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1912

June

Previous Paper

The revised list of descriptions of services for  
2nd class corp together with a pamphlet compiled from the  
information of Engineers. No changes had been made in the  
Uniform Regulations.

W. Butler

I notice that the columns of Chief  
Officers and Senior Officers are shown  
as the old ones balances and not  
the new rates allowed in their  
years' Estimates in looking at  
the small columns. I think it  
would be well to have the same  
the same mistake be made. I  
think at all points it is the day

Previous Paper  
5057  
5058

See also made certain the same  
See also 10/10/13

The copies of the information to be  
prepared should be made for the  
use of the information to be prepared  
and to be made for the use of the

176

27/13

July 12

at noon

to J. R.

12/VII

See also Cap 10/202/13 Bab

for revised memorandum

Recd

21/13/13

UGANDA RAILWAY STEAMERS.

Information for Second Officers.

537

The fleet consists of four twin screw passenger steamers as follows:-

	<u>H.P.</u>	<u>Displacement.</u>
S.S. Clement Hill	836	1,100
S.S. Winifred	580	700
S.S. Nybil	580	700
S.S. Nyansa	580	1,100
S.S. Busoga		Building.

All are fitted with electric light.

STAFF.

The following are the executive appointments.

Marine Superintendent	salary	£800
Commanders		£300 to £400
Chief Officers		£200 $\frac{1}{2}$ 500
Second Officers		£240 $\frac{1}{2}$ 280

MESSING.

Officers are messed on board at the rate of £3.13.6 per month.

Accommodation.

Officers live on board but when the steamers are lying at Port Florence they may live on shore. An Officers' barrack with the requisite furniture is provided for the Junior Officers and there are also five or six concrete bungalows for the use of Senior and married Officers.

Kit.

Sextants are not required but each Officer should provide himself with a pair of Marine glasses, Officers

have

have to provide their own kit. The elevation of the Lake is 3,700 feet above sea level and on this account although situated close on the equator the climate is moderate. Ordinary white is worn through the day but the mornings and evenings being cold blue serge is also required.

A warm pea-jacket and naval pattern overcoat are essential. A serviceable mackintosh or water proof coat of some sort is necessary also a sou'wester.

If any Officer has a frock coat he should bring it but it is not essential and need not be purchased specially.

As regards ordinary clothes, boots etc. Officers should come out fully equipped. There are no ports on the Lake where these can be got at reasonable prices although there are good shops at Mombasa and Mairori.

A naval pattern helmet is essential as a protection from the sun and an Officer should also purchase a brown pith one on arrival at Mombasa or at Port Said on the way out.

Bedding etc. is provided on board, but a couple of rugs are necessary for the train journey from Mombasa to Port Florence, and two small pillows greatly add to the comfort of travelling.

#### UNIFORM

A copy of the uniform regulations *can be seen at the Colonial Office* is attached.

#### MEDICAL ATTENDANCE

There are doctors at most of the ports of call on the Lake and medicines and medical attendance are provided free.

#### CREW

The crew consists of Africans. There are no European Quartermasters etc. These men when properly handled

handled are very efficient but it is entirely a matter of handling.

#### ENGINE ROOM STAFF

The Chief and Second Engineers are generally Europeans and the 3rd. Engineers either Eurasians or Seams with African stokers.

#### SAVING OF TIME

2nd. Officers have to look after the cargo. This is the most important item of their work. The labour being African requires a great deal of supervision and 2nd. Officers must be prepared to exert themselves and show the men what has to be done. It must be remembered that the Victoria Lake has only recently been opened up and consequently most of our labour consists of raw natives. Officers who are disinclined to put their backs into their work are no use in a new country.

In addition 2nd. Officers have of course to do whatever work on board in connection with the ship may be required of them. They act as Chief Officers whenever a Senior Officer is absent.

The Lake is not yet lit so there is very little night running. All vessels anchor for the night except on certain sections when they run for a few hours under a good moon.

#### LAKE PORTS.

Nitebbe, Kwansa and Port Florence are the largest ports but these are still only small places and few things beyond the necessities of life can be procured.

POSITION.

All Officers on first appointment are placed at the bottom of the cadre.

~~Senior~~ Captains range in age from 34 to 37 and

~~and~~ Chief Officers 30 to 35

It is desirable that ~~and~~ Officers on joining should be not more than 30.

PASSAGE.

*on joining* A first class passage is provided from Europe to Bombay and over the Railway to Port Florence.

PROMOTION.

This is given as vacancies occur within the cadre. Mere seniority does not carry any claim for promotion unless it is accompanied by efficiency.

QUALIFICATIONS.

Service on the Victoria Lake cannot, under Board of Trade orders, count as sea service for certificates and no Officer should join the service who has not got a master's certificate. R.N.R. Officers are still allowed to remain in the Reserve.

Officers who have completed five years approval of service on the steamer and who have attained the rank of Chief Officer are eligible for admission into the pensionable service. Until they are admitted to the pensionable service they must join the Provident Fund of the Railway. A copy of the Provident Fund rules is attached. *Can be seen at the Colonial Office.*

CONDITIONS OF SERVICE.

The term of the engagement is for ~~5~~ years with ~~passage out and upon satisfactory completion of the engagement a return passage home. If upon the completion~~

*a term of 30 months' residential service of*  
*with his own consequences thereon. He has regulations*  
*applying to his own service as well as to*  
*all persons who serve on his own Railway and*  
*the same regulations apply to other persons who*

of the engagement the Officer is re-engaged leave may be granted under such rules as pertain at the time. These rules are the same as apply to all pensionable Officers of the Railway and can be ascertained on enquiry from the Colonial Office.

397 11.6 1912

UGANDA RAILWAY STEAMERS-

Information to be given to Engineers.

The fleet ply the waters of Lake Victoria in equatorial Africa and 2,700 feet above sea level and 504 miles by rail from the coast.

The vessels consist of 4 twin screw steamers.

	<u>H.P.</u>	<u>Displacement</u>
S.S. Clement Hill	535	1,100
S.S. Winifred	550	700
S.S. Sybil	550	700
S.S. Nyanza	550	1,100
S.S. Kisoga		Building.

The engines in all are triple expansion, surface condensing with the necessary service and feed pumps and circulating pumps independent as well as connected. Each engine room is furnished with a dynamo which supplies light for the whole ship. She is also provided with deck winches and steam capstans.

The boilers are two furnace scotch pressed to 150 lbs. Two main and one donkey in each steamer, Woodruff is burnt.

STAFF.

Deck - Commander, Chief Officer, and Officer and an African crew.

Engine room staff consists of Chief Engineer, 2nd Engineer, 3rd Engineer and native firemen, oilers etc.

The daily run is usually about 12 hours as navigation is not permitted after dark except under special circumstances.

The Chief and 2nd. Engineers must hold Board of

Trade



### Trade certificates.

The second Engineers should be well trained thoroughly qualified to relieve and when necessary act for the Chief Engineer and for this reason it is imperative that they hold a Chief's certificate; it is to their advantage to do so in case of promotion being offered subsequently.

The moral character of Engineers should be good. Sobriety is insisted upon both on and off duty.

Experience in Eastern waters is an advantage in dealing with the Indian and African members of the crew.

### CONDITIONS OF SERVICE.

The term of the engagement is for 3 years with 2nd. class passage paid out and upon satisfactory completion of the engagement a return passage home.

If upon the completion of the engagement, the engineer be re-engaged, leave may be granted under such rules as pertain at the time (copy of leave rules enclosed).

The rate of pay of 2nd. Engineers is £180/- rising after eighteen months approved service to £240 per annum. No other allowance is made except passes on Railway and an occasional few days leave.

Promotion is in the hands of the Manager of the Railway on the recommendation of the Marine Superintendent.

When employed on shore they must be prepared to assist as required in ordinary mechanical work.

The Chief Engineers salary is from £380 rising to £560 per annum.

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MESSING.

They will be provided with food on board of the ship at the charge of from £2.12.4 to £3.12.4 per month according to their rank.

III.

Engineers find their personal outfit. The usual blue overalls and heavier clothing is useful as the nights are always cool and one or two (depending upon the individual) blankets may be slept under and for same reason the Engineer should supply himself with medium warm under wear. Flannel singlets are very useful as they take up moisture and dry quickly, ordinary wood (light) suits can always be worn in the evening.

Bedding is provided free of charges, but two rugs and pillows are required for use on the Railway journey from Mombasa to Port Florence.

LAKE PORTS.

Entebbe, Mwanza and Port Florence are the largest ports but these are still only small places and few things beyond the necessities of life can be procured.

UNIFORM.

A copy of the uniform regulations is attached.

MEDICAL ATTENDANCE.

There are Doctors at most of the ports of call on the Lake and medicines and Medical attendance are provided free.

ACCOMMODATION  
Engineers as a rule live on board but they can at times sleep on shore when their ships are at Port Florence in such cases rooms are provided for them.

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C. D.  
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No 20824 12  
E.A.P.

19 July 1902

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MINUTE.

- Mr. ~~Kimberly~~ <sup>16/7</sup>
- Mr. ~~Baker~~ <sup>16/7</sup>
- Sir G. Fiddes. <sup>16/7</sup>
- Sir H. Just.
- Sir J. Anderson.
- Lord Emmott.
- Mr. Harcourt.

Sir, I have to ask the receipt of your despatch No 397 of the 11th of June transmitting a revised list of conditions of service for 2<sup>nd</sup> Officers of the Uganda High Lake Steamers, and a pamphlet for the same. I do so in that the old fixed salaries of Chief Officers & 2<sup>nd</sup> Officers are shown instead of the new scales of pay approved in this year's Service & upon exam<sup>n</sup> of the printed copies of the same (I find

2/15



ONLY 20824:12  
EAP

19 July 02

The Editor  
The Globe

Dear Sir,

Yr. to  
Mr. Butler

I am a pleasure  
to you, for your own  
& guidance, the accompanying  
copy of a pamphlet  
which has been compiled  
for the information of  
Engineers of the Uganda  
Railway, Steam & Horse

Yours  
Lance

as well in 20824