



EAST AFR. PROT.  
367 11

C.O.  
36711  
Recd  
Nov 20 NOV 12

Director  
Conf  
Field 116  
Date  
1912  
October  
Previous Paper  
36686

KILINDINI DEEP WATER PIKE

Regrets delay in progress of work. Explains. Sends copy of letter from the Acting Railway Manager which clearly explains that everything possible is being done to expedite the work. Regrets unable to submit the detailed estimates required. Hopes to do so in a few month's time.

2 papers

Mr. G. Fiddler

We have heard unofficially that Mr. Dennis Fitzgibbon, the new partner of Cooke & Matthews, is going to visit Kilindini about the beginning of the year on his way to the East, but we had better send copy of the to the C.A., with ref- to C.A. 35767

ask whether Messrs Cooke Matthews or have made separate proposals for the visit of an expert member of their firm to Kilindini + if so, what they are. along H. J. R. 11/23 22/12

Subsequent Paper  
36635  
130,340-17 40,000 11/11. A.S.E.W.

467

GOVERNMENT HOUSE,  
NAIROBI,  
BRITISH EAST AFRICA.

AFRICA PROTECTORATE

CONFIDENTIAL No. 116



21st October 1912.



6.04  
23409

Sir,

I have the honour to acknowledge the receipt of your Confidential despatch of the 2nd of August on the subject of the construction of the Deep Water Pier at Kilindini.

2. I much regret the delay which has occurred in the progress of this work, but would point out that expenditure on construction cannot be undertaken until preliminary examination of site and foundations has furnished information which will enable our expert advisers to form an opinion regarding the position and design of the works. This examination is proceeding, but is not yet completed. Therefore the uncertainty which obtains as to the formation of the foreshore renders it imperative that no unnecessary expenditure should be incurred until we are in a position to foresee what form the completed scheme will take.

3. In this connection I enclose a copy of a letter from the Acting Manager which I think makes it clear that everything that is possible is being done

Ag. Manager  
21.9.12.

THE RIGHT HONOURABLE  
LEWIS HARCOURT, F.C., M.P.,  
SECRETARY OF STATE FOR THE COLONIES,  
DOWNING STREET, LONDON, S.W.

\* No. 23409

done to expedite the work in question, and that the delay which has unfortunately occurred will eventually prove to be beneficial.

4. With regard to paragraph 3 of your despatch under reply, I regret that for reasons detailed in the attached letter from the Acting Manager, of the 30th of September, I am unable at present to submit the detailed estimates referred to. I hope, however, to be able to furnish these in a few months' time when the work now in hand at Kilindini is more advanced.

*M. HARRIS*  
*1. 30.9.19.*

I have <sup>etc</sup> the honour to be,

Sir,

Your humble, obedient servant,

*H. Conway, Resident.*

GOVERNOR.

Incl. 1 in No. 116 of 1912



General Manager's Office,  
Nairobi "A September 1912

No. 318  
G.C.C.

Sir,

Kilindini Deep Water Pier.

Permit me to return the accompanying papers with the remark that regrettable as it appears I am unable to allow that the delay (if it can be so called) in carrying out the object for which the grant towards a Deep Water Pier at Kilindini was made does lie at the Manager's door. I opine that the real reason is the £100,000 voted was so small a sum as to make it difficult to meet all the conditions and construct a pier in the position proposed and I take it that the further investigation lately ordered and now being conducted prove that it is now found impossible to design a pier for the money and still further should the trial borings now being put down prove that the formation is

not

The Honourable,  
The Asst. Chief Secretary  
to the Government,  
East Africa Protectorate,  
Nairobi.

not such as the Engineers hope it will not be practicable to construct a pier such as is contemplated a different and much more costly style of Pier must be estimated for. To show that no pains were spared here I may state that a full report and all the necessary plans were sent forward as early as the 25th. September 1911 and the whole scheme was discussed at home by His Excellency the Governor and the late General Manager and the present investigations and trial borings referred to are the outcome of the discussions. But perhaps after all it is only a qualified disappointment or even a misfortune that the scheme has hung up. It offers the opportunity of securing a really 1st class expert's opinion on the whole scheme which I respectfully opine it would have been wise to have sought earlier. The erection of a Deep Water Pier desirable as it is and useful as it will undoubtedly prove might unless placed in the best and most suitable position very greatly prejudice future development. There can be no question that the prosperity of the Port will be largely influenced by whatever is done now and on that account it is of vital importance that a comprehensive plan taking the future into consideration shall be made and that the pier or wharf under reference shall form only part of a much larger project and that the required pier shall be so designed as to allow of expansions; full advantage should be taken of the experience gained at other up to date Ports. In

fact

fact a fully qualified Engineer, an expert in such matters, should visit the Port and submit a proposal which would enable us to make a beginning, but on lines however modest capable of extensions, the few thousand pounds spent on a report would be more than repaid in the future. I attach a note from the Superintendent of Way & Works who has been intimately associated with the business from the first.

*etc.*  
I have the honour to be,  
sir,  
Your obedient servant,

~~Ed~~ C. Sandiford.

Acting Manager,  
Uganda Railway.

Dated 10th. September 1918.

Hon. Manager,

Uganda Railway.

During my leave at home last year I had several interviews with the Consulting Engineers with regard to the mode of construction of a deep water pier. On data found from previous soundings I was then of an opinion that the foundation would be sand and on this the Consulting Engineers proposed the erection of a screw pile pier. On my return from leave in November last I posted Mr. Hunter at Kilindini to take soundings with a view to confirming my estimate of the foundation. These soundings went to show that the foundations would not be of sufficient depth of sand to hold the screw piles. I therefore wrote a report on the whole question which His Excellency Sir Percy Girouard took home with him at the end of February. About 2 months ago further propositions were put forward by the Consulting Engineers which necessitated further investigations being made with the help of the diamond drill apparatus. These investigations were put in hand at once but will take some time to complete. Mr. Gailley has now arrived to carry on these investigations and until these are completed it is impossible to make any further suggestions

424  
as to design, and until the design is fixed it is  
also impossible to make out any estimate of the cost.

547- A. F. Church.

7



Encl. 2 in No.

ENCLOSURE No. 2  
Despatch No. 21-10-12

4721

General Manager's Office,

Nairobi, 20<sup>th</sup> September 1912

No. 35/  
842

Sir,

Regarding the following extract from a Confidential despatch from the Colonial Office dated the 2nd. August last.

"The detailed estimates referred to in the second paragraph of Sir Percy Girouard's Confidential despatch of the 23rd. September 1911 should be forwarded at your earliest opportunity."

I am really in little if any better position to submit the detailed estimates and report asked for than was Sir Percy Girouard when he wrote on the 23rd. September 1911.

The whole twelve months, since that despatch was written to within a couple of weeks

ago

Honourable,

the Ag. Chief Secretary  
to the Government,

East Africa Protectorate,

Nairobi.

8

age slipped away in preliminary considerations and enquiries in Europe finally culminating in the decision to send Mr. Sallee out to conduct certain further explorations at Kilindini which are now in progress. Should the nature of the formation justify it a wharf may be constructed by cutting away the face and dredging the foot of the foreshore formation at the site on which it is proposed to place the wharf or quay. These borings and investigations will take some months and until further advanced it will be quite impossible to prepare plans or frame estimates and as for working expenses or revenue it is totally impossible at present to say anything as was explained by Sir Percy in September 1911.

The whole scheme as at present pursued is largely problematical hanging on the nature of the formation found; if the front is found to be rock or coral well and good a wharf for one, at most, two berths can be constructed on this site at a very moderate cost but if the formation found is not rock or coral such as will stand, at a vertical face then the proposed scheme of wharf will be <sup>frankly</sup> ~~impossible~~ say impossible and will necessitate a different design and more expensive character of construction so that you can see I am unable to add to what I gave you in my No. 518/Sec of the lith. instant.

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

C. Sandiford.

Acting Manager

91

Govt. 36711/1912  
E.A.P.

474

26 November 1912

Ms. No. 38635

Gentlemen,

With reference to your letter, E. 283/23, of the 13<sup>th</sup> of Nov<sup>r</sup>. I am directed by Mr. Secretary Harcourt to transmit to you a copy of a despatch from the Gov<sup>r</sup> of the E.A.P. on the subject of the construction of the Deep Water Pier at Kilindini, ~~and to enquire~~ I am to enquire whether Messrs. Forde, Matthews, Fitzmaurice and Talbot have yet made definite proposals for the visit of an

38635/12  
E.A.P.

CA  
Copy sent to Dec 4 38635

DRAFT.

The former subject  
for the colonies

MINUTE.

- Mr. Harper 23 Nov
- Mr. Read 23
- Sir G. Fiddes.
- Sir H. Just.
- Sir J. Anderson.
- Lord Emmott.
- Mr. Harcourt.

Mr. Conf. 16, 24 Oct.  
(see enclosure)

No draft on 36686

expert member of their  
firm to ~~blindness~~, and  
if so, what the proposals  
are.

In

HR