

1921

KENYA

633

54313

2 NOV 21

AGENTS

1ST NOVEMBER 1921

FOR CIRCULATION

SUBJECT

KILINDINI HARBOUR

Enclosed copy of letter from Consulting Engineers stating decisions re layout and equipment arrived at in consultation with Mr Couper and Col. Hammend.

- Mr.
- Mr.
- Mr.
- Mr. Grindle
- Sir H. Lambert
- Sir H. Read
- Sir Str. Macdonald Smith
- Mr. Wood
- Mr. Churchill

Previous Paper

MINUTES

CA
4772

Mr Bottomley

has been through this
copy. Generally speaking
agreement seems to have been
reached as the latter desired
by Lt. E. Mering in his letter
attached to 40759

Copy sent to Gov 17/11 - 10 Nov 21

502/11

The Co. say nothing as to
the question of cost, and I
have sent a minute to Mr. Spence
regarding the construction

Subsequent Paper

Copy
502/11/21 (Contd)
15588
27

is correct that, having
 an account the points
 referred to in para 1 (2)
 & 3 (a) (b) (c) of the C.C.'s
 letter, the cost of the
 alterations had agreed for
 included in the 10%
 addition referred to in
 para 1 of the letter
 in 4724
 I have checked with
 immediate reader of para
 1 of the letter which
 it had been agreed
 to be for by the Thursday
 mail. Date for
 the registered answer
 MS
 Proposed by
 Mr. [unclear]
 Mr. [unclear]

Please see off from
 Co. attached
 Copy of [unclear] in the
 letter shows go to the
 for that draft {transit
 mail left date on
 40759, explaining that
 it has been assumed
 that, having set of
 account the points
 referred to in para 1 (2)
 & 3 (a) (b) (c) of the C.C.'s
 letter, the cost of the
 alterations had agreed for
 included in the 10%
 addition referred to in
 para 1 of the letter

Mr. Eggehill

641

Your letter $\frac{£}{430/5}$ of 1st Nov
relating to the kiln's broken walls,
may we assume that the cost
of ~~the~~ alterations ~~of the kiln~~
has been agreed upon, apart from
the points referred to in para 1 (2)
& para 3 (a) (b) & (c) of the Consulting
Engineers' letter, is included in
the 10% estimate contained in
your minute $\frac{£}{430/5}$ of 23. 9. 21?

I refer this to you soon thinking
to save time, as in sending out
a copy of your letter & enclosure
to the printer by next Thursday's
mail we shall be able to have
printed & sent to you the fact, of

the above assumption is correct

137.

7. XI. 21

Mr. Datterbee,

The assumption set out
in the first para of your
above minute is quite
correct.

JL
7/11

430/6.



C. 9
54313
2 NOV 24

642

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

4, MILLSBANK,
WESTMINSTER,

LONDON. S.W. 1.

TELEGRAMS: "CROWN, LONDON"
TELEPHONE: 7740 VICTORIA

1st November, 1921.

Sir,

With reference to your letter No. ⁴⁰⁷⁵⁹ dated 20th August and previous correspondence relating to the Killindini Harbour Works. I have the honour to transmit, for the information of the Secretary of State, the enclosed copy of a letter dated 25th October from the Consulting Engineers setting out the decisions arrived at in consultation with Colonel Hammond and Mr. Couper in regard to the questions raised in the despatch from the Governor No. 720 dated 26th May, respecting the layout and equipment of the new wharf.

25.10.21.
G. 101/2
11

I have the honour to be,

Sir,

Your obedient servant,

for Crown Agents.

The Under Secretary of State,
COLONIAL OFFICE.

Messrs. Coode, Fitzmaurice, Wilson & Mitchell, Esqrs. Agents.

Westminster Chambers,

9, Victoria Street,

London, S.W.1.

25th October, 1921.

KENYA COLONY - KILINDINI HARBOUR.

643

Gentlemen,

With further reference to your letter, E.430/6, dated 2nd September, 1921, with which you forwarded a copy of a letter from the Colonial Office covering a memorandum from the Governor of Kenya Colony, we have to inform you that, as suggested by you in the third paragraph of your letter of the 30th ultimo, we have had an opportunity of discussing the questions raised in the Governor's Memorandum above referred to, with Colonel Hammond and Mr. Couper and beg to report as follows

(1) Provision of Sheds. This has already been disposed of and the Contractors given instructions to erect two double-storied warehouses immediately in the rear of the Wharf instead of two single-storied transit sheds and one double-storied warehouse as originally intended.

(2) Passenger Station. A provisional sum of £25,000 is included in the Contract for a Passenger Station, and the station can be built or not as decided by the Government without affecting the Contract, so that the matter can be left in abeyance for the present.

(3) Sidings. The provision of sidings on the site of the railway station, if the latter be omitted, can be decided in the Colony by the Government, and we understand that this question is receiving attention at present.

(4) Partition of sheds for fireproof purposes. No partition walls are to be provided.

(5) Lifts from lower to upper floors of sheds and galleries

It was arranged that all details affecting the working of the sheds, with regard to lifts, small cranes, etc., should form the subject of an arrangement between the General ⁶⁴⁴ Manager and the Resident Engineer, and that the latter should prepare details showing exactly what is required, getting the approval of the General Manager to the same, and forwarding them to us. Any special machinery in connection with the lifts, hoists, etc., should be indented for direct to yourselves by the Railway Department, you to refer to us for any details and explanations.

The spaces between the ends of sheds are to be increased from 50 feet to 75 feet, to provide space for carts.

Two additional doors are to be provided on each floor at each end of all sheds, i.e. eight additional doors to each shed.

(6) Covered loading platforms. A projecting platform is to be provided on the upper floors of the sheds on the quay side only, and the roof on the landward side is to project as shown in the Contract Drawings as a cover to the railway loading platform.

(7) Provision of "runways". The "runways" will not be required as the floor of the shed on the sea side is to be level with the quay surface rising landwards to the level of the loading platform at the back of the shed.

(8) Cranes. 8 No. 35-cwt. cranes are to be provided in the first instance, i.e. four for each berth. The cranes are to be indented for direct to yourselves, the number and position of the plug boxes, junction boxes, and other details in connection with the electrical mains, are to be settled in the Colony between the Railway Department and the Resident Engineer, and the latter will forward a plan showing what has been decided upon.

(9) Electric or Hydraulic Cranes. It was agreed that the cranes should be electrically driven.

(10) Water Supply.

(11) Cable Trench. } A water main is to be laid upon the wharf, with the requisite number of hydrants.

645

The water main will be laid in the chase formed in the concrete on the wall, and the electric cable for the cranes will be laid in the filling in a suitable position.

The details of the pipes and fittings will be considered by the General Manager in conjunction with the Resident Engineer, the latter sending home full particulars of the same, which will be indented for direct to you, reference being made to us for explanations if necessary.

The laying of the main on the wharf will be carried out by the Contractors for the Harbour Works, but the connection from the wharf to the existing main will be carried out by the Government.

(12) Roofing and roll-up doors. The question of roll-up doors was discussed, likewise the substitution of asbestos roofing tiles for the corrugated iron sheets, and it was decided that Messrs. Pauling & Co. should be asked to furnish particulars with regard to the cost of the same, and should the price be favourable it was decided to adopt Asbestos Roofing, as being the cooler.

2. The foregoing arrangements were agreed upon at the meeting, and we propose to proceed accordingly.

3. Some further points were raised and discussed as follows:-

(a) Arising out of the provision of electric cranes on the wharf, the question of a power station for the supply of current should be considered in the near future, and arrangements made accordingly, also for the general lighting of the wharf and sheds.

(b) The railway connection between the main line and northern end of the Reclamation is, we understand, being considered by the Government with the Consulting Engineers for the Railways.

(c) The provision of a tug for assisting in the berthing of vessels, and general duties in the port.

4. The last mentioned points will no doubt be duly considered by the Government, and the necessary action taken thereon.

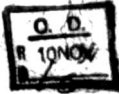
We are, etc.,

For Coode, Fitzmaurice, Wilson & Mitchell.

(Sgd) Maurice. F. J. Wilson.

CA Kenya
54373/21

647



Amund
42469

10 Nov 1961

DRAFT.

~~See~~

Sir
with ref to my despatch No

135B of the 5th of Sept, I have the honour
to transmit to you the encry of a letter

from Messrs Jocke Fitzmaurice Wilson
& Mitchell to the CA for the clause

setting out the decision arrived at in
consultation with Colonel Hammond

& Mr Cooper in regard to questions
relating to the transport and

equipment of the new Kilmindua
wharf.

2 It has been ascertained

ya
ps 1914
Murray

(40759)

MINUTE.

Mr. Jewell 10.11.21

Mr. Battersby 10/11

Mr.

Mr. Grindle.

Sir H. Lambers.

Sir H. Read.

Sir G. Fiddes.

Mr. Wood.

Mr. Churchill.

25 Oct 1961

points referred to - paragraph

1 (12) and 3 (a) (b) & (c) of the

Consulting Engineers' letter, the cost

of the alterations was agreed upon

is included in the 15th address

referred to in paragraph 1 of the

memo enclosed in my despatch No

(48952)

1523 of the 11th of Oct on the

subject of the Specific Loan

(reference)