

1921

KENYA

391

C C
40759

DATE
15TH AUGUST 1921

16 '21

ENGINE AGENTS

CIRCULATION -

- Mr.
- Mr.
- Mr.
- Mr. Grindie
- Mr. H. Lambert
- Mr. H. Road
- Mr. G. Fiddler
- Mr. Wood
- Mr. O'Rourke

SUBJECT

KIJINDINI PIER

Encloses observations of Consulting Engineers on Governor's despatch No. 270 AND connected papers. Points out that as contract has been let it is desirable that these details should be settled without delay.

Previous Paper

MINUTES

188 C
37260

This has been referred to C. L. Nutting who has decided to confer with the C.E. - the same attached.

True the C.E. has the idea of the C.E. have been referred to the J.E. who has submitted his views as to be attached and ask them to ascertain from the Committee the cost of making the pier which is to be built at the same time. The further discussion will be held in the light of the fact mentioned above.

(Copy to J.A. memo) 20 Aug 21
 To Mr. & Mr. (copy memo) 21 Aug 21
 Copy comes only 1356-5 Sept 21
 C. L. Nutting 21

Subsequent Paper

CA
45192

in the light of the fact mentioned above.

Mr. Butterba.

6c

Kilimnini Harbour Contract.
Details of Wharf Alterments.

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Referring to my despatch No 720 of 26 May 21
and the remarks thereon of the Consulting
Engineers - I recommend as follows, after due
consideration of all the arguments pro & con,
but I do not wish to dictate to the experts
advisers, and shall not press my recommendations
if, after further discussion, later, with Mr. Comber,
the Engineers disagree with me -

Taking paragraph of my despatch last abn.

- (1.) I recommend the two double stored sheds.
- (2.) I consider Passenger Station unnecessary.
- (3.) I am still of same opinion.
- (4.) Alteration of signal scheme unnecessary.
- (5.) I agree with Consulting Engineers remarks.
- (6.) Ditto
- (7.) A detail I lean to Consulting Engineers & Mr. Comber.
- (8.) I agree with Mr. Comber.
- (9.) I recommend Electric Cranes.
- (10.) I am still of same opinion.
- (11.)
- (12.) I lean to the expert advisers.

Edward M. Kelly
Solemn - Kenya
21. Aug. 21.

~~As had been copy typed & sent to me for filing.~~

EW.

30/4



40759

16 UC 21

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES.
THE ABOVE REFERENCE AND THE
TEXT OF THIS LETTER BEING QUOTED.

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

TELEGRAMS: "CROWN, LONDON"
TELEPHONE: 7780 VICTORIA.

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15th August 1921.

Sir,

I have the honour to transmit, for the information of the Secretary of State, the enclosed copy of the observations of the Consulting Engineers on the despatch from the Governor of Kenya No. 720 dated 25th May and connected papers dealing with the details of the contract for the construction of Kilindini Deep Water Pier which accompanied your letter No. 36612 of 27th July.

2. The Consulting Engineers have discussed with Mr. Couper the various questions raised, as suggested in the last paragraph of the despatch, and they point out that as the contract has already been let, it is desirable that these matters of detail should be settled without undue delay.

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

W. Eaton

for Crown Agents.

Under Secretary of State,
Colonial Office S.W. 1.

*See
30/6/21
21*

MESSERS. COOKE, MATTHEWS, FITZMAURICE & WILSON TO CROWN AGENTS

Westminster Chamber

9, Victoria

S.W.

3rd August 1921

NEW VICTORIA - MOMBASA HARBOR.

We have to acknowledge the receipt of your letter of E.293/23a dated 4th July, with enclosures, on the above requesting that we should confer with Mr. Campbell, General Manager of the Uganda Railway, upon the points raised.

The papers include a despatch No. 758 dated May, 1920, from His Excellency the Governor, report of Colonel Huxford, Special Commissioner for Railways, Mombasa, a report from the Hon. Sec. of the Advisory Board for the Port of Mombasa, and notes by Mr. Campbell.

The matters dealt with in the papers refer to the general layout of the wharves, arrangement of sheds and equipment, various opinions being expressed thereon. At all points on the above are all questions which affect the safety or construction of the wharves from an engineering point of view, and which in every part in accordance with local requirements, the individual opinion of the officers responsible for conducting the traffic. As we have invariably taken careful account of local requirements and opinions in these matters before submitting any scheme for execution. The proposals now criticised were the

outcome of several consultations with parties concerned, and of a meeting of the Colonial Economic Development Committee in the early part of last summer, and were approved as satisfactorily meeting the requirements of the Port. We should, however, be glad to arrange for such further modifications as may ultimately be decided upon.

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4. Subject to the foregoing general remarks, we have the following observations to make upon the suggestions contained in the various sub-sections of paragraph 1 of the Governor's despatch, which latter practically comprises the contents of the documents which accompanied the despatch. A representative requested, had an interview with Mr. Couper, and discussed with him the various questions raised. We have appended to our observations on each paragraph the general result of the above discussion.

(1) The arrangement of the sheds as they agreed upon last year, as already mentioned. The arrangement now proposed would be somewhat more extensive than that shown on the drawings, but that the work of a single shed would be more than double that of a double-ended shed.

Mr. Couper is of opinion that two double-ended sheds should be erected in front in lieu of the single ended sheds provided in the contract.

(2) When this question was originally discussed the provision of a passenger station was considered desirable by the Railway Authorities.

Mr. Couper is of opinion that a passenger station will be required.

(3) The whole of the siding and railway accommodation generally would be in accordance with the requirements of the Railway Department and would be carried out by that Department or by contract as preferred. This is provided for in the Contract.

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(4) The question of dividing up the sheds into comparatively small partitions for the purpose of fire insurance has not hitherto come before us. We have, however, looked into this matter as requested, and have made some enquiries as to the practice at the Port of London, Liverpool and Southampton.

At the Port of London we understand that, with certain latitude, sheds for warehouse purposes are divided up into spaces of approximately 500,000 cube feet, though this varies in accordance with circumstances. In the case of sheds used for transit purposes only, they are rather particular, and we understand that such sheds exist 750 feet long without division.

At Southampton we understand there is only one shed which has been divided up for fire insurance purposes, and the compartments are about 400 feet in length, and the opinion is given that an undivided shed is by far the more convenient for working purposes.

At Liverpool the general practice is to divide sheds into sections with fire-proof walls. A shed of the proposed dimension for Kiliadini would probably be divided into two compartments.

The division of sheds into comparatively small spaces for fire-proof purposes is by no means universal, and in coming to a decision on the matter, due consideration should be given to the convenience, in

sorting and dealing generally with cargo, of having large and uninterrupted space.

At Mr. Couper's request we have made further enquiry of an official of the London Fire Offices Committee, and were given to understand that nothing definite could be stated relative to the insurance of sheds generally, as each shed, when about to be insured, has to be considered individually with regard to size, position in which erected, and nature of goods to be stored etc.

(5) Galleries are provided in the contract for the double-storied sheds. The position and character of the lifts would be in accordance with the requirements of the local Authorities.

If double storied sheds are provided adjoining the quay, a gallery would not be required on the landward side, as it would interfere with the transference of goods for shipment from the unloading platform on the landward side of the shed to the upper floor.

Mr. Couper considers that small cranes having a lifting capacity of 20 cwt. should be provided for lifting goods from the unloading platform to the upper floor. Lifts would not be required.

A gallery would be provided along the seaward side of the shed from which goods would be transferred by the wharf cranes to the vessel.

(6) The provision of a cover to the Railway line on the landward side of the sheds depends upon the arrangement of sheds adopted and the method of working the cargo, e.g. if a double-storied shed is placed in front, near the quay, and the rail on the landward side were provided with a cover, the transfer

of goods from one floor to the other could not be done from the loading platform but would have to be done inside the shed, which might be inconvenient. A line of rails is sometimes taken inside the shed in the manner suggested, but valuable floor space is lost thereby, for which reason it was not previously recommended.

The roof of the double-storied shed could be projected on the landward side so as to afford practically the shelter required. Mr. Couper does not approve carrying a line of rails inside the shed.

(7) This paragraph is not quite understood. If it implies the floor of the shed being raised on the quay side so as to provide a loading platform with inclined runways leading into the shed from the quay at each door, this arrangement would be unusual, and we believe most inconvenient, and a large proportion of the shed floor would be broken up by the runways. If the object is to facilitate loading into trucks direct from the ship, we would point out that this is seldom possible. Except in special circumstances the greater portion of the cargo, particularly case goods, requires to be taken into the sheds for sorting and examination, and every facility should be afforded for so doing. In any case a loading platform on the quay side of the shed would be very inconvenient and would greatly interfere with the conveyance of cargo into the shed from the ship. The number of doors into the shed would also require to be greatly diminished, thus adding further to the inconvenience, and causing delay in discharging. We would strongly recommend adherence to the arrangement shown upon the

drawing where the shed floor on the sea side is flush with the quay, and goods can be run direct in and out through any door from any part of the shed floor.

Mr. Couper prefers the floor of the shed to be flush with the quay on the seaward side rising to the back of the shed to form a platform in the manner

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... will regard to the number and ...
grades to be supplied, this is entirely ...
... local experience. Apart from the ...
... away from the quay ...
... varying in different ports. The ...
... Albert Dock Extension at the Port of ...
... at Avonmouth ...
... Southampton ...
... Stone. Our own ...
... at many ports ...
... found sufficient. We note, however ...
... Advisory Board ...
... this is the ...
... report of the ...
... the local authorities. ...
... cranes, when ...
... four berths ...
... in all, ...
... at for some ...
... any rate it was ...
... occupied at once and the cranes could be ...
... required. Not that two but the only ...
... constructed, they are likely to be continuously ...
... occupied than four, and if eight cranes are provided, ...
... this should in our opinion prove ample, at any rate to ...
... commence with.

Mr. Couper is of opinion that cranes of 35 cwt. lifting capacity would be sufficient, and that 8 such cranes should be provided. The question of heavier lift cranes could remain in abeyance for the time.

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(9) We are still of opinion that the cranes should be electrically driven, as stated in paragraph 67 of our report of 7th August, 1913. Modern electric cranes are reliable and very largely used. They are used at Port Sudan, where presumably the labour conditions are very similar to those in Kilindini, and in 1913, when our partner Mr. Wilson was there, he was informed they were quite satisfactory. Qualified mechanics will of necessity be required at the Port whatever type of machinery be used. The actual cost of an electric crane is no doubt greater than that of a hydraulic crane of similar power, but if a special hydraulic installation be required in addition to an electric installation for lighting purposes, which we understand from the General Manager will be the case, the total cost would considerably exceed that of a single electric installation. It must also be borne in mind that an electric crane only consumes the current required to deal with the particular load lifted. With a hydraulic crane this is not the case, the consumption of water being in proportion to size of ram and does not vary with the actual weight lifted. The suggestion that the water from the hydraulic mains would be available for fire fighting, is not practicable. The water pressure 600 lbs. or so per square inch, is far too great for fire hose fittings, and moreover the supply from the accumulators, even if useable, would be quite inadequate.

Mr. Couper is of opinion that the cranes should be electrically driven in accordance with our original proposal, more especially as he hopes in time to have mechanical handling of cargo worked by electricity and an electric plant will be required for lighting all the Kilindini yards and houses.

(10) There is no difficulty in making provision for watering ships. No information was available as to the water supply, and it was assumed this would be arranged for locally as required.

(11) The cable trench can be readily enlarged if considered necessary. The dimensions given are slightly larger than those in use at Tanjong Pagar, Singapore which we have understood to be sufficient.

It was agreed that the cable trench shown on the drawings should be utilized for the water supply, the electric cables being laid in conduit at the back of the quay in such position as might be found most convenient.

(12) Tiled roofs can be provided if required, but they will be considerably heavier and would necessitate heavier steelwork in the framing of the roof. As an alternative, asbestos cement roofing tiles could be used, which are now largely adopted in tropical climates, but even with these it might be necessary to stiffen up the roof trusses somewhat. Both these suggestions would undoubtedly increase the cost of the sheds. Sliding doors were arranged for the sheds as being the more usual and not likely to get out of order. Roll up doors can be provided if desired.

PUBLIC RECORD OFFICE

Reference -

C.O. 533 / 266

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It was agreed that corrugated asbestos cement roofing should be adopted. Mr. Couper considers roll up doors should be provided as being better for the exclusion of rats.

5. As already explained, the points referred to in the previous paragraph are matters of detail, but seeing that the Contract has now been let, it is desirable that definite decisions with regard to them should be come to without undue delay so that the necessary arrangements may be made, and we should be glad to receive the necessary instructions in due course.

6. We are forwarding a copy of this letter to Mr. Couper.

We are,

Sir,

Your obedient servants

Sgd. Coode Matthews Fitzmaurice & Wilson

W. B. ...

1) Copy of oral memo to be made to send to Sir E. H. ...

2) Copy of correspondence ... 300 ...

20 Aug 1921

DRAFT.

Gentlemen

CA

I am to refer with reference to your letter

at N. E. 430/4 of the 15th of August

MINUTE.

- Mr. Clark 25/8
- Mr. Parkinson 25/8
- Mr. ... 27/8
- Mr. Grindle
- Sir H. Lambert
- Sir H. Road
- Sir G. Pidgeon
- Mr. Wood
- Mr. Churchill

City comes Day 1356 - 5 Sept 21

regarding the ... Deep Water
 ... and to inform you that
 the observations of the Consulting
 Engineers have been referred to
 the Governor of Kenya, who has
 expressed his views as in the

21/8/21
 ...
 ...
 ...

... on attached
... report you to ascertain
and report to this Dept
on the Contractors, the cost of making
such alterations as the C. B. may
recommend, after further
consultation with Mr. S. C. ... in the
light of the Governor's remarks.

(Signed) G. CHASE

REGISTERED No. 4107R

NOTICE TO BINDER

PLEASE LEAVE SPACE HERE FOR INSERTION OF 6 SHEETS

From Ca Kanya

Date 15 Aug, 1921

Subject Passages

(Paper not available at time of binding)