walls could be reached at a reasonable depth. There is one place just opposite the outer end of Kilindini Lighter Wharf, where there is a soft patch, which is being further explored. Special treatment of the foundation of this soft patch may be necessary, but we do not anticipate that this will affect the general lines of the works in Kilindini Bay.

70. The next extension after the present range of berths has been completed should, we consider, be to quay and revet the foreshore at Kilindini Bay as far as Telegraph Point, as shown by brown colour on Drawing No. 3. This would provide a length of 2,700 feet of deep water quay, the southern end of which, near Telegraph Point, would be a suitable site for the erection of a grain elevator and store. The high ground above Telegraph Point would be cut down to quay level to provide filling for these works, thus affording ample space at the back of the quay on the low level for railway sidings, storage accommodation, etc.

71. It will be noticed that we have shown on the

WB

plan a new alignment for the main road to Mombasa, which will lead more directly to the harbour, and at the same time increase the area available for sidings, warehouses, etc., at quay level. It will be necessary at the same time to regrade the railway leading to Mombasa, but as large quantities of material are required for filling at the back of the quays, any excavation in connection therewith would be included in the cost of the reclamation work.

72. As soon as the first length of this quay is available for use, the lighter traffic could be transferred to it from the existing Lighterage Wharf at Kilindini, leaving the way clear for the construction of the 300 foot wide jetty, with deep water berths on either side, as shown coloured sepia on Drawing No. 3. This jetty should form the next work to be put in hand after the foreshore on Kilindini Bay has been quayed. The jetty would be equipped with double storey sheds with railway tracks down the centre, as well as along the face of the sheds, and portal cranes for handling cargo between ship and shore.

73. The construction of quays in Kilindini Bay will involve a complete change in the present layout of the railways at this point. The intermediate stages and the actual layout will require to be worked out in detail when it has been decided to proceed with the construction of these quays. On Drawing No. 3 we have omitted the buildings and lines which serve the present Lighterage Wharf, as well as the small merchants' warehouses, so as to show the general arrangements as they may be eventually

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Some of these buildings may not need to come down and others might be removed and used elsewhere. The details plan for the change over could be drawn up so as to continue the use of the existing sheds and warehouses for as long as possible.

74. At the south end of the present deep water quay, we have shown a suitable site for a passenger station, between the arm at the back of the quay and the main line leading away from the harbour at this point.

75. We considered the question of utilising this site, as was suggested in the Colony, for a complete range of Port Administrative Offices, combined with a railway station. It appears to us that eventually, when the Port is more fully developed, a better site for the permanent Port Administrative Offices would be on the peninsula, as shown coloured sepia on Drawing No. 3. It is a convenient position, clear of railway traffic, on which a handsome range of buildings would show to great advantage.

76. In all, about 6,700 lineal feet of deep water quay can be arranged for in Kilindini Bay, which, with the quay now being built, would provide a total length of about 10,000 lineal feet of deep water quay.

77. Further extension southward would follow between Telegraph Point and M'haraki Creek, as shown coloured blue on Drawing No. 3, but in this instance it would probably be found advisable to start the work from the south end, leaving the reclamation and quaying of the

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face of Lantoni Creek as the final instalment of quay work on this frontage.

78. There would be a large area at the back of the final instalment of quays which would have to be levelled off to supply the necessary filling for the reclamation at the back of the quay and in Lantoni Creek. We have not thought it necessary to indicate a layout for the railway lines, etc., over this area, as this can best be done nearer the time when the works are required and more is known of the nature of the cargo to be dealt with there.

Graving Dock.

79. In paragraph 59 we have recommended the construction of a slipway for small vessels in the creek at N'haruki. Later, a graving dock may be required, and we have indicated on Drawing No. 3 a dock, 600 feet in length, alongside the slipway. As far as we could judge from the bearings already made in the vicinity, this would be a suitable site. The suitability of this site would be further proved when the slipway is being constructed. In our opinion, it is unlikely that any larger graving dock will be required at Mombasa for very many years to come, seeing that there is already on the East Coast of Africa, one of the largest graving docks in the world, the recently completed 1,000 feet dock at Durban. We have indicated an area to the eastward of the slipway which could be leased to private firms for workshop sites, but recommend that all land west of the harbour slipway should be reserved for the use of the Port Authority.

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20. We have explored various alternative methods for the development of the existing water frontage at N'hasaki. In the result, and bearing in mind the necessity of keeping the capital expenditure as low as possible, we are of opinion that it could best be developed by the construction of short jetties alongside which vessels could lie whilst their cargoes are discharged by overhead transporters, or loaded by conveyors. The spacing of these jetties would require careful consideration at the time detailed plans are being prepared, with special reference to the size and class of vessel that is likely to use them.

21. Coal imports and maize exports are the two commodities which at present appear likely to require special facilities, for their landing and shipment respectively.

22. For coal, we should recommend the installation of bridge transporters, as shown on Drawing No. 3. These transporters would have sufficient overhang to reach the hatches of the colliers, would span the whole of the low level area, and on the inshore end would overhang the high ground by 150 feet. They would work 2-ton grabs, which would discharge into stacks or trucks at the high or low level. The supporting frames of the transporter would be so designed as to be able to travel independently. This would enable the transporter to be moved through any angle of 90°, as well as being able to travel bodily in a longitudinal direction, thus commanding a considerable length of stacking ground without altering the position of the point of discharge over the ships.

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53. The transporters would each be capable of discharging from 50 to 100 tons an hour, either into stack or wagons, and when not discharging vessels, could be employed loading into trucks from the stacks. Under them there would be room for about 50 tons of coal per foot run of stacking ground. Shipments of coal, to bunkers or for export, or crew, could be made with the same plant, though if an export trade of this nature were to assume large dimensions, it might be more economical to handle it at berths specially equipped for the purpose, which, as stated in paragraph 52, might be provided on the mainland at the entrance to Macaya Strait.

in exports.

54. Improvements in the methods of exporting grain, which in Kanga Colony at present consists almost entirely of maize, must, of necessity, be a gradual process, depending on the stage of development of the industry. Successive improvements in the method of export are:-

- (1) Transport and shipment of grain in bags.
- (2) Transport in bags to the port and shipment in bulk by emptying the bags in the hold.
- (3) Transport in bags to the port, bulking in an elevator and shipment from an elevator.
- (4) Transport and shipment in bulk, for which purpose country and port elevators are necessary. Even then, some grain would arrive at the coast in bags and require grading before shipment.

55. At Hombani at the present time, the second stage is being reached; grain arriving in bags at the

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port and shipment being made partly in bags and partly in bulk. All maize has to be graded at the port before shipment. This necessitates unloading and stacking each truck load of bags, which is then graded and carried into bulk stacks, or in the case of grain which requires re-conditioning, sent to the maize drying plant for the purpose. We have considered the possibility of dealing with maize exports, as well as coal imports, at M'baraki, by providing two long sheds on the high level at right angles to the quay face, in which the maize could be graded and stacked pending shipment; the water face of the sheds being served by railway lines and a hand conveyor provided between the sheds to transport the maize from shed to ship, which latter would berth alongside the proposed jetties at the south end of the present M'baraki frontage. The advantage of such an arrangement would be that, while the volume of trade remains comparatively small, both coal and maize could be dealt with at M'baraki. On the whole, however, we have come to the conclusion that it will be best to earmark M'baraki for the development in the handling of coal and such rough cargo, leaving maize to be dealt with at the Kilindini quay - if necessary setting aside and equipping a berth for the purpose - until such time as trade has increased sufficiently to justify the building of a grain elevator and storage bins. As already indicated, we believe the best site for an eventual grain elevator would be on the quay front near Telegraph Point, close to where inward railway traffic enters the harbour area.

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Further oil
loading
facilities.

66. When a second oil berth is required, we suggest that arrangements might be made whereby the Nagadi pier could be improved and a dolphin to the northward added, so as to serve as a second oil berth as well as for the purposes of the Nagadi Soda Company, who would benefit from the improvement of their existing pier. An alternative position for a second oil berth would be at the entrance to Mucupa Straits, but a berth there would cost more than adapting the Nagadi pier as an oil berth. Ultimately, as trade further increases, a berth at the entrance to Mucupa Straits could be added.

moorings.

67. Apart from the quay berths, (of which two are in commission, and two under construction,) there is room for 10 vessels to lie to their own anchors in Kilindini Harbour, including the use of the Quarantine berth at the entrance to Mucupa Straits; but some of the berths are not suitable for large vessels. There are no fixed moorings. All vessels, not at the quay berths, lie to and swing round their own anchors. In order to make room for more vessels to lie at moorings, it would be necessary to provide fixed mooring berths.

oil

68. Owing to the great depth of water in the harbour generally, the only suitable places for fixed moorings are in the Admiralty water on the west side of the harbour, and in the comparatively shallow area between Kilindini Bay and Kilindini Shoals - see Drawing No. 1. Of these, we consider the former site much the better. We have therefore shown on the chart, Drawing No. 1, and also on Drawing No. 2, a suitable position for six berths, each 500 feet long and two each

700 feet long, within the area marked Admiralty water on the chart.

88. In 1923, during the busiest months for shipping, there were on the average six vessels in port each day, and in the busiest months of 1924 an average of just under seven vessels a day, whilst on some days there were as many as ten vessels in port at one time.

89. As more quay berths become available and despatch becomes quicker, the number of berths available may suffice to keep pace with the increase in trade. At the same time we suggest that permission be sought now from the Admiralty for the laying down of the fixed mooring berths described above, so that no delay may occur in providing them should the necessity for them arise.

90. In your letter No. 430/B, dated 18th July, 1924, we were requested to investigate the subject of a new shoal which had appeared near the existing oil pier, and to deal with the question in this Report.

91. This shoal, with less than five fathoms at Low Water Ordinary Spring Tides, extends from Kilindini Bay to within about 700 feet of the five fathom line on the east side of Kilindini Reefs. The width of the channel of this place, with five fathoms or more in it at L. W. O. S. T., appears to be about the same as it was in 1909. There is, however, less water over the shoal; in one place where there was four-and-a-half fathoms in 1909, there is now, in 1927, just under four fathoms.

93. By dredging approximately 8,000 cubic yards from the part of this shoal coloured red on Drawing No. 3, an extra width of about 500 feet could be obtained with five fathoms or more at Low Water. This would allow of deeper draught vessels being moored in the existing swinging berths Nos. 3 and 5. We recommend that this dredging should be done. For a greater depth, the quantities to be removed increase very considerably. It is practically certain, moreover, that fairly frequent dredging would be necessary to maintain a depth appreciably below the normal regime of the harbour bed.

94. As far as ships under weigh are concerned, there is an alternative passage between Kilindini Rocks and the mainland which has an ample depth of water throughout its length.

95. Our recommendations under this head are, that the passage between the mainland and Buchanan Rocks and Kilindini Rocks, should be fully marked and that deep draught vessels should, when necessary, use this passage.

96. Later, when the deep water jetty is being built in Kilindini Bay, and the waterway restricted thereby, the shoal will, in all probability, disappear. Yearly soundings should, however, be taken over the portion of this shoal near the fairway, as a precautionary measure.

97. As may be seen from the chart (Drawing No. 1) on which they have been marked in red, there is a small head of rock outside the entrance to the harbour, with

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83. By dredging approximately 8,000 cubic yards from the part of this shoal coloured red on Drawing No. 3, an extra width of about 500 feet could be obtained with five fathoms or more at Low Water. This would allow of deeper draught vessels being moored in the existing swinging berths Nos. 3 and 5. We recommend that this dredging should be done. For a greater depth, the quantities to be removed increase very considerably. It is practically certain, moreover, that fairly frequent dredging would be necessary to maintain a depth appreciably below the normal regime of the harbour bed.

84. As far as ships under weigh are concerned, there is an alternative passage between Kilindini Reefs and the mainland which has an ample depth of water throughout its length.

85. Our recommendations under this head are, that the passage between the mainland and Bushman Rocks and Kilindini Reefs, should be fully marked and that deep draught vessels should, when necessary, use this passage.

86. Later, when the deep water jetty is being built in Kilindini Bay, and the waterway restricted thereby, the shoal will, in all probability, disappear. Yearly soundings should, however, be taken over the portion of this shoal near the fairway, as a precautionary measure.

87. As may be seen from the chart (Drawing No. 1) on which they have been marked in red, there is a small head of rock outside the entrance to the harbour, with

only four-and-three-quarter fathoms over it at Low Water Ordinary Spring Tides, and also a small patch with five fathoms over it. These shoals are very close to the channel used by vessels approaching and leaving the harbour. It would, in our opinion, improve the approach if these shoal patches were removed.

ighting
vigation.

98. In a previous report, we drew attention to the desirability of providing for the permanent lighting of the port and its approaches, with a view to enabling vessels to enter the port freely at any time. We understand that this permanent lighting is now being installed. If there is much traffic at night time, it may be found necessary to provide the fixed moorings, referred to in paragraph 95, at an earlier date than would otherwise be the case, as navigating in the dark would be easier when vessels in the harbour lie in fixed mooring berths, than if they were swinging to their own anchors.

avy weights.

99. At present, heavy weights are handled by the ship's gear, either direct on to trucks on the quays or into lighters by the 20-ton hand crane at the Lighterage Wharf; the maximum weight handled being thus limited by the capacity of the gear on the ship in which it is carried.

100. This arrangement appears to meet the present requirements. We anticipate that later on a heavy crane of, say, 50 tons capacity, will be required.

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100. This arrangement appears to meet the present requirements. We anticipate that later on a heavy crane of, say, 50 tons capacity, will be required.

101. A heavy lift crane is sometimes fixed on the quays or may be mounted on a floating pontoon or stern barge. In our opinion, the mobility of a heavy lift floating crane makes it a much more useful type of plant for general work, where local weather conditions are suitable, as at Kilindini, than a similar crane on the quay. In addition to lifting heavy weights out of ships, it is useful for changing the positions of the quay cranes if and when necessary, by picking them up bodily and placing them where required. If the floating crane were mounted on a self-propelled craft, it might also be useful in that it could, when required, steam to other parts on the East Coast, such as Dar-es-Salaam, where the heavy lifts to be handled might not in themselves be sufficiently numerous to justify the provision of a heavy lift crane.

102. The cost of such a vessel, fitted with an 80-ton crane, would be approximately \$30,000, delivered complete at Mombasa. Recently two such vessels have gone out to New Zealand under their own steam.

Explosives.

103. When the mining industry develops, there is bound to be a considerable increase in the import of explosives. A suitable site for a large magazine would, for the present, be on the area between Lantoni Creek and M'hasaki Creek. It could be served by a branch railway line from the siding leading to the proposed railway.

Rice.

104. As intercourse with the mainland to the west and south-west of Mombasa Island develops, improved ferry services will be required.

106. Across Mombasa Harbour a suitable site for a chain ferry might be found between the Island and Ras Kidiwani (English Point). In Kilindini Harbour, owing to the depth of water, a paddle ferry boat would be more suitable. In both cases the boats should be double ended with the propelling machinery at the sides, so as to afford a straight run on and off for vehicles.

107. The present high jetty, with a steam crane at the end used for landing goods, is in poor condition, and at low tide there is not sufficient water alongside to float the lighters. We suggest that this pier should be extended so that there may be six feet of water alongside at low water and that it should be strengthened and re-conditioned. We suggest that if the whole level of the pier were raised, it would facilitate transport of goods on to the high ground at the back. ~~See also para. 108.~~

108. With regard to the shore landing place at Kilifi, we suggest that the material available when the old oil pier in Kilindini Harbour is dismantled, might be used for improving the facilities for landing or shipping goods to shore in Mombasa Harbour.

109. We attach great importance to the provision of ample warehouse, as distinct from transit shed, accommodation at the port. At present, the provision of warehouses on plots leased by the Port Authority, is left to private enterprise. As the export trade in commodities, such as groundnuts (which can be stored and dealt with at the coast with very little risk of deterioration) increases, we believe that the Port

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Authority will find it necessary to erect warehouses for
lease to merchants. We have accordingly indicated on
Drawing No. 3, possible sites for such warehouses.

seaplane
station.

109. It is probable that as flying develops, a
seaplane station will be required at the Port. A
temporary service could possibly be dealt with by the
existing facilities, but for a permanent service, hangars,
workshops, and some method of taking seaplanes out of the
water would be required. A suitable site might be found
either at the entrance to, or in, Marupa Straits on
Newman Island, or near Flora Point or in Huona Creek on
the mainland. We have marked these alternative points
by an "S" in red on the chart - Drawing No. 1.

110. We suggest that the Air Ministry should be
approached with a view to agreeing with them a suitable
site that fits in with other harbour developments, so
that it may be earmarked for future development for
aviation purposes.

workshop and
repair yards.

111. As the Port grows, a well-equipped workshop
and repair yard will be required. We have indicated on
Drawing No. 3 a possible position for a workshop at the
head of the basin in Hilindini Bay. A suitable position
for a buoy repair yard and for a small jetty for use by
the pilots has been indicated in M'haraki Creek. This
jetty might be built out of part of the material in the
existing oil Pier when it is dismantled.

112. The best position for a workshop and yard will

need to be carefully considered by the Harbour Authorities as soon as the general lines on which the harbour is to be developed have been approved. Our present view is that it should be as near the centre of port operations as possible, such as the site indicated on the Drawing.

We might mention here the importance of making every effort to keep buildings, whether temporary or otherwise, parallel to the line of the quays. Buildings that are not parallel are very apt to be in the way when re-adjustments of the railway layout are required.

115. We have indicated on the chart (Drawing No. 1) by broken yellow lines, still further developments which might be carried out in the future as the demand arises. They include the quaying of both sides of the entrance to Knapu Straits. On the eastern side such quaying would, in the first instance, probably be required for oil, as indicated in paragraph 86. The eastern side might be found a suitable place for berths for shipping were there to be any large development in the export of minerals; we have indicated a tentative approach for a railway to serve this latter site on the alignment of the old temporary railway to Victoria Hyman. Eventually it may be found desirable to build a continuous quay along the whole of the frontage from the entrance to Knapu Straits past the Hagadi pier and the proposed oil berth, with a connecting berth in the angle between the proposed oil berth and the north end of No. 6 berth. In Knapu Straits themselves there are possibilities of development in years to come as also on the northern shores of Port Raika, but for the present we have done

no more than indicate on the chart (Drawing No. 1) a form of development in Port Kaitia by means of jetties as a possible alternative, at this site, to a continuous quay. The whole question of how these areas could best be developed would need to be examined nearer the time when the facilities are required and when the nature of the trade to be dealt with there is known.

and.

114. The works shown on the drawings are for the most part on Government land, but the fact that there is other Government land on which no developments are shown, must not be taken to imply that such Government land will not be required for harbour purposes later. We consider it of great importance that no Government land round the harbour or in its vicinity, should be let on long leases, until it is absolutely certain that the land will not be required for harbour developments or the railway approaches thereto during the currency of the lease.

115. We trust the foregoing remarks will be sufficient to enable a decision to be reached as to the general lines on which the Port should be developed. Should any further information be required, we would be pleased to supply it to the best of our ability.

We are,

Sir,

Your obedient servants,

(Signed) GIBB, SYMONDS, CHISHOLM, & COY.,

C O P Y.

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9, Victoria Street,

London, S. W. 1.

9th June, 1925.

Sir,

As requested in your letter No. H. 430/S, dated 28th November, 1925, our partner, Mr. Mitchell, made a thorough examination of the port of Kilindini during his recent visit to Kenya Colony.

2. Mr. Mitchell discussed the whole question with the authorities in Kenya and was supplied with a copy of the Report of the Port Commission of Enquiry, which contained a great quantity of information, and dealt in general with the harbour problems.

3. The terms of reference given to us were that our report should show

- (a) Immediate extensions and additions necessary to equip Mombasa Harbour to meet the probable needs of the next five years, with approximate estimates of their cost;
- (b) Suggested further extensions and arrangements for the full development of the port in the future, indicating the probable stages by which such development may be carried out.

The Chief Engineer (Designs),

The Crown Agents for the Colonies,

4, Millbank,

Westminster, S.W.1.

4. A detailed survey of the port of Kilindini is now being made, but it will be some time yet before sufficient information is available to enable us to make the required comprehensive report.

5. In the meantime we have been asked by the East African Guaranteed Loan Committee to furnish a preliminary report as to what major additional facilities will, in our opinion, be required at Kilindini in the immediate or near future.

6. We have very carefully considered the matter and see no adequate reason for varying our previously expressed opinion that the requirements of the port can best be met by an extension of the newly completed portion of the deep water quay. Paragraph 174 of the Report of the Port Commission of Enquiry advocates the same policy.

7. This extension, comprising Berths Nos. 3 and 4, for which the present Contractors are being asked to quote, if put in hand now should be completed early in 1929 and, if anticipations of future trade are fulfilled, will need to be followed without a break by the construction of Berths Nos. 5 and 6, for completion say in 1931.

8. Paragraphs 190 and 193 of the Report of the Port Commission of Enquiry recommend the provision of facilities for the handling of oil and coal. We entirely agree with the Committee that facilities for dealing with oil and coal will need to be provided at

60
a very early date. Alternative locations for these facilities have been selected and the survey of the sites is in progress.

F. An estimate of the cost of piers or wharves for handling oil and coal must, of necessity, pending selection of the site and preparation of the detailed designs, be very approximate. Subject to this limitation we make the following estimate of the cost of the major facilities that in our opinion are now, or will shortly be, required at Kilindini:-

Two deep water berths (Nos. 3 and 4) with sheds, railways, roads and all equipment, at say, £500,000 a berth,	£600,000.
Oil piers, including road and rail connections to the shore,	£200,000.
Coal facilities, including provision of bridge transporters for handling coal,	£250,000
should trade continue to increase there will be required in the near future	
Two further deep water berths (Nos 5 and 6) at say, £500,000 a berth	<u>£600,000</u>
Total	<u>£1,650,000.</u>

The above estimates do not include the cost of financing the projects, or acquisition of land or rights.

10. We considered the desirability of extending the facilities for handling goods from and to the lighters in which, up to the present, all the trade of the port has been carried.

11. The provision of such facilities would, however, cost a considerable sum of money, as the shore facilities required for lighter quays are practically the same as for deep water quays. Nearly half the cost of the deep water berths at Kilindini is attributable to the shore equipment of sheds, roads, railways, cranes, etc., and these are required in any case whether deep water or lighter quays are adopted.

12. Without going into detail it appears to us that the policy of the port must be to develop, as practically all other ports in the world have done, by means of deep water quays.

13. It will be some years yet, even if the programme outlined in paragraph 7 is carried out, before the further quays can be completed ready for use. The existing trade will keep the lighters as well as the deep water quays employed for the present, and with the anticipated increase will provide work for both deep water quays and lighters for some years to come, and give the opportunity for the lighter fleet to be reduced gradually as work direct over the quays increases.

14. We trust the above is sufficient for the Committee's purpose. We shall be glad to furnish further particulars if required.

We are,

sir,

Your obedient servant,

For General Superintendent, WILSON, & MITCHELL,



ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES.
THE DATE OF THIS LETTER BEING QUOTED
AND THE FOLLOWING REFERENCE: E/430/B/2
TELEGRAMS. "CROWN, LONDON."
TELEPHONE. 7730 VICTORIA.

Extra 1 627

32

4. MILLBANK,
WESTMINSTER,
LONDON, S.W. 1.

RECEIVED
19 OCT 1927
COL. OFFICE

18th October, 1927.

copy copy Report to Gov. 9/4/28 J 4 No. 1927
copy copy Report to Ad. 1/18 15 DEC 1927
Answer to copy 1928 on 15/3/28

Sir,

Referring to your letter No. 52659 of 27th ^{K.} November, 1925, and subsequent correspondence, I have now the honour to transmit for the information and consideration of the Secretary of State, the enclosed copy of the comprehensive report submitted by Mr. Mitchell of Messrs. Coode, Fitzmaurice, Wilson & Mitchell, on the problem of the development of the Port of Mombasa.

2. In accordance with the terms of reference arranged by Mr. Mitchell during his visit to Kenya, the report deals in the first place with the extensions and improvements necessary to meet the probable requirements of the Port during the next five years, and in the second place with possible future developments.

3. Under immediate requirements are included the construction of two additional deepwater quays, a slipway and the provision of facilities for Oil and Coal traffic, estimated to cost £1,000,000.

4. Both the immediate and future developments proposed are clearly illustrated by the three accompanying plans.

5. The report should be read in conjunction with the Consulting Engineers' letter of the 9th June last, a copy of which was forwarded to you with our letter of 14th June, 1926.

E.A. 5076

The Under-Secretary of State,

65

with the report of the Imperial Shipping Committee dated 17th July, 1926, on the Control and Working of Mombasa (Kilindini) Harbour.

6. It is assumed that a copy of the enclosures hereto which are in duplicate will be forwarded to the Colonial Government by the Colonial Office.

I have the honour to be,

Sir,

Your obedient servant,

W. A. Wichhart

for Crown Agents.

with the report of the Imperial Shipping Committee
dated 17th July, 1926, on the Control and Working of
Mombasa (Kilindini) Harbour.

6. It is assumed that a copy of the enclosures hereto
which are in duplicate will be forwarded to the Colonial
Government by the Colonial Office.

I have the honour to be,

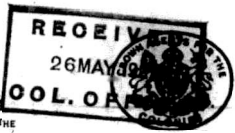
Sir,

Your obedient servant,

W. A. Wichhart

for Crown Agents.

1564



3/5/27 Jpa

ALL COMMUNICATIONS TO BE ADDRESSED TO THE CROWN AGENTS FOR THE COLONIES. THE DATE OF THIS LETTER BEING QUOTED AND THE FOLLOWING REFERENCE:

E. 430/8.

TELEGRAMS, "CROWN, LONDON." TELEPHONE, 7730 VICTORIA.

4, MILLBANK, WESTMINSTER, LONDON, S.W.1.

24th May, 1927.

Sir,

As instructed by your letter No. 10203 of 23rd March, Mr. C.L.N. Felling, General Manager of the Uganda Railway, furnished us with his observations on the correspondence accompanying your letter relating to the additional deep water berths at Kilindini.

12. 4. 27

2. I have now the honour to enclose for the information of the Secretary of State, a copy of Mr. Felling's letter,

19. 5. 27

together with a copy of the Consulting Engineers' comments on the questions he raises which they have discussed with him personally.

3. Mr. Felling has formally confirmed the procedure recommended by the Consulting Engineers.

4. We assume that a copy of the enclosed correspondence will be forwarded to the Colony from the Colonial Office.

I have the honour to be, Sir,

Your obedient Servant,

W.A. Birchall

for Crown Agents.

The Under Secretary of State, COLONIAL OFFICE.

copy supply 2nd inch only to Mr. Lane 5/2

CA

FROM MR. FELLING TO CROWN AGENTS.34, Cockspur Street,
LONDON. S.W.1.

12th April, 1927.

Gentlemen,

In accordance with the request of the Secretary of State for the Colonies (Under Secretary's letter No. 10203/1927, dated the 23rd March, 1927), I have the following observations to offer in connection with the contract with Messrs. Pauling and Company for the construction of the proposed additional deep-water berths at Kilindini.

2. Paragraphs 3 and 5 of your letter of the 11th March last, addressed to the Secretary of State, appear to me to put the position very clearly. I think the Kenya and Uganda Railway should have been consulted before an arrangement was made with Messrs. Pauling to build the railway lines on the wharf extension, but, under all the circumstances, I feel that we are morally bound by the arrangement entered into between the Consulting Engineers and the Contractors.

3. In regard to the sheds, the Port Manager has been in consultation in London with the Consulting Engineers, and I propose to discuss the matter further with Mr. Mitchell on his return to England at the beginning of May. I have no doubt that Mr. Mitchell is at present examining the position on the spot in Kenya and also discussing matters with the Acting General
/Manager

Manager of the Kenya and Uganda Railway.

4. I observe that the contract price for the extension is £563,947. This apparently does not include all the Consulting Engineers' and other charges, and no provision is made for cranes and equipment. It is obvious, therefore, that the complete price of the two new berths will be far in excess of the £600,000 allowed for the work, and will in all probability approximate £650, 000.

5. I must bring to your notice the fact that the Kenya and Uganda Railway should have been advised of the terms of the contract and also supplied with a copy immediately the contract was entered into. It is a matter for regret that this was not done.

Yours faithfully,

(Signed.) C.N. Felling.

General Manager,

Kenya and Uganda Railway.

FROM MESSRS. COODE, FITZMAURICE, WILSON & MITCHELL TO
CROWN AGENTS.

9, Victoria Street,
LONDON. S.W.1.

19th May, 1927.

KILINDINI HARBOUR EXTENSION.

Gentlemen,

We have to acknowledge the receipt of your letter E. 430/8 of the 14th April, and enclosures.

2. With regard to paragraph 3 of Mr. Felling's letter to you of the 12th April, we have since discussed the position with him and he agrees that the railway lines provided for in the contract should be constructed by the Contractors for the main work, Messrs Pauling & Co. Ltd., and propose to proceed accordingly.

3. With regard to paragraph 3 of Mr. Felling's letter and paragraph 6 of your letter to the Under Secretary of State, No. E. 430/8, dated 11th March, 1927, our partner, Mr. Mitchell, discussed with the Acting General Manager of the Railway, while he was at Mombasa, the question of substituting mass concrete bases and steel columns in the sheds for the reinforced columns resting on reinforced concrete piles, provided for in the Contract.

4. We pointed out that as the sheds will be on newly made ground, there was the possibility of some settlement of the concrete bases which might necessitate jacking up and packing underneath the steel columns. It was agreed, however, that with steel columns and corrugated iron sides in lieu of brick walls, this should not be difficult to do should occasion arise.

68

5. In view of the possibility expressed in the enclosure to Railway letter No. E. 75661, dated 15th October, 1926, and confirmed by the Acting General Manager that, at some later date it may be desired to substitute double storey sheds for single storey, and as the Railway Authorities are prepared to face the possibility of having to make good any settlement that may take place, and in view, moreover, of the saving in cost, which it is estimated may amount to about £7,500 on each shed, we consider that the proposed modification in the design of the sheds is justified.

6. We have discussed the question here with Mr. Felling and he concurs in the proposed alteration. We are, accordingly, taking the necessary steps to alter the design of the sheds.

7. The Port Manager, Mr. Bulkeley, while he was in England, was particularly anxious that provision should be made for installing Walking Jib Cranes in the sheds.

8. We are accordingly looking into the question of stiffening the roof of the sheds and providing the necessary roof supports for Walking Jib cranes. We have discussed the matter with Mr. Felling and he has agreed that this should be done.

9. The order for such cranes as are required will come later from the Colony but the structural alteration to the shed steelwork should be communicated to the Contractors as early as possible, and we are taking steps to this end.

10. We shall be obliged if you will confirm our proposed action in the above matters.

/11.

68

5. In view of the possibility expressed in the enclosure to Railway letter No. E. 75661, dated 15th October, 1926, and confirmed by the Acting General Manager that, at some later date, it may be desired to substitute double storey sheds for single storey, and as the Railway Authorities are prepared to face the possibility of having to make good any settlement that may take place, and in view, moreover, of the saving in cost, which it is estimated may amount to about £7,500 on each shed, we consider that the proposed modification in the design of the sheds is justified.

6. We have discussed the question here with Mr. Felling and he concurs in the proposed alteration. We are, accordingly, taking the necessary steps to alter the design of the sheds.

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9. The order for such cranes as are required will come later from the Colony but the structural alteration to the shed steelwork should be communicated to the Contractors as early as possible, and we are taking steps to this end.

10. We shall be obliged if you will confirm our proposed action in the above matters.

/11.

11. We have sent a copy of this letter to Mr. Felling, suggesting that he should send you the necessary confirmation.

We are,

Gentlemen,

Your obedient Servants,

For COODE, FITZMAURICE, WILSON, & MITCHELL.

(Signed.) H.H.G. Mitchell.

20

Mr. Whitehouse 29/4/27.
Mr. Allen 29/4/27.
Mr.

X 10203

14

Kenya 70

Mr. E. J. Harding.

Sir C. Strachey.

Sir J. Shuckburgh.

Sir G. Grindle.

Sir C. Davis.

Sir S. Wilson.

Mr. Ormsby-Gore.

Lord Lovat.

Mr. Amery.

C. D.
R 29 APR
D Jhm

1927

7 MAY 1927.

Sir,

In continuation of my

DRAFT.

12

Transport,
Kenya-Uganda
to:

tel. of the 16th. of April, I have
etc. to L. to you, for your
information, the acc. copies

acc. High Comm.

of copies regarding the
contract for the proposed

3 B.A.G. - 5 March.
4 B.A.G. - 5 March
4 B.A.G. - 11 March (at all attend)
30 Mr. Velling - 23 March.
30 Mr. Velling - 17 April.
(encl. to B.A.G. - 17 April.)

additional deep water berth
at Kilindini.

L. & AMERY
I Lovell

Mr. Allen *lp*

I.10203/27 Kenya

71

Mr.

Mr.

13

Mr. E. J. Harding.

Mr. ~~Trachey~~.

Sir J. Shuckburgh.

Sir G. Grindle.

Sir C. Davis.

Sir S. Wilson.

Mr. Ormsby-Gore.

Earl of Clarendon.

Mr. Amery.

Downing Street.

to go for my self

~~9/1/27~~

23 - April, 1927.

Dear Felling,

Thanks for your letter

of the 12th April. I enclose a copy

DRAFT.

C.N.FELLING ESQ., C.M.G.,

of the telegram which has been sent to

the High Commissioner in accordance

(comp: draft)

with your suggestion. A despatch is also

being sent, enclosing a copy of ~~corres.~~

including your letter to the C.A. of the

12th of April.

2 drafts

Yours sincerely,

*Recalculate for
Julius 27*

(Signed) H. T. ALLEN.

Mr. Allen 14/4
atance

X.10203/27 Kenya

12 ✓
CD

C.F.
R 18 APR
D 20 20

- Mr. E. J. Harding.
- Mr. Orachey.
- Sir J. Shuckburgh.
- Sir G. Grindle.
- Sir C. Davis.
- Sir S. Wilson.
- Mr. Ormsby-Gore.
- Earl of Clarendon.
- Mr. Amery.

coded & Sent.
150 pm
EMH 14/4
17 16 April

My telegram 5th March Arrangements
of Consulting Engineers
were made for contractor to

construct railways on new extension
and in all the circumstances it is
felt and Felling concurs that
arrangements must be adhered to. As
regards sheds the Port Manager has
been in consultation with the C.E.
and Felling proposes discussing
question further with Mitchell when
he arrives in London beginning May.

DRAFT TELEGRAM

Highcom, Nairobi.

2 drafts

SECR.

34, COCKSPUR STREET,
LONDON, S.W. 1. B

12th April, 1927.

Dear Allen,

RECEIVED
14 APR 1927
COL. OFFICE

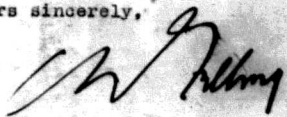
Thanks for your note of the 9th instant re Pauling's contract. I attach copy of a letter I have addressed to the Crown Agents.

I think a cable should go to the Acting High Commissioner in further reference to his telegram No. 10 of the 3rd March. It should be explained that arrangements were made for the Contractors to build the railway lines on the new extension and that under all the circumstances it is felt, and I concur that we are bound to adhere to the arrangement.

So far as the sheds are concerned, I would suggest the Acting High Commissioner be informed that the Port Manager has been in consultation with the Consulting Engineers on the matter, and that I propose discussing the question further with Mr. Mitchell when he arrives in London at the beginning of May.

I do not think anything more can be done at the moment.

Yours sincerely,



Harold Allen Esq.,
The Colonial Office,
London, S.W. 1.

*No. 17
forwarded 23 APR 1927 to
copy sent to HC 41
7 MAY 1927*

74

2

18th April, 1927.

**His Majesty's Crown Agents
for the Colonies,
4 Millbank, Westminster,
London, S.W.1.**

Gentlemen,

In accordance with the request of the Secretary of State for the Colonies (Under Secretary's letter No. 10202/1927, dated the 23rd March, 1927), I have the following observations to offer in connection with the contract with Messrs. Pauling and Company for the construction of the proposed additional deep-water berths at Kilindini.

2. Paragraphs 3 and 5 of your letter of the 11th March last, addressed to the Secretary of State, appear to me to put the position very clearly. I think the Kenya and Uganda Railway should have been consulted before an arrangement was made with Messrs. Pauling to build the railway lines on the wharf extension, but, under all the circumstances, I feel that we are morally bound by the arrangement entered into between the Consulting Engineers and the Contractors.

3. In regard to the sheds, the Port Manager has been in consultation in London with the Consulting Engineers, and I propose to discuss the matter further with Mr. Mitchell on his return to England at the beginning of May. I have no doubt that Mr. Mitchell is at present examining the position on the spot in Kenya and also discussing matters with the Acting General Manager of the Kenya and Uganda Railway.

79

4. I observe that the contract price for the extension is \$2,000,000. This apparently does not include all the necessary materials and other charges, and no provision is made for contingencies. It is obvious, therefore, that the complete bill of the two new berths will be far in excess of the \$2,000,000 allowed for the work, and will in all probability approximate \$400,000.

5. I must bring to your notice the fact that the Kenya and Uganda Railway should have been advised of the terms of the contract and also supplied with a copy immediately the contract was entered into. It is a matter for regret that this was not done.

Yours faithfully,

G.L.H. WELLS,

General Manager,
Kenya and Uganda Railway.

AM/1

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Downing Street,

8th April, 1927.

Dear Felling.

As arranged with you in conversation, I am returning your official letter of the 5th April since, as I explained to you, it was desired that you should communicate your observations regarding the Pauling contract direct to the Crown Agents. Your letter is, therefore, being regarded as having been cancelled, but if you wish a copy of the reply made to the Crown Agents to be recorded here, I will, of course, if you let me have a copy, put it with the papers.

As regards paragraph 3 of the Colonial Office letter to you of the 23rd March, do you think we ought to say something more to the Acting High Commissioner by telegraph in reply to the enquiry in his telegram of the 3rd March No.10, whether it is correct that the Crown Agents have agreed that the Contractors should be allowed to build all railways on the new extension?

Yours sincerely
W.M.

L. H. FELLING, ESQ., C.M.G.

Copy.

Original sent to Mr. Felling

9
77

His Majesty's Eastern African Dependencies.

Trade and Information Office.

Royal Mail Building,

Cockspur Street,

London, S.W.1.

5th April, 1927.

Sir,

I have the honour to acknowledge the receipt of your letter No.10203/1927, dated the 23rd ultimo.

Paragraphs 3 and 5 of the Crown Agents' letter of the 11th March, addressed to the Secretary of State, put the position very clearly. I think the Kenya and Uganda Railway should have been consulted before an arrangement was made with Messrs. Pauling and Company to build the railway lines, but, under all the circumstances, I feel that we are morally bound by the arrangement entered into between the Consulting Engineers and the Contractors.

In regard to the sheds, the Port Manager has been in consultation with the Consulting Engineers, and I propose to discuss the matter further with Mr. Mitchell on his return to England at the end of this month. I have no doubt that Mr. Mitchell is at present examining

the

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the position on the spot and also discussing matters with Major Rhodes.

I observe the contract price is £563,947. This apparently does not include all Consulting Engineers' and other charges, and no provision is made for cranes and equipment. It is obvious, therefore, that the complete price of the two new berths will be far in excess of the £600,000 allowed for and will probably approximate £650,000.

I suggest that the Crown Agents should be informed that the Kenya and Uganda Railway should have been advised of the terms of the contract and supplied with a copy immediately the contract was entered into.

I have etc..

(Sd) C.L.N.Felling.

General Manager,
Kenya and Uganda Railway.

The Under Secretary of State,
Colonial Office,
Downing Street,
London, S.W.1.

Mr. Whitehouse

22/3/27

79

Mr. Allen

Mr.

Mr. E. J. Harding.

Mr. Strachey.

Sir J. Shuckburgh.

Sir G. Grindle.

Sir C. Davis.

Sir S. Wilson.

Mr. Ormsby-Gore.

Earl of Clarendon.

Mr. Amery.

C. D.
R 23. MAR 27
D 11

10203

Kenya.

23 March, 1927

28 MAR 1927
7 MAY 1927

Ans'd
no. 9.

Sir,

I am etc. to h. to

DRAFT.

B. L. H. Telling, Esq., C. A.

you, for your comon, the

acc. copy of cores.

Copy" regarding the contract

with Messrs. Pauling

& Co. for the construction

of the proposed addtl.

deep-water berths at

- 1 mt. March.
 - 3 March.
 - 5 March.
 - 5 March.
 - 5 March. D.
 - 11 March. D.
- Contract.

Copy

Hilindini together with
a copy of the completed
contract.

2. The S. of S. will
be glad if you will communicate
your observations on this
cases. direct to the Bureau
agents for the Colonies, Bureau
& copy this letter is being sent.

3. You will observe that the copy of
the Standard is the only copy so far made to be printed
and etc. etc. etc. etc.

(Signed) H. T. ALLEN

for Under Secretary of State

Hilindini together with
a copy of the completed
contract.

2. The S. of S. will
be glad if you will communicate
your observations on this
conv. direct to the Bureau
Agents for the Colonies, Boston
c copy of this letter is being sent.

3. You will observe that the letter to
the attached is the only reply so far made to the President
am etc. to the 3 heads

(Signed) H. T. ALLEN

For Under Secretary of State



ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES.
THE DATE OF THIS LETTER BEING QUOTED
AND THE FOLLOWING REFERENCE: F. 430/8.

TELEGRAMS. "CROWN, LONDON"
TELEPHONE. 7730 VICTORIA.

RECEIVED
11 MAR 1927
COL. OFFICE

4, MILLBANK,
WESTMINSTER,
LONDON, S.W. 1.

11th March 1927.

Sir,

In continuation of our letter of the 8th March, I have the honour to again refer to your letter No. 10203/27 of the 5th March transmitting copies of two telegrams from the High Commissioner for Transport, Kenya-Uganda, regarding the contract for the additional deep water berths at Kilindini.

8. 3. 27.

2. We now enclose a copy of a letter dated 8th March which we have received from the Consulting Engineers explaining why they agreed to the construction of the railways being carried out by Messrs. Paulings.

3. In connection with this matter we should like to state that our letter to Messrs. Pauling & Company dated 10th November accepting their tender stated that the tender was accepted "subject to certain amendments already agreed between yourselves and our Consulting Engineers, Messrs. Coode, Fitzmaurice, Wilson & Mitchell, which are now being embodied in the Contract Documents". The amendments in question are those referred to in paragraph 3 of the Consulting Engineers' letter of the 8th March a copy of which is attached. We subsequently instructed our solicitors to arrange for the contract to be signed embodying the suggested amendments. Drawings shewing the modifications to the sheds were prepared by the Consulting Engineers and have been signed by the
Contractors

The Under Secretary of State,

Colonial Office,

Copy to Felling
 28 MAR 1927
 41
 7 MAR 1927

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Contractors and form a part of the Contract Documents and this amendment to the original proposals has been provided for in the signed contract. Clause 24B of the contract which gives the Government the option to construct the railways themselves was not, however, altered, and legally, therefore, the Government still possess the right to construct the railways themselves. We think, however, the Colony are morally bound by the arrangement entered into between the Consulting Engineers and the Contractors.

4. In connection with the question referred to in the preceding paragraph we should like to direct your attention to your letter No. ^{J.H.}X.7311/26^{K.} of the 20th October, a copy of which was forwarded to the Consulting Engineers. The last sentence of this letter appeared to imply that it was the wish of the Governor that the necessary railways should be built by the Contractors, the Colonial Government being consulted only with regard to the track layout.

5. The present position appears to be as follows:-

If the Government decide to build the railways the Contractors will doubtless claim an extra owing to the size of the sheds being reduced since their original tender was submitted and the Consulting Engineers would probably consider the firm are entitled to a reasonable addition to their contract on this account. If the amount of the additional cost payable on this account is less than the savings which the Colonial Government could effect by laying the railways themselves it would be clearly desirable for the Colonial Government to exercise their option. If, however, the savings effected were less than the extra payable to the Contractors then it would be preferable to leave matters as they stand.

6. With regard to the proposal to erect single storey transit sheds of steel we should explain that the contract provides for single storey sheds with steel roofs resting upon reinforced concrete columns supported by reinforced concrete piles. The railway letter

EF. 5661 dated 15th October with its enclosures, which is referred to in the Colonial telegram of the 3rd March, did not reach us until the contract had been signed. The Colonial proposals were considered by the Consulting Engineer who suggested that the most satisfactory procedure would be for their partner Mr. Mitchell to go into the question with the authorities on the spot during his visit to the Colony and the General Manager of the Railway was advised accordingly. We do not think that any difficulty will arise in giving effect to the Colony's proposals in this matter.

7. We have not seen Mr. Felling since his return to this country and have not, therefore, had an opportunity of discussing the matter with him.

I have the honour to be,


Sir,

Your obedient servant,

J. H. Carmichael

MESSRS. COODE, FITZMAURICE, WILSON & MITCHELL TO CROWN AGENTS

9, Victoria Street,
London, S.W.1.

8th March 1927. 

KILINDINI HARBOUR EXTENSION

Gentlemen,

We have to acknowledge the receipt of your letter E.430/8, dated 7th instant, enclosing copies of telegrams, dated 1st and 3rd March, from the High Commissioner for Transport, Nairobi, in regard to the additional deep water berths at Kilindini.

2. The original Contract Documents were forwarded to you with our letter of 25th June 1926. A tender was received from Messrs. Pauling & Co. Ltd. and forwarded to us for report with your letter of 19th July, our report and recommendation being sent into you on 30th July. The original drawings showed sheds along the quay 420 feet in length. On the 5th August you wrote us, forwarding a copy of a telegram from the Governor of Kenya, with regard to railway access to the quay from the back of the sheds. We replied on the 6th August, pointing out that the new requirements would necessitate a curtailment of the shed area. This was arranged for, and the revised drawings sent you with our letter of 8th November showed No. 3 shed shortened to 380 feet to allow the required railway access from the back of the sheds to be provided.

3. This proposed curtailment of the dimensions of the shed after Messrs. Pauling's offer had been submitted, led to the question being raised of an addition to the schedule rates to cover the oncosts of the omitted portion. Messrs. Pauling however agreed that if the order for the railways was placed with them at the time of the signing of the Contract no addition to the schedule rates would be made. This is referred

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referred to in paragraph No. 5 of our letter to you of 8th
November 1926. We do not appear to have heard from you
as to what action, if any, you took in regard to this matter.

4. With regard to the question raised in the High
Commissioner for Transport's telegram as to the
foundations of the sheds, these are ordinary single pile
foundations such as commonly adopted for sheds of this
character.

5. A copy of the Railway letter E.F.5661, referred to
in the High Commissioner for Transport's telegram, was
forwarded to us with your letter of 16th November 1926.
Messrs. Pauling's tender had, however, already been accepted
and the Contract signed on 11th November 1926. This was
mentioned in our acknowledgment, dated 20th November, of
your letter above referred to.

6. Seeing that Mr. Mitchell will very shortly be back
at Mombasa, we would suggest that any outstanding questions
should be taken up by the Government with him before he
leaves the Colony.

We are,

Gentlemen,

Your obedient servants,

For COODE, FITZMAURICE, WILSON & MITCHELL

(Sgd.) Maurice F.J. Wilson.



ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES.
THE DATE OF THIS LETTER BEING QUOTED
AND THE FOLLOWING REFERENCE: F. 430/8
TELEGRAMS, "CROWN, LONDON."
TELEPHONE, 7730 VICTORIA.

3
85
2

4, MILLBANK,
WESTMINSTER,
LONDON, S.W. 1.

RECEIVED
8 MAR 1927
COL. OFFICE

8th March 1927

7 MAY 1927 Sir,

2.3.

Copy to Felling
 28 MAR 1927
 HC 1111 (out encls)

I have the honour to acknowledge the receipt of your letter No. 10203/27 of the 5th March transmitting 1. copies of telegrams from the High Commissioner for Transport Kenya-Uganda, regarding the contract for the additional deep water berths at Kilindini. We regret that through an oversight copies of the contract for the extension of the quay wall etc., at Kilindini have not been sent you earlier but we now enclose six copies. We are also forwarding four copies to the Colony by this week's mail.

2. We will reply to the points raised in the Colonial telegram of the 3rd March after we have obtained the observations of the Consulting Engineers.

I have the honour to be,
Sir,
Your obedient servant,

W. A. Birchard

for Crown Agents.

The Under Secretary of State,
Colonial Office.

10203/27K.

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Dated 11th November 1926.

KENYA.

KILINDINI HARBOUR.

CONTRACT

FOR THE

**Extension of the Quay Wall, Reclamation,
Sheds and Works in connection therewith
at Kilindini Harbour**

(Supplementary to Contract dated 11th July 1921)

WITH

**Supplementary Specification, Schedule of Prices and
Form of Tender.**

Coode, Fitzmaurice, Wilson & Mitchell,

9 Victoria Street, London, S.W.1.

Engineers-in-Chief.

E. F. Turner & Sons,

115 Lendenhall Street, E.C.3.

Builders.

Offices of the Crown Agents for the Colonies,

4 Millbank, London, S.W.1.

87

Dated 11th November 1926.

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KENYA.

KILINDINI HARBOUR.

This Deed made the Eleventh day of November One thousand nine hundred and twenty-six BETWEEN THE CROWN AGENTS FOR THE COLONIES of No. 4 Millbank in the City of Westminster (hereinafter referred to as "the Crown Agents") acting for and on behalf of THE GOVERNMENT OF KENYA COLONY AND PROTECTORATE (hereinafter referred to as "the Government") of the one part and PAULING & CO. LIMITED having their registered office at 26 Victoria Street in the City of Westminster (hereinafter referred to as "the Contractors") of the other part

Whereas this Deed is supplemental First to an Indenture (hereinafter called "the Main Contract") dated the Eleventh day of July One thousand nine hundred and twenty-one and made between the parties hereto under which the Contractors have agreed to construct execute complete and maintain a Quay Wall and Reclamation and other works in connection therewith at Kilindini for the consideration and upon the terms and conditions therein contained And secondly to an Indenture (hereinafter called "the Supplemental Indenture") dated the Eleventh day of September One thousand nine hundred and twenty-five and made between the parties hereto whereby provision was made for the handing over to the Government of a part of the works referred to in the Main Contract before the completion of the whole of such works

And whereas the Government is desirous that certain further works (hereinafter called "the extended works") by way of extension of the works the subject of the Main Contract should be executed and maintained in the manner and during the period hereinafter provided and the Contractors have offered to execute and maintain such works upon the terms during the period and in the manner hereinafter mentioned, which offer has been accepted by the Government

And whereas with a view to the execution of the extended works the Government has (but without guaranteeing the accuracy thereof) submitted to the Contractors certain Drawings contained in nine sheets and hereinafter more particularly described

And whereas the said nine sheets of Drawings (hereinafter called "the new Drawings") have been signed by the Contractors and by Messrs. Coode, Fitzmaurice, Wilson & Mitchell of 9 Victoria Street in the City of Westminster (the successors in business of Messrs. Coode, Matthews, Fitzmaurice & Wilson, the Engineers-in-Chief named in the Main Contract) for the purpose of identifying them as the plans which together with these presents are descriptive of the extent and character of the extended works

Now this Deed witnesseth that the Contractors so far as the provisions of the Contract are to be performed or observed by them do hereby covenant for themselves and their permitted assigns with the Crown Agents and the Crown Agents as the Agents of and so as to bind the Government so far as the said provisions are to be complied with by them (but not so as to impose any personal liability on the Crown Agents or any of them or on any member of the Government) hereby contract and agree with the Contractors in manner following that is to say:—

1. The words and expressions defined in the Main Contract shall where applicable have the same meaning and interpretation when used herein except that "the Engineers-in-Chief" shall mean the said Messrs. Coode, Fitzmaurice, Wilson & Mitchell, or other the persons or person for the time being appointed by the Government to act in that capacity.

2. The Contractors shall execute, complete and maintain the following works in full accordance with the terms of the Main Contract as if the same *mutatis mutandis* (but subject as hereinafter mentioned) had been repeated herein:—

- (1) The construction of a quay wall (hereinafter called "the extended quay wall") in continuation of the quay wall referred to in the Main Contract to the extent shown upon the new Drawings.
- (2) The reclaiming to the extent and levels shown upon the new Drawings of the area behind the extended quay wall and coral slope.
- (3) The construction of two single-storey transit sheds.
- (4) The dredging of the material in front of the extended quay wall so as to give a minimum depth of thirty-three feet below low water ordinary spring tides over the areas indicated upon the new Drawings or as may be otherwise directed.
- (5) The construction of the roads shown on the new Drawings.

The Contractors shall, if required to do so, execute, maintain and complete in full accordance with the Contract Documents all or any of the following works:—

- (6) The surfacing of the quay and/or
- (7) The laying of the railway lines on the reclamation and connecting them to the existing railway lines.

3. The Specification referred to in the Main Contract shall, so far as applicable, but as modified by the provisions of the Supplementary Specification annexed hereto, apply to the extended works.

4. Payment will be made for the extended works in accordance with the Schedule Rates contained in the Schedule of Prices annexed hereto at the times and in the manner provided in the Main Contract.

5. NEW DRAWINGS.—There are nine sheets of new Drawings, five dated June 1926, and four dated October 1926, which are to be taken together with the Main Contract and Specification and the additions and modifications to the Main Contract and Specification hereinafter set forth as descriptive of the extent and character of the works:—

- Drawing No. 41A is a general plan to a scale of 1 inch = 200 feet, showing the existing and proposed extended works.
- Drawing No. 42A gives a detailed plan of the existing and proposed extended works to a scale of 1 inch = 100 feet, together with a distorted elevation of the quay wall, and also shows soundings, levels, lines of sections and positions and details of borings.
- Drawings Nos. 43 and 44, give cross-sections Nos. 18 to 29 over the site of the proposed extended works and details of borings.
- Drawing No. 45 gives typical views of the proposed quay wall and details of crane and railway tracks.
- Drawing No. 46 gives details of the superstructure of the proposed quay wall.
- Drawing No. 47 gives details of bollards, ladders, ring bolts and covers for manholes, etc.
- Drawing No. 48A gives general views of proposed single-storey sheds.
- Drawing No. 51A shows areas available for Contractors' workyards and other purposes.

6. RETENTION FUND.—Clause 21 (c) of the Main Contract shall be read and construed for the purposes hereof so that when the amount of the Retention Fund for the time being in the hands of the Crown Agents on account of the extended works shall reach the sum of Twenty-five thousand pounds the Contractors shall be paid in full for all further work executed in connection with the extended works.

7. CONTRACTORS' WORKYARD.—During the execution of the works the Contractors will be allowed the free use for a workyard of the whole area northward of the temporary boundary fence coloured blue on Drawing No. 50A, subject to the right of use by the Kenya and Uganda Railway Authorities (hereinafter called "the Railway") of the metre gauge sidings and connections to be laid thereon as indicated by chain dotted lines on the afore-named drawing. The limit of this area to the northward will be the limit of the area at present occupied by the Contractors, which is indicated approximately by the line coloured green on Drawing No. 50A.

8. USE OF TEMPORARY LIGHTERAGE BERTH.—The arrangement as regards the use of the temporary lighterage berth, and the stacking area behind it, which at present subsists between the Railway and the Contractors, shall hold good during the construction of the extended works, i.e., that the Railway has the use of this berth but will permit the Contractors to use it for unloading material from lighters free of charge, and will allow them the use of the derrick cranes on this wharf at a charge covering the prime cost of working, i.e., wages, fuel, water and consumable stores, but, furthermore, should the Railway be unable to allow them the use of the wharf at the time they require it, the Railway will arrange to deal with the material they wish to land either at the new quay or at the old lighterage wharf without undue delay, and after the material has been loaded into railway wagons to transport the same over the metre gauge siding on to the works without any extra charge other than the prime cost of working any cranes which may be employed. The cost of labour for handling the material between ship or lighter and the railway trucks to be paid for by the Contractors.

9. USE OF EXISTING QUAY.—The Contractors shall have the use of the existing quay wall northward of the north end of Shed No. 2 (see Drawing No. 50A) for the purpose of connecting up the extended works to the works executed under the Main Contract. As soon, however, as the extension of the quay wall is sufficiently far advanced to allow of the removal of the south end of the Contractors' staging, the existing quay wall northward of Shed No. 2 (see Drawing No. 50A) as far as its termination at cope level, and for a width of eight feet six inches back from the cope line, shall be handed back to the Government, in the same condition as it was when made available for use by the Contractors. Any damage that the Contractors may do to this portion of the quay wall during the period it is at their disposal shall be made good by the Contractors at their own expense. The Contractors shall, before handing back this portion of the existing quay wall, clear, at their own expense, any silt or debris that may have accumulated in front of it so that the full depth of thirty-three feet below low water ordinary spring tides is available in front of the wall. The Contractors' responsibility for the maintenance of this portion of the existing quay wall and the sea bed in front thereof shall cease when it is handed back to the Government.

10. USE AND PROVISION OF RAILWAY SIDINGS.—The Contractors shall have metre gauge access to the open line sidings both at the north and south ends of the works free of charge and no haulage charge will be made for transporting materials from the dock sidings to the Contractors' private siding connections. The Railway will provide a metre gauge siding leading to the Contractors' proposed cement shed, and will connect it to the existing sidings at the back of Sheds 1 and 2, as indicated by chain dotted lines on Drawing No. 50A. The Railway shall have the use of this siding as a backshunt for the railway lines behind Sheds 1 and 2; the northern end of it for a length of about five hundred feet north of the points shall normally be kept clear for use by the Railway as a shunting neck.

11. SITE FOR CONTRACTORS' OFFICE.—The Contractors shall be allowed to remain in possession of their present sites for office, staff quarters and native labour lines—these sites are marked on Drawing No. 50A—except in so far as their removal may be necessitated by the extended works. This exception applies more particularly to the Contractors' office, as the excavation which will have to be carried out at Site A, Drawing No. 50A, encroaches on the present position of the aforementioned office.

12. PORTION OF WORK TO BE HANDED OVER.—As soon as Shed marked No. 3 on the new Drawings, together with the quay wall and all roads, railway lines and

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other works south of the centre of the forty foot road between Sheds Nos. 3 and 4, and west of the eastern boundary of the forty foot road at the back of the stacking ground, or such smaller portion of the shed, quay and contiguous works as the Engineer and Contractors shall mutually agree is ready for handing over, have been completed in accordance with the Contract Documents, and the Engineers-in-Chief have granted a Certificate to the effect that the works in question have been satisfactorily completed, the Contractors shall, if the Government so desire, hand over the same to the Government. The maintenance period on any portion of the work handed over before the completion of the whole of the extended works shall commence from the date each such portion is handed over to the Government.

13. DATE FOR COMPLETION.—Clause 42 (A) of the Main Contract shall be read and construed for the purposes hereof as if the Eleventh day of November One thousand nine hundred and twenty-nine had been mentioned therein as the date for completion of the extended works.

14. MAIN CONTRACT RIGHTS AND OBLIGATIONS.—Nothing herein contained shall be deemed to alter or modify the rights and obligations of the Government, the Crown Agents or the Contractors under the Main Contract or the Supplemental Indenture.

IN WITNESS whereof Sir Henry Lambert, K.C.M.G., C.B., one of the Crown Agents has hereunto set his hand and seal and the Contractors have caused their Common Seal to be affixed the day and year first above written.

THE SUPPLEMENTARY SPECIFICATION above referred to.

MATERIALS.

15. STONE.—The Contractors shall be allowed the exclusive use of the quarry at the seventeenth mile on the Kenya and Uganda Railway between Mazaras and Mariakani as at present, and the Railway authorities guarantee to transport stone from this quarry to the works at the rate of 1,500 cubic yards a week. The rate charged for the conveyance of stone from the quarry at the seventeenth mile to the harbour works will be 75 shilling cents per ton.

16. SAND.—The stocks of sand at present stored on the works shall be available for the Contractors, free of charge, for use on the extended works.

17. REMOVAL OF EXISTING CORAL COATING TO RECLAMATION.—The existing coral coating to reclamation is to be removed, as far as is practicable, down to the level of 1 foot above low water ordinary spring tides within the limits of the new reclamation. It is estimated that 16,000 cubic yards of coral will be available from this source for use in the extended works. The removal of this coral must be so timed as to avoid any risk of the existing filling being drawn down.

TEMPORARY WORKS.

18. QUARTERS FOR ENGINEERING STAFF.—Certain additions will be required to the existing quarters for the Engineering Staff and the Resident Engineer's Office. The nature of these additions will be determined hereafter, but in the meantime provision is to be made by including the sum of £1,000 in the Schedule of Prices. No obligation shall rest upon the Government to employ the Contractors in relation to the expenditure of the whole or any part of this sum and the Government reserve the right of carrying out this work themselves, in which case the sum of £1,000 shall be wholly deducted from the Contract without prejudice to the latter and without affecting the Schedule Rates in any way, and the Contractors shall have no claim against the Government on account of any such deduction.

19. MOTOR CAR FOR RESIDENT ENGINEER.—By arrangement between the parties the Contractors have provided a motor car for the use of the Resident Engineer and his Engineering Staff in lieu of the trolley lines and rickshaws referred to in the Main Contract. The Resident Engineer and his Engineering Staff shall have the use of a motor car until the completion of the extended works, and the Contractors shall during that period continue to provide an efficient chauffeur together with all necessary petrol and shall bear all expenses of the upkeep of the motor car.

PERMANENT WORK.

20. SHEET PILING.—It is probable, though not certain, that sheet piling may be required in front of the foundations of the wall approximately between cross-sections Nos. 22 to 24. As soon as work is started the excavation over this length should be proceeded with as rapidly as possible so that the Resident Engineer may determine the length over which sheet piling will require to be driven and also the length of the piles.

The piling is to consist of 14-inch by 14-inch King piles, with 14-inch by 14-inch double sheet piles driven between them.

The sheet piles are to be bolted together by 1-inch diameter bolts and washers, the bolt heads and ends to be sunk flush with the surface of the timber.

Details of the shoes it is proposed to use must be submitted for approval.

The piles are to be driven approximately 60 feet below the level of low water ordinary spring tides and are to be cut off at the level of 34 feet below low water ordinary spring tides.

A longitudinal waling, 14 inches by 14 inches, is to be bolted to the top of the piles with 1-inch diameter bolts and 4-inch square washers.

The space between the heads of the piles and the wall is to be filled in with four to one mass concrete.

Should the piling actually driven and paid for under Items 5, 6 and 7 of the Schedule of Prices be less than the net quantities therein provided, the Government will take over and pay for any unused new material on the site up to the difference at rates to be arranged by the Resident Engineer on the basis of the invoice price, including freight, insurance and handling expenses, delivered on the works at Kilindini, plus 25 per cent for Contractors' administrative charges, profit, etc.

In the event of no sheet piling or less quantities of sheet piling being driven than the approximate quantities mentioned in Items 5, 6 and 7 of the Schedule of Prices, no alterations shall be made in any of the Schedule Rates and the Contractors shall have no claim against the Government on account of such omission or reduction.

21. (A) FILLING.—The filling required for the space behind the quay wall is to be obtained in the first place from the area marked Site A and coloured brown on Drawing No. 50A. Should the available filling from this site be insufficient, the balance is to be obtained from the cliff outside the Magadi Soda Company's boundary at the north end of the works marked Site B and coloured brown on Drawing No. 50A. Excavation at these sites must be carried out to such lines, levels and slopes as may be determined during the carrying out of the work, as to which the necessary instructions will be issued by the Resident Engineer. The finished surface of the ground where excavated must be left true and even to the required levels and profiles, and the cliff must be cut back generally to a slope of 1½ to 1, the face being evenly trimmed and all loose debris removed.

(B) PAYMENT FOR FILLING.—Payment for filling will be made in accordance with the actual quantity of work executed as ascertained from agreed cross sections taken immediately before depositing commences, except that no material deposited outside the limits as shown on the Drawings, unless so ordered by the Engineer, will be paid for.

22. JUNCTION OF NEW AND EXISTING SUPERSTRUCTURE.—The vertical and horizontal surfaces of the northern face of the scar end of the superstructure of the existing wall are to be well roughed and thoroughly cleaned and watered before any concrete is deposited against or on them. The superstructure is to have a vertical joint from top to bottom at the northern end of the lowest step of the existing superstructure.

23. (A) SURFACING QUAY.—The area between the back of the extended quay wall and the front of the transit sheds will be surfaced after all settlement in the filling immediately in rear of the wall has ceased. The method of carrying out this work will be determined hereafter, but in the meantime provision is made for the same by including the sum of £5,000 in the Schedule of Prices.

(B) GOVERNMENT MAY CARRY OUT SURFACING.—No obligation shall rest upon the Government to employ the Contractors in relation to the expenditure of the whole or any part of this sum and the Government reserve the right of carrying out this work themselves, in which case the sum of £5,000 shall be wholly deducted from the Contract without prejudice to the latter and without affecting the Schedule Rates in any way, and the Contractors shall have no claim against the Government on account of any such deduction.

RAILWAYS.

24. (A) LAYOUT.—The general layout of the Railways on the reclamation and their connection to existing lines is shown on Drawing No. 42A. This layout is subject to modification to meet the requirements of the Government.

(B) GOVERNMENT MAY CONSTRUCT RAILWAYS.—The Government, moreover, reserve the right to construct the railways themselves.

Should the Government decide to construct the railways themselves, they will give notice in writing to the Contractors within three months of the date hereof, of their intention so to do; in which case the amounts included by the Contractors in the Schedule of Prices for the construction of the railways will be deducted from the Contract without prejudice to the latter and without affecting the Schedule Rates in any way, and the Contractors shall have no claim against the Government for any such deduction.

(C) RAILWAYS TO BE LAID TO GOVERNMENT REQUIREMENTS.—If within the period stated above Government do not exercise their option to construct the railways themselves, the railways shall be constructed by the Contractors, in which case the Resident Engineer will, after consultation with the General Manager, instruct the Contractors as to any alteration necessary in the general layout, additional cross-over roads, or any other modification, and the Contractors shall proceed accordingly, so that the railways shall be completed to suit the requirements of the Government to the satisfaction of the Engineer, and in accordance with the Contract Documents.

(D) RAILS.—Rails to be B.S. flat bottomed rails weighing 80 lbs. per yard in 40 feet lengths and drilled for fishplates all in accordance with B.S. Specification No. 11. The fishplates must be 18 inches long, shallow pattern, with four holes, weighing 28½ lbs. per pair, all in accordance with B.S. Specification No. 47, with ½-inch diameter mild steel fish bolts of approved pattern with nuts and washers.

(E) BEARING PLATES, ETC.—Mild steel bearing plates to suit 80 lbs. B.S. rails, weighing about 12 lbs. each, with the bearing surface for the rail inclined at a slope of one in 20 are to be fitted. Four round holes ½ inch diameter must be punched in each plate for spikes. At each bearing plate the rail must be fastened down by two 25/32 inch diameter screw spikes 4½ inches long under the head and two ½-inch by ½ inch dog spikes 4½ inches long over all with notches on two sides. Details of the screw spikes and dog spikes can be seen at the offices of the Engineers-in-Chief and the details of the bearing plates must be submitted for their approval before they are ordered.

Where railways are laid in metalled roads or quay the bearing plates are to be omitted and bulb angle guards are to be provided with fastenings as shown on Drawing No. 45. Where turn-outs or cross-over roads occur in metalled roads or quay, 80 lbs. guard rails are to be fitted throughout the entire length of such turn-outs or cross-overs. A screw spike, dog spike, coach screw, cast iron distance block and bolt to be provided at each sleeper. In cases where guard rails or angles are provided, the space between them and the web of the running rail is to be filled in with fine concrete between the levels of the tops of the sleepers and the tops of the cast iron distance blocks.

(F) SLEEPERS.—Sleepers to be of good quality Australian Jarrah 7 feet by 10 inches by 5 inches, similar to those used on the railways laid on existing works, or other approved hardwood. The number of sleepers required for a 40-foot rail is 16, or 2,112 per mile, joint sleepers to be spaced 2 feet ¼ inch centres. Special sleepers for switches and crossings to be of creosoted Podocarpus obtainable locally or creosoted pitch pine, as may be ordered by the Resident Engineer. If Podocarpus is ordered the creosoting and timber to be in accordance with the Uganda Railway Specification for such timbers.

(G) QUANTITIES OF MATERIALS.—The approximate quantities of material required for completing the railway, shown or described in the Contract Documents, are given in the Schedule of Prices.

SHEDS.

SINGLE-STOREY SHEDS.

25. (A) GENERAL.—General views of the single-storey sheds are given on Drawing No. 48A.

(B) FOUNDATION PILES.—A 14-inch by 14-inch reinforced concrete foundation pile is to be driven under each column.

The actual depth to which the piles will be driven will depend on the nature of the ground.

Each pile shall be driven through the filling into the surface of the ground below the filling, and until the penetration does not exceed 1 inch with 4 blows delivered in rapid succession by a 40 cwt. hammer, falling freely through a height of 4 feet. If the Contractors should propose other conditions of driving, the Engineers-in-Chief shall determine what final penetration will be required to meet such cases.

The piles are to be reinforced with 4—1½-inch diameter bars, bound with ½-inch diameter links at suitable intervals, and maintained in position by ½-inch diameter mild steel diagonal forks.

(c) TESTING PILES.—One foundation pile in each shed, in a position to be selected by the Resident Engineer, is to be tested at least one month after it has been driven with a load of 30 tons applied in a manner to be approved by the Resident Engineer.

(d) PILE CAPS.—The pile caps are to be of the dimensions shown on the Drawing and shall be lightly reinforced with 1½ lb. of steel per cubic foot of concrete, exclusive of steel of piles, columns and foundation beams embedded in the caps.

(e) COLUMNS.—The columns, external and internal, are to be 20 inches by 20 inches in section, and are respectively to be reinforced to the satisfaction of the Engineers-in-Chief, so as adequately to withstand the structural loads which they have to carry, together with an average horizontal wind force of 25 lbs. per square foot over the full vertical height of the sheds above the level of the finished surface of the quay.

(f) BEAMS.—The horizontal beams are to be of the dimensions shown on the Drawing and are to be reinforced as for corresponding beams in the existing double-storey sheds.

(g) BRICK PANELS.—The walls of the sheds are to consist of brick panels 9 inches thick, with concrete plinth course to correspond with the walls of the existing double-storey sheds. The bricks will be supplied by the Railway.

Only suitable bricks of an approved thickness are to be used and in particular no broken, chipped or cracked bricks will be allowed. The bricks are to be discharged and stacked by hand.

All bricks shall be soaked in water by being kept immersed in tanks for 24 hours immediately before being required for use, and shall be dipped in a tub of water immediately before being laid, care being taken that no dry brick is set in the work.

The bricks are to be bedded, jointed and pointed in two to one cement mortar.

The Railway will supply the required number of bricks at the rate of 80s. per thousand delivered free in trucks on the works.

(h) GALVANIZED CORRUGATED SHEETING.—The roof and gable ends of the sheds are to be covered with galvanized corrugated steel sheets, 18 S.W.G. in thickness, with corrugations 4 inches pitch. The horizontal joints are to have a 6-inch lap and side joints shall each have a lap of two full corrugations as shown on Drawing No. 48A. The sheets are to be bolted together with galvanized bolts ½-inch diameter provided with galvanized "limpet" washers of 18 gauge. In the horizontal joints the bolts are to be staggered, one bolt at each corrugation. In the side joints the bolts are to be staggered and in each row are to be spaced 16 inches apart centres. The sheets are to be secured to the roof purlins by ½-inch diameter galvanized hook bolts with "limpet" washers—two to each sheet. All bolts are to be placed on the top of the corrugations, and the bolt holes carefully punched, all as on the existing double storey sheds. The ridge piece is also to be 18 S.W.G., of an approved pattern. The sheeting generally is to be as on the existing double storey sheds.

(i) SLIDING DOORS.—The sliding doors are to be similar to those of the existing double storey sheds. All doors are to be cleaned where necessary and to receive two coats of Torbay, or other approved paint, after erection, in addition to such cleaning and painting as is specified in the Main Contract to be received before leaving the maker's works.

SCHEDULE OF PRICES.

The rates entered against the items in the following Schedule are those referred to in the Contract documents, and are for the execution of the works finished complete in every respect, as shown on and described in the Contract documents, with or without such modifications either by way of additions or deductions, or such alterations as may be ordered in writing during progress, together with the maintenance of such works likewise as provided for in the Contract documents.

The rates given cover all costs of every kind whatsoever, including, but not by way of limitation, all office charges, supervision, materials, labour, water supply, camp or location for native labour, all temporary works, the provision, maintenance, use and efficient repair of all railways, tramways, workshops, sheds, plant, machinery, locomotives, cranes, goliaths, titans, winding and other engines, blockmoulds, concrete mixing, lifting and setting plant, travellers, pile drivers, pumps, service bridges, dams, staging, jetties and wharves for shipping and landing materials, timbering, timber left in, piling, shoring, strutting, centering, shuttering, cast iron or other kentledge or weighting, tools, tackle, grabs, dredgers, tugs, barges, boats, and other floating craft, drilling machinery, blasting appliances, explosives, anchors, chains, cables, buoys, air locks, diving bells, diving apparatus, air compressors, stone crushers, artificial lighting, moulds, templates, profiles and appliances and plant of every kind and description, and the performance of all services that may be required for the proper execution, completion and maintenance of the works in full and complete accordance with the provisions of the Contract documents, and the undertaking and discharge of all obligations and responsibilities therein defined.

The Contractors will be held to have fully considered all the conditions and requirements of the Contract documents before entering the respective rates against the items of the following Schedule. The general directions, stipulations, particulars, descriptions of materials, &c., given in the Contract documents are not necessarily repeated in the Schedule of Prices.

The quantities given in this Schedule are approximate only, and are to be so regarded, in accordance with the provision of Clause No. 19 of the Main Contract.

All measurements are to be net, or as specified, applicable to finished work only as completed and fixed, notwithstanding any trade custom to the contrary.

Item No.	Description.	Unit.	Schedule Rate.			Approximate Quantity.		Approximate Cost.		
			£	s.	d.	£	s.	d.	£	s.
	QUAY WALL AND RECLAMATION.									
	EXCAVATION.									
	NOTE.—The rates for excavation apply to materials of any character that may be encountered and include all charges and contingencies whatsoever which may be involved in carrying out the work in full accordance with the Contract Documents; also the depositing of the materials derived therefrom either in the Reclamation or within the limits of Port Reitz or the lagoons in the neighbourhood as may be directed by the Engineer.									
1	Excavation for quay wall between the northern limit of the existing foundations and the northern termination of the concrete-in-mass foundations of the blockwork wall	cub. yd.	17	0		55,000	46,750	0	0	
	The measurement to be in accordance with areas bounded by a vertical plane coinciding with the coping line of the quay wall, a slope of 1½ to 1 commencing at a distance of 3' behind the line of the bottom course of concrete blocks as shown on Drawing No. 45 the base of the concrete-in-mass foundation and the agreed surface levels. The northern limit will be a vertical plane coinciding with the northern termination of the concrete-in-mass foundation									
2	Excavation by dredging or otherwise to provide a depth of 33' at low water ordinary spring tides over the areas shown on Drawings Nos. 41A and 42A and to form the slopes at the northern end as shown	cub. yd.	15	0		19,000	14,250	0	0	
	The measurement for the portion in front of the wall to be the quantity lying seawards of the vertical plane adopted for the quay wall excavation under Item No. 1 and above the level of 33' below low water ordinary spring tides as ascertained from agreed cross sections, and to the lines shown on the drawings for the slopes at the northern end. Materials removed below the required levels and outside the slopes shown will not be measured.									
	Carried forward						£61,000	0	0	

Item No.	Description.	Unit.	Schedule Rate.			Approximate Quantity.		Approximate Cost.		
			£	s.	d.	£	s.	d.	£	s.
	Brought forward							£61,000	0	0
1	Excavation for rubble apron in front of quay wall and below the level of 33' below low water ordinary spring tides	cub. yd.	0	19	0	9,600	9,120	0	0	
	The measurement to be the quantity removed below the level of 33' below low water ordinary spring tides and outside the limits adopted for Item No. 1.									
1	Excavation in timbered trenches or otherwise for main drains, branch drains, open drains, crane roads, shed foundations, platform walls, or any other special purpose that may be required or ordered, including re-filling and well-ramming the re-filled materials and disposal of surplus materials	cub. yd.	0	9	0	3,300	1,485	0	0	
	The measurement to be the net area of the base of the finished permanent work by the height from the foundation level to the agreed surface level. Width for pipe trenches measured over sockets of pipes.									
	CONTINGENT WORKS IN FOUNDATIONS.									
5	Pitch pine or other approved timber in 14" x 14" permanent sheet piling and walings in front of wall, including splicing and driving, fixing walings and cutting off; but exclusive of shoes, bolts, etc.	cub. ft.	4	8	0	6,500	28,600	0	0	
6	Mild steel in fishplates, bolts, nuts and washers fixed complete	cwt.	5	10	0	20	110	0	0	
7	Cast iron in pile shoes, including straps, fixed complete	cwt.	2	0	0	90	180	0	0	
	Total, carried to Summary						£100,495	0	0	
	PORTLAND CEMENT CONCRETE.									
	NOTE.—The rates for concrete include all charges and contingencies which may be involved in carrying out the work in full accordance with the Contract Documents.									
8	Concrete-in-mass (4 to 1) in foundation for blockwork quay wall deposited and prepared for reception of blockwork	cub. yd.	8	0	0	2,320	20,160	0	0	
	Carried forward						£20,160	0	0	

Item No.	Description.	Unit.	Schedule Rate.			Approximate Quantity.	Approximate Cost.		
			£	s.	d.		£	s.	d.
	Brought forward ..						20,160	0	0
9	Concrete blocks (7 to 1) in quay wall including all blocks of special shape or size that are shown on the Drawings or that may be ordered or found necessary as the work proceeds, set complete ..	cub. yd.	5	0	0	37,500	187,500	0	0
10	Extra on concrete blocks for bag joggles of 4 to 1 concrete-in-mass 10" diameter and 2' long in blockwork wall of quay, set complete ..	each	0	12	0	3,620	2,172	0	0
11	Concrete-in-mass (7 to 1) deposited in superstructure of quay wall including all charges for forming recesses for drainage outfalls, drains to cable trench and chases for ladders .. The measurement to be the cubical contents within the face and back lines of the superstructure as shown on the Drawings or as may be ordered, including the cube of the moulded concrete ashlar facing, recesses for ladders and drains and fine concrete facing on upper surface, but not including the cube of the coping, manhole shafts, cable trench or cable trench cover ..	cub. yd.	4	10	0	6,870	30,915	0	0
12	Forming manhole shafts of main drains in superstructure of quay wall complete as shown ..	each	6	10	0	2	13	0	0
13	Forming cable trench in superstructure of quay wall with surfaces properly prepared and levelled to receive covers ..	lin. ft.	0	11	0	1,012	556	12	0
14	Moulded concrete (4 to 1) ashlar facing to superstructure of quay wall including corbel course all quoins and all blocks of special size or shape that are shown on the Drawings or that may be ordered as the work proceeds. Set complete including mortar, grout and pointing .. (Rate extra over 7 to 1 concrete of Item No. 11) The measurement to be the superficial area of the front vertical face of the ashlar as set ..	sup. yd.	0	11	0	1,690	929	10	0
	Carried forward ..						£242,246	0	0

Item No.	Description.	Unit.	Schedule Rate.			Approximate Quantity.	Approximate Cost.		
			£	s.	d.		£	s.	d.
	Brought forward ..						242,246	2	0
15	Moulded concrete (4 to 1) in main coping of quay wall, including all copes of special size and shape which are shown on the Drawings or may be ordered as the work proceeds, set complete, including mortar, grout and pointing .. Measured net as set, but no deductions made for joints, nosings, grooves or chamfers.	cub. ft.	0	7	0	3,740	1,309	0	0
16	Moulded concrete (4 to 1) in cover to cable trench in superstructure of quay wall, set complete, including mortar, grout and pointing .. Measured net as set.	cub. ft.	0	7	6	705	264	7	6
17	Concrete-in-mass (4 to 1) 5" in thickness on surface of superstructure of quay wall .. (Rate extra over 7 to 1 concrete of Item No. 11) The measurement to be the net superficial area of the upper surface as laid.	sup. yd.	0	15	6	350	271	5	0
	Total, carried to Summary ..						£244,090	14	6
	STONE RUBBLE, CORAL RUBBLE, PUNNED FILLING AND SURFACING QUAY.								
	NOTE.—The rates include all charges and contingencies which may be involved in carrying out the work in full accordance with the Contract Documents.								
18	Stone rubble in apron in front of quay wall in sizes varying from ½ cwt. to 10 cwt. in weight, with upper surface formed to the required level of 33' below low water ordinary spring tides ..	cub. yd.	1	5	0	7,600	9,500	0	0
19	Coral rubble backing to quay wall below the level of 1' 9" above low water ordinary spring tides with slope formed to an inclination of 1 to 1 ..	cub. yd.	0	9	0	32,500	14,625	0	0
20	Coral rubble filling behind scar end at northern termination of quay wall and in retaining bank below the level of 1' 9" above low water ordinary spring tides ..	cub. yd.	0	10	0	6,700	3,350	0	0
	Carried forward ..						£27,475	0	0

Item No.	Description.	Unit.	Schedule Rate.			Approximate Quantity.	Approximate Cost.		
			£	s.	d.		£	s.	d.
	Brought forward								
21	Coral rubble coating to seaward face of slope of filling of northern portion of reclamation area, including roughly pitching the face	cub. yd.	0	12	0	3,100	1,860	0	0
	<p>NOTE.—It is estimated that there is about 16,000 cubic yards of coral rubble recoverable from the existing facing to the reclamation which may be removed and used again in work for Items 19 to 21.</p> <p>The measurement for Items 18 to 21 inclusive to be the quantity deposited within the specified limits as ascertained from agreed cross sections. No payment will be made for materials deposited outside the limits shown on the Drawings unless ordered to be so deposited.</p>								
22	Filling reclamation area to required levels and grades with approved material from cliff excavation and other sources	cub. yd.	0	4	0	164,000	32,800	0	0
23	Punning and watering in layers not exceeding 18" in thickness, materials obtained from the cliff excavation or other source, deposited behind the quay wall for a width of 54' measured from the cope line of the wall, above the level of 1' 9" above low water ordinary spring tides	cub. yd.	0	1	6	26,500	1,987	10	0
	<p>The measurement for Items 22 and 23 to be the quantity deposited within the specified limits as ascertained from agreed cross sections.</p>								
	Provision for surfacing the area between the back of the quay wall and the front of the sheds after all settlement in the filling has ceased. No obligation shall rest upon the Government to employ the Contractors in relation to the expenditure of the whole or any portion of this sum.	Provisional sum					5,000	0	0
	Total, carried to Summary						£69,122	10	0

Item No.	Description.	Unit.	Schedule Rate.			Approximate Quantity.	Approximate Cost.		
			£	s.	d.		£	s.	d.
	LADDERS, BOLLARDS AND RING BOLTS.								
	<p>NOTE.—The rates include all charges and contingencies which may be involved in carrying out the work in full accordance with the Contract Documents.</p>								
25	Galvanized mild steel in ladders, cleats and and lewis bolts fixed complete, including grouting lewis bolts in position	cwt.	3	10	0	11	38	10	0
26	Galvanized cast iron in hand holdfasts for ladders, fixed and grouted in position, including forming sinkages and drainholes in moulded concrete coping	cwt.	5	12	6	1	2	16	3
27	Cast steel bollards fixed in position, including coating, bedding in cement mortar and grouting ends, but not including concrete filling	ton	50	0	0	20	1,000	0	0
28	Mild steel in tie rods, holding-down bolts, cotters, coupling screws, nuts and washers for bollards, including coating, fixing in position and cutting, grooving or notching tails of concrete ashlar where necessary	ton	50	0	0	4	200	0	0
29	Cast iron in washer plates for tie rods and holding down bolts of bollards, including coating and fixing in position	ton	33	10	0	4 1/2	150	15	0
30	Galvanized mild steel in ring bolts, fixed complete	cwt.	5	15	0	12	69	0	0
31	Mild steel in 4" x 3" x 1/2" T irons for valve chambers—fixed complete	cwt.	2	5	0	1	1	2	6
32	Cast iron chequered covers and frames for valve chambers with gun metal lifting bars—complete	cwt.	2	5	0	14 1/2	32	12	6
	<p>NOTE.—The measurement for Items 25 to 32 inclusive to be the net weight of the metal fixed in the work.</p>								
33	Concrete-in-mass (7 to 1) filling to bollards, struck off flush with bottom surface of casting	each	5	0	0	13	65	0	0
34	Forming cavity for hydrant box and duct for pipes at hydrants	each	2	0	0	8	16	0	0
35	Forming valve chamber and duct for oil supply pipes	each	10	0	0	2	20	0	0
	Total, carried to Summary						£1,595	16	8

Item No.	Description.	Unit.	Schedule Rate.			Approximate Quantity.	Approximate Cost.		
			£	s.	d.		£	s.	d.
	CRANE ROAD ON QUAY.								
	NOTE.—The rates include all charges and contingencies which may be involved in carrying out the work in full accordance with the Contract Documents.								
36	Bottoming of broken stone 6' wide and 9" in thickness under ballast and cross sleepers of inner rail, including any levelling, packing up and trimming that may be necessary ..	sup. yd.	0	7	3	650	235	12	6
37	Bed of ballast 8" in thickness packed under and between cross sleepers of inner rail ..	sup. yd.	0	11	0	650	357	10	0
38	Hardwood sleepers 3' 6" x 10" x 5" under longitudinal sleeper of inner rail ..	cub. ft.	0	15	0	400	300	0	0
	Measured net.								
39	Cresoted pitch pine in longitudinal sleeper of inner rail 15" x 15", including butt jointing, boring, trimming top surface to receive rail and fixing in position ..	cub. ft.	1	2	0	1,520	1,672	0	0
	Measured net.								
39A	Cresoted Podocarpus to Uganda Railway Specification alternative to Item 39 ..	cub. ft.	2	0	0				
						Alternative rate.			
40	Steel rails B.S.F.B. section in crane rail and guard rails 80 lbs per yard, fixed in position, including coating and all drilling ..	ton	19	16	0	23	455	8	0
41	Fishplates and fishbolts for crane rail, B.S. pattern, including fixing and coating with Dr. Angus Smith's tar composition ..	cwt.	1	19	9	17	33	15	9
42	Mild steel in B x B angles in guard angles for crane rails and crossings for same 5" x 2 1/2" x 1/2" including all drilling, coating, laying and hanging ..	ton.	39	12	0	24	950	8	0
43	Mild steel in base plates for outer rail, including all drilling, coating, riveting and fixing ..	cwt.	2	9	6	20	49	10	0
44	Mild steel in 1" diameter jagged and upset lewis bolts and nuts for same for securing base plates of outer rail, including drilling holes in concrete, coating, grouting and fixing ..	cwt.	2	19	6	7	20	16	6
	Carried forward ..						£4.075	0	9

Item No.	Description.	Unit.	Schedule Rate.			Approximate Quantity.	Approximate Cost.		
			£	s.	d.		£	s.	d.
	Brought forward ..						£	s.	d.
45	Galvanized coach screws, 7" long, 1/2" diameter, for securing inner rail and guards, fixed complete ..	cwt.	2	19	6	13	38	13	6
46	Cast iron in distance pieces with cored holes for inner rail and at crane rail crossings, including coating and fixing in position ..	cwt.	2	19	6	20	59	10	0
47	Mild steel in bolts 1/2" diameter and nuts for same through main guard angles and distance pieces of inner rail, including coating and fixing in position ..	cwt.	2	19	6	7	20	16	6
	The measurements for Items 40 to 47 inclusive to be the net weight of metal fixed in the work.								
48	Filling of 2 to 1 fine concrete between crane rail and angle guards, neatly finished to smooth surface ..	lin. yd.	0	3	6	650	113	15	0
	The measurement to be the length of the crane rails, each rail measured separately.								
	Total, carried to Summary ..						£4.307	15	9
	DRAINAGE.								
	NOTE.—The rates include all charges and contingencies which may be involved in carrying out the work in full accordance with the Contract Documents.								
49	Cast iron pipes with flange at one end 30" internal diameter for drainage outfalls built into concrete-in-mass of superstructure of quay wall ..	cwt.	2	0	0	50	100	0	0
	The measurement to be the net weight of the pipes.								
50	Glazed stoneware pipes 30" internal diameter with spigot and socket joints laid and jointed as specified ..	lin. ft.	5	10	0				
								Alternative rate	
50A	ditto ditto but in stoneware made at Kilindini ..	lin. ft.	11	0	0				
								Alternative rate	
50B	ditto ditto but in reinforced concrete made at Kilindini ..	lin. ft.	3	0	0	1,080	3,340	0	0
	Carried forward ..						£3.340	0	0

Item No.	Description.	Unit.	Schedule Rate.			Approximate Quantity.	Approximate Cost.		
			£	s.	d.		£	s.	d.
	Brought forward						3,340	0	0
51	Glazed stoneware pipes as in Item 50 but 15" internal diameter	lin. ft.	1	4	0	Rate only			
52	Ditto ditto but 12" internal diameter	lin. ft.	0	16	0	4,300	3,440	0	0
53	Ditto ditto but not exceeding 6" internal diameter for rainwater down pipes to sheds	lin. ft.	0	8	0	280	112	0	0
	The measurement for items 50 to 53 inclusive to be the net effective length in the work, no allowance being made for joints or waste when pipes have to be cut								
54	Extra for bends on pipes not exceeding 6" internal diameter	each	1	2	0	70	77	0	0
55	Extra for eyes or junctions on 30" internal diameter pipes	each	8	0	0	20	160	0	0
56	Extra for eyes or junctions on 15" internal diameter pipes	each	5	0	0	Rate only			
57	Ditto ditto on 12" internal diameter pipes	each	4	10	0	70	315	0	0
58	Concrete in mass (6 to 1) in manholes on line of main drains away from wall neatly finished ready to receive covers including building in stoneware pipes and rendering where necessary	cub. yd.	6	18	0	60	414	0	0
	Measurement to be net								
59	Concrete in mass (6 to 1) in inspection pits on shed drains and on roadway drains neatly finished ready to receive covers including building in stoneware pipes and rendering where necessary	cub. yd.	6	18	0	92	634	16	0
	Measurement to be net								
60	Cast iron covers for manholes on 30" diameter main drains with solid lids to suit opening 1' 10" x 1' 10" including coating, bedding and fixing	cwt.	2	10	0	16	40	0	0
61	Ditto ditto but with grating covers to manholes at the feet of shed	cwt.	2	15	0	8	22	0	0
62	Cast iron in covers to inspection pits in sheds, on platforms and on quay in front of sheds, of an approved pattern including coating, bedding and fixing	cwt.	3	5	0	8	26	0	0
63	Cast iron in open bar gully covers of an approved pattern 2' x 15" clear on 2' x 2' manhole or drains including coating, bedding and fixing	cwt.	3	0	0	16	168	0	0
	Carried forward						£8,748	16	0

Item No.	Description.	Unit.	Schedule Rate.			Approximate Quantity.	Approximate Cost.		
			£	s.	d.		£	s.	d.
	Brought forward						8,748	16	0
64	Galvanized mild steel in foot irons for manhole shafts 1 1/4" diameter jagged and ends split and fish-tailed, including building into wall, fixed complete	cwt.	5	15	0	5	28	15	0
65	Forming open drain along foot of cliff 2' 6" wide x 15" deep at deepest section laid to falls to manholes, inverted with random rubble pitching, grouted with 3 to 1 concrete, and finished as specified	lin. ft.	0	9	0	1,100	495	0	0
	Total, carried to Summary						£9,272	11	0
	ROADS.								
	NOTE.—The rates include all charges and contingencies that may be involved in carrying out the work in full accordance with the Contract Documents.								
66	Rubble stone bottoming to roads not less than 9" in thickness, stones set on edge and closely handpacked, including preparation of formation as specified and rolling surface of bottoming	sup. yd.	0	7	6	13,300	4,987	10	0
67	Road metalling not less than 6" thick on roads, laid in layers, rolled and watered to the required slopes and curves, including binding material, all as specified	sup. yd.	0	10	3	13,300	6,816	5	0
68	Moulded concrete (4 to 1) in curb set in place, including all special blocks that may be required, mortar, grout, pointing, ramming and consolidating ground around same	cub. ft.	0	10	0	1,800	900	0	0
69	Hardwood timber of approved quality in level crossings over railways, close jointed, levelled and spiked to timbers on sleepers, including 10" spikes 3/4" diameter, laid complete	cub. ft.	0	16	6	1,560	1,287	0	0
	NOTE.—The measurement for items 66 to 69 inclusive will be the net quantities executed.								
	Total, carried to Summary						£13,000	35	0

Item No.	Description.	Unit.	Schedule Rate.			Approximate Quantity.	Approximate Cost.		
			£	s.	d.		£	s.	d.
	RAILWAYS.								
	NOTE.—The rates include all charges and contingencies which may be involved in carrying out the work in full accordance with the Contract Documents, so that the railways shall be handed over to the Government in good running order and complete in every detail.								
70	Ballast of broken stone as specified laid spread, levelled and formed to such shapes as may be directed, including preparing formation level, all packing, trimming, boxing up and all labours whatsoever	cub. yd.	1	10	0	2,550	3,825	0	0
	NOTE.—The measurement will be the net quantity deposited, the cube of the sleepers being deducted.								
	Taking up, cleaning and stacking material in existing railways								
71	Single track including sleepers	lin. yd.	0	5	0	1,400	350	0	0
72	Switches, complete	each	10	0	0	4	40	0	0
73	Switch levers, complete	each	2	0	0	4	8	0	0
74	Single crossings, complete	each	5	0	0	4	20	0	0
75	Diamond crossings, complete	each	20	0	0	2	40	0	0
76	Supplying only hardwood sleepers 7" by 10" by 5" or other approved size and special sleepers at switches and crossings.	cub. ft.	0	6	6	4,000	1,300	0	0
	NOTE.—Measured net								
77	Supplying only steel rails 80 lbs. per yard B.S.F.B. section cut to length and drilled ready for fishplates	ton	14	0	0	120	1,680	0	0
78	Supplying only mild steel in B.S.B. angle guards 5" by 4" by 4" including drilling and coating	ton	17	10	0	32	560	0	0
79	Supplying only British Standard 4-hole fishplates 18" long weighing 28½ lbs. per pair	ton	17	10	0	3	52	10	0
80	Supplying only mild steel fishbolts of approved pattern, ½" diameter with nuts and washers	ton	29	0	0	1	21	15	0
	Carried forward						£7,897	5	0

Item No.	Description.	Unit.	Schedule Rate.			Approximate Quantity.	Approximate Cost.		
			£	s.	d.		£	s.	d.
	Brought forward						£	s.	d.
							7,897	5	0
81	Supplying only mild steel bearing plates	ton	17	10	0	4½	74	7	6
82	Supplying only mild steel screw spikes of approved pattern ½" diameter, and 4½" long under the head	ton	28	0	0	2	56	0	0
83	Supplying only mild steel dog spikes ½" square and 4½" long over all	ton	25	0	0	1½	31	5	0
84	Supplying only mild steel coach screws ½" diameter and 4½" long under head	ton	28	0	0	1½	35	0	0
85	Supplying only cast iron distance blocks including drilling and coating	ton	20	0	0	7	140	0	0
86	Supplying only mild steel in bolts ½" diameter and nuts for same through guard angles and distance blocks, including coating	ton	29	0	0	2½	65	5	0
87	Supplying only switches complete with two tongues all sole plates, distance blocks, lever rods, distance rods, rivets, bolts and all fittings whatsoever	each	35	10	0	24	852	0	0
88	Supplying only single crossings (i.e., one intersection of rail and rail), complete with guard and wing rails, sole plates, packing blocks, rivets, bolts and all fittings whatsoever	each	39	0	0	32	1,248	0	0
89	Supplying only diamond crossings (i.e., complete set with 4 intersections of rails) complete with guard and wing rails, sole plates, packing blocks, rivets, bolts and all fittings whatsoever	each	130	0	0	4	520	0	0
90	Supplying only cast iron switch levers of approved pattern, complete with box, lever, crank and balance weight	each	4	0	0	24	96	0	0
91	Laying permanent way (single track of 2 rails) straight or curved, including fixing sleepers and bearing plates, bending and cutting rails, drilling rails where cut, fitting and fixing fishplates, bolts, screw spikes, dog spikes, etc., all labours and contingencies whatsoever	lin. yd.	0	3	6	2,850	498	15	0
	The measurements will be the net length laid. Crossover roads will be measured from point of tongue to point of tongue. Curves measured on centre line.								
92	Extra on Item 91 for laying switches (i.e., two tongues), including fitting and connecting all rods, packings, blocks, sole plates, bolts, etc., complete	each	10	10	0	28	294	0	0
	Carried forward						£11,807	17	6

Item No.	Description.	Unit.	Schedule Rate.			Approximate Quantity.	Approximate Cost.		
			£	s.	d.		£	s.	d.
	Brought forward ..						11,807	17	6
93	Extra on Item 91 for laying single crossings for running rails (i.e., one intersection of rail and rail), including fitting and fixing all guard and wing rails, sole plates, packings, blocks, bolts, etc., complete ..	each	5	10	0	36	198	0	0
94	Extra on Item 91 for laying diamond crossings (i.e., complete set with four intersections of rail and rail), including fitting and fixing all guard and wing rails, sole plates, packings, blocks, bolts, etc., complete ..	each	25	0	0	6	150	0	0
95	Fixing only switch lever boxes of approved pattern, including all timber, sleepers, bolts, dogs, painting, etc., complete ..	each	2	10	0	28	70	0	0
96	Supplying and fixing one buffer stop consisting of bull-headed rails and hardwood timber beam complete to approved design, with bolts, fastenings and all coating ..	each	100	0	0	1	100	0	0
	Total carried to Summary ..						£12,325	17	6
SINGLE-STOREY SHEDS									
NOTE. The approximate quantities in the following items in connection with the sheds are for one complete shed.									
The rates include all charges and contingencies involved in carrying out the work, also for all labours associated with a building of this description, and shall include all that is necessary to complete the building in every respect and in accordance with the Contract Documents.									
The measurements for both reinforced concrete and ordinary concrete to be the actual net quantity in the finished structure.									
The measurement for all steel and ironwork to be the net weight of the metal fixed in the work.									
97	Reinforced concrete piles driven as specified, including provision of shoes and testing as specified ..	cub. ft.	1	10	0	4,030	6,045	0	0
The measurement to be the net cube of the piles measured from point of shoe to underside of pile caps.									
	Carried forward ..						£6,045	0	0

Item No.	Description.	Unit.	Schedule Rate.			Approximate Quantity.	Approximate Cost.		
			£	s.	d.		£	s.	d.
	Brought forward ..						6,045	0	0
98	Reinforced concrete in caps of foundation piles .. The measurement to be the contents of the pile caps, no deduction being made for ends of piles or beams embedded therein.	cub. ft.	0	9	0	3,030	1,363	10	0
99	Reinforced concrete in columns finished complete .. The measurement to be the cube above the top of the pile caps.	cub. ft.	0	16	0	3,830	3,064	0	0
100	Reinforced concrete in horizontal beams between columns supporting walls, doors, louvre frames, ventilators, etc. ..	cub. ft.	0	16	0	2,530	2,024	0	0
101	Moulded concrete (4 to 1) in plinth 10½" thick set complete, including mortar, grout and pointing ..	cub. ft.	0	12	0	1,430	858	0	0
102	Brickwork 9" thick in panel walls set complete including mortar, grout and pointing .. The measurement to be the area of the brickwork on the exposed outer face as constructed.	sup. yd.	2	5	6	1,150	2,616	5	0
103	Concrete-in-mass (7 to 1) in retaining wall of railway platform ..	cub. yd.	5	0	0	105	585	0	0
104	Moulded concrete (4 to 1) in coping 6" in thickness on retaining wall of railway platform and ramps to same ..	cub. ft.	0	12	0	330	198	0	0
105	Coral rubble bottoming 12" in thickness to form floor and railway platform ..	cub. yd.	1	5	0	1,960	2,450	0	0
106	Concrete-in-mass paving to ground floor and platform 6" thick, consisting of 4½" of 5 to 1 ordinary concrete and 1½" of 2 to 1 fine concrete finished granolithic all as specified and laid in alternate sections ..	sup. yd.	1	3	6	5,930	6,967	15	0
107	Concrete-in-mass (4 to 1) in base to receive lower mild steel channel guides of sliding doors ..	cub. yd.	9	0	0	44	396	0	0
108	Concrete-in-mass (4 to 1) in protective bases around columns ..	cub. yd.	9	0	0	3	27	0	0
109	Mild steel in angle protection for arris of concrete-in-mass base for channel guides, fixed complete ..	ton	30	0	0	2	60	0	0
	Carried forward ..						£26,394	10	0

Item No.	Description.	Unit.	Schedule Rate.			Approximate Quantity.	Approximate Cost.		
			£	s.	s.		£	s.	d.
	Brought forward ..						£	s.	d.
							26,594	10	0
110	Mild steel in protection angles at base of columns ..	ton	30	0	0	4	120	0	0
111	Mild steel in roof trusses, shoe plates over columns, cantilever awning, end frames, etc.	ton	35	0	0	108	3,780	0	0
112	Mild steel in purlins, cleats and covers for joints in same ..	ton	34	0	0	68	2,312	0	0
113	Mild steel in fascia angle and bulb plate below eaves gutter ..	ton	35	5	0	12½	440	12	6
114	Mild steel in wind bracing ..	ton	34	5	0	2	68	10	0
115	Mild steel in lattice girders on columns to be covered with galvanized expanded metal ..	ton	34	5	0	44	1,507	0	0
	(Expanded metal measured separately.)								
116	Mild steel in B.S. Channels for roller paths and lower guides of sliding doors ..	ton	33	10	0	11	368	10	0
117	Sliding doors complete with rollers, hangers, bolts, locks, etc., including wicket fitted to one pair ..	pair	88	0	0	20	1,760	0	0
118	Galvanized mild steel corrugated sheeting No. 18 SW.G. on roof and gable ends, including ½" diameter "limpet" bolts and "limpet" washers to suit ..	square 100 ft.	6	2	6	720	4,410	0	0
	The measurement to be the net area covered by the sheeting when fixed in position.								
119	Galvanized mild steel corrugated ridging No. 18 SW.G. including all necessary fastenings ..	lin. ft.	0	3	9	852	159	15	0
120	Galvanized mild steel in eaves gutter, No. 10 SW.G. including all necessary outlets, special ends, straps and fastenings ..	lin. ft.	0	8	0	852	340	16	0
121	Galvanized mild steel in valley gutter, No. 8 SW.G. including all necessary outlets, special ends, straps and fastenings ..	lin. ft.	0	16	0	426	340	16	0
122	Galvanized mild steel in 5" diameter down pipes with screwed socket joints, bent to required curves where necessary, including all straps and fastenings and the provision of gratings over inlets ..	lin. ft.	0	11	0	240	132	0	0
	Carried forward ..						£42,334	9	6

Item No.	Description.	Unit.	Schedule Rate.			Approximate Quantity.	Approximate Cost.		
			£	s.	d.		£	s.	d.
	Brought forward ..						£	s.	d.
							42,334	9	6
123	Galvanized mild steel in 4" diameter down pipes, all as Item 122 ..	lin. ft.	0	10	0	670	335	0	0
	The measurement for Items 119 to 123 inclusive to be the net effective length when fixed in position.								
124	Galvanized mild steel in expanded metal, with bars and bolts for securing same to lattice girders of Item 115 ..	cwt.	5	0	0	114	570	0	0
125	Galvanized mild steel in angle frames of ventilators about 4' 7" by 4' 3" covered with galvanized expanded metal secured by galvanized mild steel bars and bolts, on landward side of shed ..	cwt.	4	8	0	80	352	0	0
126	Galvanized mild steel in framed louvres about 4' 7" by 3' on ends of shed ..	cwt.	5	0	0	190	950	0	0
127	Galvanized mild steel in hook bolts, nuts and washers for securing corrugated sheeting to purlins ..	cwt.	5	0	0	48	240	0	0
128	Galvanized mild steel in bolt and lewis bolts, nuts and washers of various lengths and sizes ..	cwt.	5	0	0	50	250	0	0
129	Mild steel in black bolts and lewis bolts, nuts and washers of various lengths and sizes ..	cwt.	4	0	0	150	600	0	0
130	Galvanized mild steel tube liners of various lengths fixed complete ..	cwt.	5	0	0	40	200	0	0
	Total, carried to Summary ..						£45,831	9	6
	ENGINEERS' LOCAL ACCOMMODATION								
131	Renewals and maintenance for the duration of the Contract of the existing Quarters for Engineering Staff, Resident Engineer's Office and Inspectors' cabins as specified in Clauses 73, 74 and 75 of the main Contract ..	lump sum					3,000	0	0
132	Provision for additions to existing office for Resident Engineer and to existing quarters for the Engineering Staff ..	lump sum					1,000	0	0
	Total, carried to Summary ..						£4,000	0	0

DAYWORK.

Item No.	Description.	Unit.	Schedule Rate.		
			£	s.	d.
LABOUR.					
NOTE.—The following rates include the use, repair and sharpening of tools, the use of consumable stores, the use and repair of stagings, wharves, workshops, plant, floating craft and appliances of all descriptions, office charges and supervision by the Contractors' agent, staff, foremen and gangers.					
133	Diver whilst engaged under water, to cover the use of apparatus and boat with crew for same, pumpers and signalmen European Diver	hour	3	0	0
134	Mason Indian	hour	0	2	0
135	Mason's labourer African	hour	0	0	9
136	Bricklayer Indian	hour	0	2	0
137	Bricklayer's labourer African	hour	0	0	9
138	Carpenter Indian	hour	0	2	0
139	Carpenter's labourer African	hour	0	0	9
140	Smith European	hour	0	10	0
141	Ditto Indian	hour	0	3	0
142	Smith's striker African	hour	0	0	9
143	Plumber Indian	hour	0	2	0
144	Plumber's labourer African	hour	0	0	9
145	Painter or Glazier Indian	hour	0	2	0
146	Fitter Indian	hour	0	2	0
147	Fitter's labourer African	hour	0	0	9
148	Riveter European	hour	0	10	0
149	Ditto Indian	hour	0	2	0
150	Plater European	hour	0	10	0
151	Ditto Indian	hour	0	2	0
152	Platelayer European	hour	0	10	0
153	Ditto Indian	hour	0	2	0
154	Pile Driver European	hour	0	10	0
155	Ditto Indian	hour	0	5	0

Item No.	Description.	Unit.	Schedule Rate.		
			£	s.	d.
156	Crane Driver Indian	hour	0	3	0
157	Stationary Engine Driver Indian	hour	0	3	0
158	Locomotive Driver Indian	hour	0	3	0
159	Timberman Indian	hour	0	2	0
160	Boatman African	hour	0	1	0
161	Labourer African	hour	0	0	9
162	Boy African	hour	0	0	6
NOTE.—In Items 133 to 162 the Contractors are to state the nationality of the men referred to, and in cases where two or more nationalities are to be employed in one capacity a separate rate is to be entered against each.					
PLANT.					
163	Locomotive, including driver, fireman and rope runner if required, fuel, water and all consumable stores	hour	1	0	0
164	Steam road roller (10 tons weight) including driver, fireman, fuel, water and all consumable stores	hour	1	0	0
165	Portable steam crane, 1½ tons, including driver, fireman and banksman if required, fuel, water and all consumable stores	hour	1	0	0
166	Ditto ditto 3 tons ditto	hour	1	0	0
167	Ditto ditto 5 .. ditto	hour	1	0	0
168	Ditto ditto 8 .. ditto	hour	1	10	0
169	Ditto ditto 10 .. ditto	hour	1	10	0
170	Ditto ditto 12 .. ditto	hour	2	0	0
171	Ditto ditto 15 tons or over, ditto	hour	2	0	0
172	Ditto ditto 20 .. ditto	hour	2	0	0
173	Goliath crane, 20 tons, including driver, fireman, banksman, fuel, water and all consumable stores	hour	2	0	0
174	Portable engine, including driver, fireman, fuel, water and all consumable stores	hour	1	0	0
175	Steam or electric pumps of any type, delivering 2,000 gallons per hour, including attendance, power, fuel, water and all consumable stores	hour	1	0	0
176	Ditto ditto 5,000 gallons per hour ditto	hour	1	0	0

Item No.	Description.	Unit.	Schedule Rate.		
			£	s.	d.
177	Steam or electric pumps of any type, delivering 10,000 gallons per hour, including attendance, power, fuel, water and all consumable stores ..	hour	1	0	0
178	Ditto ditto 20,000 ditto	hour	1	0	0
179	Ditto ditto 50,000 ditto	hour	2	0	0
180	Steam or motor launch, including attendance, fuel and all charges	hour	2	0	0
MATERIALS.					
NOTE.—The following rates cover the provision only, delivered on the site of the works, of the materials described, the quality of the latter being in every case the best of its respective kind and to the full approval of the Resident Engineer.					
181	Sand obtained from Andromache Reef or other approved site	cub. yd.	0	9	0
182	Sand obtained from cliff excavations	cub. yd.	0	6	0
183	Sand obtained by crushing approved sandstone to less than ½" gauge ..	cub. yd.	0	15	0
184	Broken stone of varying size, to form a satisfactory aggregate for reinforced concrete when mixed with sand and cement	cub. yd.	2	0	0
185	Ditto ditto for ordinary concrete ditto ditto	cub. yd.	1	3	0
186	Stone rubble in lumps of ½ cwt. and upwards	cub. yd.	0	18	0
187	Coral rubble ditto ditto	cub. yd.	0	12	0
NOTE—Any materials or stores other than the foregoing shall be paid for at rates to be arranged by the Resident Engineer on the basis of the invoice price including freight, insurance and handling expenses, delivered on the Works at Kilindini plus 25 per cent for Contractors' administration charges, profit, etc.					

SUMMARY OF COST.

	£	s.	d.
Excavation, Dredging, etc., as per page 11	100,495	0	0
Concrete blockwork, concrete-in-mass, moulded concrete, etc., as per page 13	244,090	14	6
Stone rubble, coral rubble, filling surfacing, quay, etc., as per page 14	69,122	10	0
Ladders, bollards, etc., as per page 15	1,595	16	3
Crane road on quay, as per page 17	4,307	15	9
Drainage, as per page 19	9,272	11	0
Roads, as per page 19	13,990	15	0
Railways, as per page 22	12,825	17	6
Two single-storey sheds at £43,831 9s. 6d. each, as per page 25	91,662	19	0
Engineers' local accommodation, as per page 25	4,000	0	0
	550,863	19	0
Less 2½ per cent. on all the items in the Schedule of Rates	13,771	12	0
	337,092	7	0
Provision for cost of extra work in accordance with the conditions of Clause 20 (B) of the Main Contract, 5 per cent. on the above total	26,854	12	4
	£563,946	19	4

SIGNED SEALED and DELIVERED by Sir
Henry Lambert, K.C.M.G., C.B., one of the
Crown Agents for the Colonies in the presence of } (Sgd.) HENRY LAMBERT.

(Sgd.) P. A. ANTHONY.

THE COMMON SEAL of Pauling & Co. Limited }
was hereunto affixed in the presence of }

(Sgd.) JNO. SCOTT, Director.

(Sgd.) DAVID BUCHAN, Secretary.

L.S.

C.S.

TENDER.

GENTLEMEN,

Having examined the ten sheets of new Drawings, Form of Contract (supplemental to Contract dated 11th July 1921), and Supplementary Specification and Schedule of Prices, relating to the proposed extension of the Quay Wall and other works at Kilindini Harbour, in Kenya Colony and Protectorate, and having also visited and examined the site of the proposed works, or caused it to be visited on our behalf by a competent and reliable person, and having acquired all requisite information relating thereto as affecting this Tender, we, the undersigned, hereby offer to construct, execute, complete and maintain the extended works in strict accordance with the Contract Documents, or with such alterations, additions or curtailments of such works as may from time to time hereafter be determined and ordered in writing, at the rates entered by us against the respective items in the Schedule of Prices.

We undertake to complete and deliver the whole of the work within the period of three years from the date of acceptance of this Tender if single-storey sheds are included in the Contract, and within the period of three years nine months if double-storey sheds are included in the Contract.

We also undertake, in the event of this Tender being accepted, to execute, when called upon by you to do so, a Contract (supplemental to the Contract dated 11th July 1921) for the due execution and maintenance of the said works in the terms of the Contract Documents hereto annexed, which may be altered and added to in such manner as you may require for the purpose of adapting it to the circumstances of this Tender.

In consideration of the trouble and expense incurred by you in examining and considering this Tender, we further undertake that the same shall not be withdrawn by us before the expiration of ninety days from the date hereof but shall remain binding upon us and may be accepted at any time before the expiration of such ninety days.

Dated this 16th day of July 1926.

FOR PAULING & CO. LIMITED,

DAVID BUCHAN, *Secretary*,

26 Victoria Street,

London, S.W.1.

TO THE CROWN AGENTS FOR THE COLONIES,

4 Millbank

London, S.W.1.

The Instructions to persons tendering appended to the Main Contract shall be read in so far as they apply, with this Tender.

Dated 11th November 1926.

KENYA.

KILINDINI HARBOUR.

Contract

FOR THE

Extension of the Quay Wall, Reclamation,
Sheds and Works in connection therewith
at Kilindini Harbour

(Supplementary to Contract dated 11th July 1921)

WITH

Supplementary Specification, Schedule of
Prices and Form of Tender.

E. F. TURNER & SONS,

115 Leadenhall Street, E.C.3.

Solicitors

Dated 11th November 1926.

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125 Leadenhall Street, E.C.3.

Solicitors

X. 10203. 27
Kenya.

105
4

Mr. *J. Maclean* 5/13
Mr. *atace*

X *J. G. D.*

- Mr. E. J. Harding.
- Sir C. Strachey.
- Sir J. Shuckburgh.
- Sir G. Grindle.
- Sir C. Davis.
- Sir S. Wilson.
- Mr. Ormsby-Gore.
- Earl of Clarendon.
- Mr. Amery.

*checked sent
Ratt
2.45 pm
5/13/27*

tc



TO

York letter 1 March No 9

Zar letter 3 March No 10

DRAFT. *See*

*High Coma
Nairobi*

28 MAR 1927
copy to selling

Contract signed

11 Nov. copies being sent

Express mail

other matters

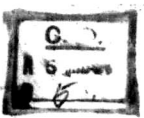
will receive

immediate attention

Mr. E. J. Harding.
 Sir C. Strachey.
 Sir J. Shuckburgh.
 Sir G. Grindale.
 Sir C. Davis.
 Sir S. Wilson.
 Mr. Ormsby-Gore.
 Earl of Clarendon.
 Mr. Amery.

X. 60203. 27

3
106



Alms
by no. 6

And (impr.)
by no. 5

7 MAY 1927

5 MAR 1927

DRAFT.

Chant

Will ref. to previous

28 MAR 1927

to Mr. 41

Correspondence I can be
transmit to you

Tel No 9. 1 inch

Tel No 10. 3 inch

Telling
copy / put out lucky to Mr. 41

in a, the acc: copies
I believe from the
Mr J. Transport,
Korea - because

Reading the contract
of the acc: deep
later further ab

Kilindini.

2. Mr. Honey would be
glad to receive your ideas
on these telegrams at your
earliest convenience.

3. It is understood that
Mr. Felling will arrive in
this country in the course
of the next few days.

Sandy

(Signed) H. T. ALLEN.

for Under Secretary of State.

RECEIVED
4 MAR 1927
COL. OFFICE

107
END

TELEGRAM from the High Commissioner for Transport (Nairobi) to the Secretary of State for the Colonies.

Dated 3rd March 1927.

(Received Colonial Office 6.15 p.m. 3rd March 1927.)

No. 10 3rd March My telegram of 1st March No. 9 I am now informed by Resident Engineer Harbour Works that contract was signed 11th November. I have received no information as to contract and shall be glad if the Crown Agents may be instructed to send four copies as early as possible. Resident Engineer informs me that contract allows the Government option of laying permanent way on extension and he was advised by the General Manager that the railway would exercise this option. He then stated that the Crown Agents have agreed that contractor should be allowed to build all the railway on the new extension. I shall be glad to be informed if this is correct. From information available it is clear that considerable economy would be effected if option to construct departmentally is exercised. From inspection of plan of single storey shed it would appear that (corrupt group) type with expensive foundations has been adopted. Refer to enclosure to Railway letter E.F.5661 dated 15th October to the Crown Agents wherein it was suggested that single storey transit sheds of steel should be adopted which would be moved later if found advisable to revert to double storey sheds. Suggest you consult (?) Felling on this point.

101
Copy to C. A. E. 3 MAR 1927
Felling

RECEIVED
4 MAR 1927
COL. OFFICE

TELEGRAM from the High Commissioner for Transport (Nairobi) to the Secretary of State for the Colonies.

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No. 1
Copy to C. A. Felling
24 MAR 1927

107
END

108
END

X.10203/27.

Mr. J.W. Spiller.

We have received a telegram from the High Commissioner for Transport (Kenya) Uganda, stating that he will be glad to know when the contract with Messrs. Pauling for the construction of berths 3 and 4 in Kilindini was signed, and to receive a copy of the contract in due course.

So far as I have been able to ascertain, we have never received a copy of the completed contract, but only the tender enclosed in your letter of the 9th of August, 1926, E.430/G. I should be obliged if you would let me know as soon as possible what reply should be returned to the High Commissioner.

W.A.

Downing Street,

3rd March, 1927.

1927

Kenya.

No.

10214

CO. 533/368.

SUBJECT

Visit of H.B. The Governor to England

Grant of Allowances to
Accompanying Officials.

Previous

See No. 39144/23

See ⁷⁷¹11111/24

Subsequent

24090/34 Ca.

Serv. Dep. Darbhanga 8 Feb 42
Recommendations substance allow to officers in
Saf. in England 163 to 207. House 1. 207. Other 207. 207. 207.

The recommendation of the higher rate of 30/- apparently only applies to Mr. Martin, the Commissioner of Lands, who is now in this country, but we have had no Leave Certificate or any other paper from the Colony in regard to him, nor any report as to the work upon which he is engaged, neither has he reported to the Colonial Office, so far as I am aware, either personally or in writing.

Detention allowances are only regarded as payable to officials who are on public business away from their normal place of residence in the United Kingdom, but apart from this point, the rate of a £1 a night for first class officers is a general rate and I do not know why there should be any special differentiation in the case of officers from Kenya.

It is stated that the rate suggested has received the concurrence of the Railway Advisory Council, but there is no request for approval so far as the Railway officials are concerned, and we have no information whether, as a matter of fact, Mr. Felling is drawing the 30/- rate.

Para.2 is scarcely a correct statement of the facts as there is a uniform practice laid down in the Circular, and the case referred to was merely a very special one i.e. that of Mr. Holm who, when in attendance at the Wembley Exhibition, was allowed 25/-^x. In that case the original proposal from the Colony was 35/-, and the additional 15/- was felt to be justified in order to cover travelling and entertainment expenses. But it is difficult to see why, in normal circumstances, Heads of Depts. on duty in this country should be put to any special entertainment expenses, and if they have travelling expenses, they can, of course, claim for them separately.

* Quite Special case
from the Entertainment
Dept. U.K.

P.T.O.

I think the proper course as suggested by Mr. Calder on 11/11/1924 is to stick to the basic rate of £1 a night, leaving ^(a) ~~in~~ the officer, even if he is a Head of a Dept., ^{& claim} ~~including~~ actual travelling expenses and ^(b) the question of any further allowance for unusual entertainment expenses ^(c) being considered on its merits in each case if good cause can be shown.

As regards the Railway, I think it should also be laid down that the course suggested in the preceding paragraph should apply, but that as the General Manager of the Railway ^{has} ~~has~~ exceptional ^{cases} ~~cases~~ on the Secretary of State ^{has} ~~has~~ no objection to the continuance in his case of the 30s. rate on the understanding that it is intended to cover expenses of entertainment.

if it is felt that this special case 1

(I am sorry I have delayed this)

29/3/27

I agree - and I am doubtful whether we are really justified in making an exception in the case of Mr. Felling - but I do not propose to direct. As for Mr. Martin I am sure that the his claim was steps to get some relief we might tell the C.A. possible to give him some - i.e. some no pay until they have paid their arrears.

Have done this by phone.

Chas. 30/3/27

- To Gen Kja 29/4/1 award
- To AC Lane (w/copy 1 & 2)
- To Dutton
- To C.A.

2 - APR 1927

21 APR 1927

103
Mr Alex Botterley

In connection with No:5, CA have queried the meaning of "are certified to be actually on duty" as Mr Martin & Major Dutton have now put in claims certified only by themselves. Strictly, I am inclined to think, all such claims should be certified by the Governor, and we should inform CA to this effect by a minute reference No:5, asking them to let the officers concerned know. In any case, whatever is decided on this point should be made applicable to Mr Bird also (file 7333 CA) and the CA so informed.

CA: Cliffe

As responsible individuals I suppose their own case can be accepted although it would be preferable for the Service to exhibit. I think CA. they have been there also. [I think they are so upset on the matter]

J.M. Allen

Yes - be known that 28/4/27
they are here on duty

I have informed CA by plane
Minute beneath in confirmation
C.A. Cliffe

6 To C.A. 4 MAY 1927
(Duty allowance)

7 ——— SAC's Dep't ——— 22 March, 1927
Northcote 194

Refers to grant of duty allow to Major
Brassey Edwards and recommends adoption of
a general rule of an allow of 30/- per diem
for heads of Dep'ts and 20/- for other officers

Mr Jeffries (a)
In view of Nos 2 & 3 I think
the rule put by Kiferwell
11.5.27

The last minute in 25543 General below
sent in answer to Mr. Allen, you may
wish to see the paper in order to consider
whether any allowance for the junior Mr.
Cotton White, who is attending the Colonial
Office Conference, should be considered)

I have
minuted
separately.
J. J.
L.S.

(b)
Nos. 2 & 3 deal with officers
on duty in England: No. 7 is
about officers sent to other
countries.

? Act. & agree to a
general rule of 20/-, saying

that as indicated in 2 1. 21. does
not think a special rate for Heads
of Dept. as such necessary, but
cases where ~~for~~ for one reason
or another 20/- is considered insufficient
can be dealt with on their merits.

non-act.

C. J. Jeffries

12.5.27.

W. S. ...

12.5.27

Note Decision (allowances)
in P.C. (our dept.
24)

8 To Gov. Kya ... (y and) 17 MAY 1927

9 ——— A. C. Denham ——— 16 May, 1927
73

Notes allow of 20/- per diem should
be granted to all first cl. officers recommended,
however, that C. M., K. V. R., should receive 30/-
per diem as a special case.

This has been discussed with other Hqs.
They can be put

H. Allen

6/9 atance

km.

X. 10214

KENYA

X. 10214

2

1927

1927

VISIT OF H.M. THE GOVERNOR TO ENGLAND, GRANT OF ALLOWANCES TO ACCOMPANYING OFFICIALS.

Collyer
as before

Previous

See M.I. 3444/23

See G.P. 1001/24

~~Rowe~~
H.S.A.
R. 25/27

Subsequent

24090/34 6a.

Mr. Allen

29/3

Mr. C. Mackay

29.3

X/S.D.

Mr. Hartnuff

24.4

Mr. Allen

29.4

Mr. Mackay

24.6

Mr. Allen

24.5

Mr. Jewell

11.5

Mr. Jeffries

12.5

Mr. Robinson

12.5

Mr. Jones

2.5

~~Mr. Jones~~

Mr. Hart

27.5

Mr. Brown

27.5

1. *Sovs. Dir. Darshan* 8 Feb 42
Recommendations subsistence allowances to officers on duty in London shd. be 30/- Head of Depts. 20/- Other holders 15/-

The recommendation of the higher rate of 30/- apparently only applies to Mr. Martin, the Commissioner of Lands, who is now in this country, but we have had no Leave Certificate or any other paper from the Colony in regard to him, nor any report as to the work upon which he is engaged, neither has he reported to the Colonial Office, so far as I am aware, either personally or in writing.

Detention allowances are only regarded as payable to officials who are on public business away from their normal place of residence in the United Kingdom, but apart from this point, the rate of a £1 a night for first class officers is a general rate and I do not know why there should be any special differentiation in the case of officers from Kenya.

It is stated that the rate suggested has received the concurrence of the Railway Advisory Council, but there is no request for approval so far as the Railway officials are concerned, and we have no information whether, as a matter of fact, Mr. Felling is drawing the 30/- rate.

Para.2 is scarcely a correct statement of the facts as there is a uniform practice laid down in the Circular, and the case referred to was merely a very special one i.e. that of Mr. Holm who, when in attendance at the Wembley Exhibition, was allowed 25/-^x. In that case the original proposal from the Colony was 35/-, and the additional 15/- ^{by the local Govt} was felt to be justified in order to cover travelling and entertainment expenses. But it is difficult to see why, in normal circumstances, Heads of Depts. on duty in this country should be put to any special entertainment expenses, and if they have travelling expenses, they can, of course, claim for them separately.

** A quite special case
from the Entertainment
Dept. U.K.*

Mr. H. C. Bottanley

In connection with No: 5, CA have
 queried the meaning of "are
 certified to be actually on duty"
 as Mr Martin & Major Dutton have
 now put in claims certified
 only by themselves. Strictly I am
 inclined to think all such
 claims should be certified by the
 Governor and we should inform
 EA to this effect by a minute
 reference No: 5, asking them to
 let the officers concerned know. In
 any case, whatever is decided on
 this point should be made applicable
 to Mr Bird also (file 7333 CA) and
 the CA so informed.

CAE Cliffe

A responsible individual I do not
 suppose their own acts can be accepted
 although it would be preferable for the
 Government to pay. I like CA they may
 have these also. [I do not know if it is so
 what are the matters]

W. Miller

Yes - believe that 20/4/27
 by an officer on duty

I think the proper course as suggested by
 Mr. Calder on 11/11/1924 is to stick to the basic rate
 of £1 a night, leaving ^(a) ~~to~~ the officer, even if
 he is a Head of a Dept., ^{to claim} ~~to claim~~ actual travelling
 expenses and the question of any further allowance for
 unusual entertainment expenses, being considered on its
 merits in each case if good cause can be shown.

As regards the Railway, I think it should
 also be laid down that the course suggested in the
 preceding paragraph should apply, but that ^{the} ~~the~~
 General Manager of the Railway ^{may} ~~may~~ / exceptional
^{cases} ~~cases~~ the Secretary of State ^{has} ~~has~~ no objection to
 the continuance in his case of the 30c. rate on the
 understanding that it is intended to cover expenses
 of a particular nature.

If it is felt that the special case?

(See also 10/11/27) W.C.

W. Miller

20/3/27

I agree - and am doubtful whether we are really
 justified in making an exception in the case of
 Kellings. See also 14/11/27 subject.
 As for the matter of the extra allowance on
 Supp. Expenses - I do not see why it should
 be paid to an officer on duty - I am not sure
 that we have any authority for it.

are we sure by
 name
 C.A.C.
 30/11/27

- To Gen Hya 29/1 (1 a and)
- To HC Lewis (copy 1 & 2)
- To Dutton
- To C.A.

1 APR 1927

2-195 1927

I have informed CA by phone
Minute herewith in confirmation
Case file

To C.A. 4 MAY 1927
(Duty allowance)

7 — OAC's Dep't — 27 March 1927
Northcote 194

Refers to grant of duty allow to Major
Lindsay Edwards and recommends adoption of
2 1/2 years rate of an allow of £50/- per diem
in kind of 2 1/2 and £20/- for other officers

By J. J. J.

In view of Nos 2 & 3 I think

in view of Nos 2 & 3 I think

11.5.27

The last minute in 25543 General table
is addressed to Mr. Allen & you may
wish to see the paper in order to consider
whether an allowance in the form of the
other rates also attending the (Annual
of your reference, should be considered)

(6)

Nos. 2 & 3 deal with officers
on duty in England: No. 7 is
about officers sent to other
countries.

? Act & agree to a
general rate of 20/-

I have
minuted
separately.
J. J. J.
Selected
W.S.

5
that as indicated in 2 1. of does
not think a special rate for Head
of Dept. as such necessary, but
cases where ~~for~~ for one reason
or another 20/- is considered insufficient
can be dealt with on their merits.

C. J. J.

12.5.27.

W. J. J.

12.5.27

Note: Decision (allowances)

in P.C. (our dep't
294)

8 To Gen. Kjaer (1/4 acct) 17 MAY 1927

9 — A. C. Denham — 16 May, 1927.

73

Notes allow of 20/- per diem should
be granted to all first cl. officers. Recommends
however, that C.M., K.V.R., should receive 30/-
per diem as a special case.

This has been discussed with other Jps.
They can be put

A. C. Denham

6/9 atance

KENYA.

No. 194



GOVERNMENT HOUSE,
NAIROBI,
KENYA.

22nd March, 1927.

10214

RECEIVED
22 MAR 1927
COL OFFICE

Sir,

I have the honour to refer to your despatch No.16 of the 17th ~~February~~ ^{January}, 1927, and enclosures, on the subject of the proposed visits of Major Brassey-Edwards to Egypt and India.

2. In regard to subsistence allowance, I am of opinion that the suggested rate of £1 per diem is a reasonable figure, but cases will occasionally arise in which, owing to the special nature of the duty, or to the cost of living in the country concerned, a higher rate may be justified. The rank of the officer concerned should also be taken into consideration.

Though it is not feasible therefore to specify a definite rate of subsistence allowance which would be applicable to all countries and in all cases, I am prepared to adopt as a general rule an allowance of Shs.30/- per diem for Heads of Departments and Shs.20 per diem for other officers who may be required in the course of duty to visit countries outside the

United

THE RIGHT HONOURABLE

LIEUTENANT COLONEL

L.G.N.S. AMERY, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET, LONDON, S.W.

17 MAY 1927

Ans d 1404

file
1989 Lu

76

United Kingdom and Ireland.

1101

3. In my despatch No.93 of the 8th February, I have made similar recommendations in regard to officers who are required to proceed on duty to England, and if you agree would be prepared to accept the extension of the higher rate to Heads of Departments called upon for periods of duty in England during their normal leave of absence.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

G. A. Northcote
ACTING GOVERNOR. *Deputy*

X 10214/27
KORV 18

- Mr. Cliffe 2.v.27
- Mr. Allen
- Mr.
- Mr. E. J. Harding
- Mr. Strachey.
- Sir J. Shuckburgh.
- Sir G. Grindle.
- Sir C. Davis.
- Sir S. Wilson.
- Mr. Ormsby-Gore.
- Earl of Clarendon.
- Mr. Amery.

2 to 4 to 1

C. 7.
R - 3 MAY
D. 11

DRAFT. Minute

Crown Agents.

with reference to the
 letter from this Dept.
 No 10214/27 of the 2nd
 of April, and to
 a semi-official
 conversation of the 2nd
 of May, the duty
 allowances payable
 to Mr H. T. Martin and
 Major E. A. T. Dutton of

Keays = may be issued
to these gentlemen for
such period as they
themselves certify they
were on duty in England.

(Signed) H. T. ALLEN.

East Africa Dept.

AMay 1927

17.50

99



HIGH COMMISSIONER
FOR TRANSPORT.

OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,
GOVERNMENT HOUSE,
NAIROBI,
KENYA.

73

RECEIVED
17 JUN 1927
COL. OF

16th May 1927.

Sir, 10214 30/5

No. 3

I have the honour to acknowledge the receipt of your despatch No. 29 of the 1st of April 1927 regarding the payment of allowances to officers proceeding to England on duty, and note that an allowance of 20/- a day should be granted to all first class officers.

2. I recommend however that an allowance of 30/- a day should be granted in the special case of the General Manager and note that you will have no objection to this allowance on the understanding that it will be regarded as covering any entertainment expenses.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

HIGH COMMISSIONER.

THE RIGHT HONOURABLE
LIEUTENANT COLONEL L. C. M. S. AMERY, P. C., M. P.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET, S. W. 1.

10214/27 Kenya.

8
10

Mr. Jewell /L. 5.27.

Mr. *Jeffries* - 13/5/27

Mr. E. J. Harding.

Sir C. Strachey.

Sir J. Shuckburgh.

Sir G. Grindle.

Sir C. Davis.

Sir S. Wilson.

Mr. Ormsby-Gore.

Earl of Clarendon.

Mr. Amery.

RECEIVED
15 MAY
1927

Downing Street,
17 May, 1927.

Sir,

DRAFT.

KENYA

No. *404*

O.A.G.

I have etc., to acknowledge

the receipt of your despatch No.194

of the ~~22nd~~ *22nd* March regarding the

rate of subsistence allowance to be

given to officers who travel on

duty in other countries than ~~England,~~

Great Britain & Ireland,

and to inform you that I approve of

a general rate of 20s. a day *being*
accepted.

2. As indicated, ~~however,~~

(2)

in my despatch No.294 of the

1st April, I do not think that a

special rate for heads of Departments

as such is necessary, ~~and that~~

Cases where for one reason or another

20s. a day is considered insufficient

~~They~~ can be dealt with on

their merits.

I have, etc.,

(Signed) L. S. AMERY

~~They~~ can be dealt with on

their merits.

I have, etc.,

(Signed) L. S. AMERY

- Mr. Allen. *2/12/27*
- Mr.
- Mr.
- Mr. E. J. Harding.
- Sir C. Strachey.
- Sir J. Shuckburgh.
- Sir G. Grindle.
- Sir C. Davis.
- Sir S. Wilson.
- Mr. Ormsby-Gore.
- Earl of Clarendon.
- Mr. Amery.

Downing Street,

~~March, 1927.~~
2 - APR 1927

Gentlemen,

I am etc. to inform you that he has approved of the payment of allowances at the rate of 20/- a day to ^{Certain} ~~the~~ officials of the Government of Kenya who have proceeded to England in connection with Sir Edward Grigg's visit, during such periods as they are certified to be actually on duty in England.

DRAFT.

CROWN AGENTS FOR THE
COLONIES.

2. The Kenya officers concerned are:-

- Mr. H.T.Martin, Commissioner of Lands,
- Major E.A.T.Dutton, P.Sec. to the Governor.

I am,

etc.

(Signed) H. T. ALLEN.

2/12/27

Mr. Allen. 3/17/27

Mr.

Mr.

Mr. E. J. Harding.

Sir C. Strachey.

Sir J. Shuckburgh.

Sir G. Grindle.

Sir C. Davis.

Sir S. Wilson.

Mr. Ormsby-Gore.

Earl of Clarendon.

Mr. Amery.

For Mr. Allen's signature.

[Handwritten signature]

Downing Street,

2 - APR 1927

~~March, 1927.~~

Dear Major Dutton,

The question of the payment of allowances to officials of the Government of Kenya who have proceeded to England in connection with the visit of Sir Edward Grigg, has now been considered, and it has been decided that no distinction should be made between the cases of heads of departments and other *first class* officers. In these circumstances the former will, for ~~the~~ period^o during which they are certified to be actually on duty in England, be eligible to claim an allowance of 20/- a day only, plus the refund of any travelling expenses necessarily incurred.

The question of the grant of any further allowance for unusual entertainment expenses is ~~being~~ *being* considered on its *own* merits.

DRAFT.

MAJOR E. A. T. DUTTON.

1046

- Mr. Allen. *31/3/27*
- Mr.
- Mr.
- Mr. E. J. Harding.
- Sir C. Strachey.
- Sir J. Shuckburgh.
- Sir G. Grindle.
- Sir C. Davis.
- Sir S. Wilson.
- Mr. Ormsby-Gore.
- Earl of Clarendon.
- Mr. Amery.

3

Downing Street,

March, 1927.

17
1 APL 1927

1 APL 1927

Sir,

I have the honour to transmit to you for your information the accompanying copy of correspondence with the Officer Administering the Government of Kenya regarding the payment of allowances to officers who have proceeded to England in connection with Sir Edward Grigg's visit.

6 Sir Kya 294 copy

DRAFT.

TRANSPORT.

KENYA-UGANDA.

NO.

29

ACTING HIGH COMMISSIONER. visit.

Allen

2. I consider that the rulings in my despatch No. *294* of the *1 APL 1927* should in general apply also in the case of officers of the Kenya-Uganda Railway; but if it is felt that the special case of the General Manager warrants exceptional treatment, I shall raise no objection to the grant of 30/- a day in his case, on the understanding that this allowance will be ~~intended as covering~~ *regarded as covering* any entertain-

Fr. O.A.G. No. 93, 8th Feb. 27
To O.A.G. (draft herewith)

1 APL 1927

4/4/27

Mr. Cliffe 30/3/27.
 Mr. Allen. 31
 Mr.
 Mr. E. J. Harding.
 Sir C. Strachey.
 Sir J. Shuckburgh.
 Sir G. Grindle.
 Sir C. Davis.
 Sir S. Wilson.
 Mr. Ormsby-Gore.
 Earl of Clarendon.
 Mr. Amery.

31 MAR 01 1927

1 APR 1927

DRAFT.

KENYA.

NO. 294

O. A. G.

copy to No. 29.

to Act. H. Cr. draft herewith
 1 APR 1927

Downing Street,

March, 1927.

Sir,

1 APR 1927

I have etc. to acknowledge the receipt of your despatch No. 93 of the 8th of February regarding the payment of allowances to officers who have proceeded to England in connection with Sir Edward Grigg's visit.

2. I would point out that Lord Milner's circular despatch of the 17th of April 1919 makes no distinction between heads of departments and other first class officers as regards the rate of detention allowance payable ^{when} ~~on duty~~ travelling on duty during leave of absence in this country; and I see no reason for making any such distinction in the cases contemplated by Sir Edward Grigg's despatch.

3. I therefore regret that I am

4 dfr.

unable to accept the recommendation
that heads of departments actually on
duty in this country should be granted
a special rate of 80/- a day; and
arrangements are accordingly being
made for Mr. Martin to receive, during
such period as he is certified to be
on duty here, an allowance of 20/-
a day only, plus the refund of any
travelling expenses necessarily
incurred.

2. In regard to paragraph 4 of Sir
Edmund Trigg's despatch, I consider that
the grant of any
allowance for unusual entertainment
expenses ^{to one of Condon} ~~on its~~ on its
merits in each case if good cause can
be shown.

3. I am also of opinion that the
provisions in this despatch should in
general apply to officers of the Kenya
Railway and I enclose for your
information

information, a copy of a despatch which
has been
~~is being~~ addressed to the Acting High
Commissioner on the subject.

I have,

etc.

(Signed) L. S. AMERY

16



GOVERNMENT HOUSE,
NAIROBI,
KENYA.

KENYA.

No. 93

RECEIVED
5. MAR 1927
COL. OFFICE

8th February, 1927.

Sir,

I have the honour to address you on the question of payment of allowances to Government officials who are proceeding to England in connection with the visit of His Excellency the Governor.

2. There has been no uniform practice governing such cases in the past and the claims of officers have been treated on the merits of the particular occasion; See the correspondence terminating respectively with His Grace the Duke of Devonshire's despatch No.1106 of the 8th August, 1923 and Mr. Thomas' despatch No.308 of the 21st March, 1924.

3. The desirability of prescribing an allowance which would cover all reasonable expenditure was represented to His Excellency the Governor prior to his departure, and after due consideration His Excellency instructed me to forward you the following suggestion for payment of allowances during such periods as officers are certified to be actually on duty in England.

Shs.30/- per diem for Heads of Departments.

Shs.20/- per diem for other officers.

4.

THE RIGHT HONOURABLE

LIEUTENANT COLONEL

L.C.M.S. AMERY, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES,

BRISTOL STREET, LONDON, E.C.4.

*Hand 294 } - 1 APR 1927
copy to AC 29
M.I. 34144
23
L.V. 11111
24*

