

EAST AFR. PROT.
329

C O
329
REC'D
REG# 4 JAN 12

own Reports

Steam Launch

Date.
1912

2 Jan.

to replace "Sir John Kirk"
Cons. ^{naval architect} are now prepared to furnish
specification on receipt of instructions.
obtain & connect with Cons. naval architect in
to motor launch "Bart".

previous Paper.

34780/11

Hi Butler

The C.A. & Consulting Naval Arch.
appears to make a good defence with
regard to the Tana motor launch

Copy of corr (including Encls in Cas
letter) to the gov & his him that the
Inquiry [see p] asked to sanction provision
for a new launch for Lake in connection
with next year's estimates.

[I have referred to 34780 in my memo.

on the estimates & have given a suitable extract]

subsequent Paper

C. C. Zilles
M.B. 67

this with a view to

(a) the E.A.P. Estimates for 1912-13, which
will be coming along shortly.

(b) the C.E.'s defence against the attack in

C₁₀₀
34780

2013.

Jan. 8.

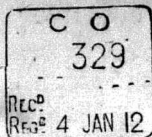
Alone
D.H.
10 1/2

10000

V
E. A. P. 2999

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

TELEGRAMS, "CROWN, LONDON."
TELEPHONE 1852 VICTORIA.



WHITEHALL GARDENS,
LONDON, S. W.

4 enclosures

2nd January 1912

Requisition 2999

Sir,

I have the honour to acknowledge the receipt of your letter No. 34780/11 dated the 8th November transmitting a copy of a despatch from the Governor of the East Africa Protectorate regarding the replacement of the Government steam launch "Sir John Kirk".

2. We at once placed Captain Pidcock in communication with our Consulting Naval Architects, Messrs Flannery Baggallay and Johnson Ltd and they now advise us that they have conferred with him regarding the type of launch required and have made such notes as will enable them to furnish a specification on receipt of instructions.

3. With regard to your request for our observations on the third paragraph of the Governor's despatch, he appears to have been misinformed as to a Thornycroft launch having been ordered in 1910 for the Tana River. The indent made no reference to Messrs Thornycroft, but demanded a launch "similar to" specification

The Under Secretary of State

&c &c &c

Colonial Office

"specification and drawing enclosed with a few alterations"

July/09 It was accompanied by a letter, of which I enclose a copy, from the Port Officer to the Treasurer, Nairobi, which we read as a suggestion that we should obtain competitive tenders for such a boat and accept the most favourable offer.

4. Messrs Thornycroft were accordingly invited to tender together with six other firms. They omitted to get the tender in by the specified date, but as the Protectorate authorities appeared to have been in communication with this firm regarding the launch we gave their tender special consideration. Their price was £790 as against Messrs Vosper and Company's quotation of £680, which we accepted on the recommendation of our Consulting Naval Architects.

5. In reply to the complaints, of which we now hear for the first time, regarding the vessel, I enclose copies of three letters from the Consulting Naval Architects. From these it will be noted that there is no reason to suppose that a better fuel consumption would have resulted had the launch been fitted with a Thornycroft motor.

I have the honour to be,

Sir,

Your Obedient Servant,

W. H. Morrison

Nov. 1911

Dec. 1911

Dec. 1911

"specification and drawing enclosed with a few alterations"

July/09

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Nov. 1911

Dec. 1911

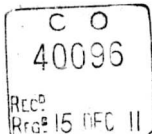
Dec. 1911

I have the honour to be,

Sir,

Your Obedient Servant,

W. W. W. W.



The Port Officer to The Treasurer, Nairobi.

M O M B A S A.

19th July 1909.

Sir,

I have the honour to forward herewith an indent on the Crown Agents for a Motor Launch for the Tana River.

I have also enclosed a specification and drawing No.14962 of a motor launch that Messrs Thornycroft & Company are prepared to supply for the sum of £637, but as I have asked for a few additional items the cost may reach £700.

I have enclosed Messrs Thornycroft's Specification mainly as a guide as to the description of the launch that is required.

If the Crown Agents call for tenders it is possible that a similar launch might be obtained for less than the amount quoted by Messrs Thornycroft.

I shall feel obliged if you will request the Crown Agents to obtain and send out full particulars of the working of the motor from the builders of the launch.

I have the honour, etc., etc.,

Signed.- H.Fidcock.

Port Officer.



9, Fenchurch Street.

E.C.

21st November 1911.

Gentlemen,

E.A.P.2026/1.

Referring to your letter of the 14th inst., covering copy of Colonial Office letter to you with copy of His Excellency the Governor's Dispatch of 30th September last to the Colonial Office, and referring also to your letter of the 17th inst., asking for our observations separately upon the complaints in regard to the "Dart", we beg leave to advise you as follows:-

We have conferred with Capt. Pidcock and he assures us that there is nothing the matter with the cabins of the Tarnar Motor Launch "Dart" excepting that it is so small that both doors and windows would knock against each other if opened simultaneously, and it is difficult to have sufficiently large doors and windows for ventilation in a hot climate in a small launch like this without some such drawback, and we are glad to know from Capt. Pidcock that it is no longer inconvenient.

The requisition from the Protectorate required that the cabin should be made portable and this prevented the usual expedient of making the windows sliding downwards, like Railway Carriage windows, hence the unavoidable difficulty above mentioned.

As regards the consumption we understand that there is no engineer in charge of the motor excepting a native only and under these circumstances we would not be surprised if the consumption were excessive, because the necessary adjustments to keep a motor of this kind in first-class

(2)

working order, could only be made by a skilled man.

As regards the speed, we note that the Mission Launch is reported to do 8 miles against the stream, whilst the "Dart" does 10 miles against the stream, but the speed of the stream 100 miles further up the river where the Mission Launch runs will probably be very much more sluggish than at Tarnar where the "Dart" runs, consequently the "Dart" is probably doing very much more than an extra mile an hour when the difference in the speed of the stream at the two locations is allowed for.

We may further observe that the original conditions for the "Dart" were a very high speed ($11\frac{1}{2}$ miles in still water), a very light draft of water (15") and considerable accommodation, all to be combined in a launch only 35' long and the propulsion could not, therefore, be so economically arranged as in a smaller launch at a lower speed.

We agree that there is a loss of power in propulsion, and this is for the reasons above stated, but the consumption in proportion to the power developed, namely, 40 Horse Power equal to 4 gallons per hour as compared with 10 Horse Power on $1\frac{1}{3}$ gallons per hour is rather favourable to the economy of the "Dart" Motor, assuming that the same kind of fuel is being used in both cases and that the power of the "Dart" Motor is being fully kept up.

Your obedient servants,

Signed.- Flannery, Baggallay and Johnson, Ltd.

Messrs Flannery Baggallay & Johnson Ltd to Crown Agents.

C O
40096
REC'D
15 DEC 11

9, Fenchurch Street.

E.C.

8th December 1911.

Gentlemen,

E. A. P. 2999

We have referred to our records of consumption tests for the motor fitted in the Launch "Dart" which was supplied under requisition E.A.P.2026, and in reply to your memorandum of 28th ultimo, beg to report as follows:-

2. The motor was tried in our presence for power and consumption tests at Messrs Gardner's Works at Patricroft on the 3rd December 1909, when the motor developed a brake horse power of 48.4, the consumption of kerosene working out at 36.4 pints per hour or 0.75 pints per B.H.P. per hour, the contract providing for the motor to develop 48 B.H.P. on a consumption of 0.75 per B.H.P per hour so that the specified conditions were fulfilled.

3. Comparing the above figures with the performance of the launch, as reported in the despatch from His Excellency the Governor of the East Africa Protectorate dated 30th September last, we note that the launch is, on her station, using 4 gallons of oil per hour and developing 40 horse power, the consumption thus working out at 0.8 pints per B.H.P per hour as against the consumption on the test bench, of 0.75 pints per B.H.P per hour, and taking into consideration that the motor is being driven by a Native the performance is in our opinion very good, observing that it is only 0.05

pint

(2)

pint per B.H.P. in excess of the makers guarantee, and we have no information as to the quality of fuel used.

4. The above figures confirm the view expressed by His Excellency that the lack of economy is not due to the motor but due to the inevitable loss in propulsive effect in driving so shallow a draft vessel at a comparatively high rate of speed.

Your obedient servants,

Signed.- Flannery, Baggallay & Johnson Limited.

Messrs Flannery Baggallay & Johnson Ltd. to Crown Agents.

9 Fenchurch Street E.C.
21st December 1911

M. A. P. 2999.

Gentlemen,

We have again referred to our records of the launch "Dart" supplied under requisition 2026 and in reply to your memorandum of 19th instant we beg to report as follows:-

On reference to the tabulation of tenders for the above Launch, a copy of which was sent you in our Report of the 30th September 1909, it will be noted that Messrs Thornycroft did not quote in time for the supply of the launch. Two other firms however namely Messrs Philip & Son and Messrs Simpson, Strickland & Co. quoted for the launch and proposed Thornycroft Motors, the latter firm proposing a 45 B.H.P. motor (of the same power as that fitted in the launch) the consumption being quoted at 5½ gallons per hour which is .95 gallons per hour in excess of the consumption measured on the test bench for the motor installed in the launch and 1½ gallons per hour in excess of the consumption as reported in the letter received from His Excellency the Governor dated 30th September last.

Your &c.

(Sgd) Flannery Baggallay & Johnson Ltd.

O.D.
23 JAN
1902

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~~f. 2~~ 39. 12
Cap.

26 Jan 1902

Sir,

I have to ask the receipt of yours & desp. no. 546 of the 30th. of Sept. last, to be transmitted to you, for your info, the accompanying copy of notes. with the C.A. for

the Col: regarding the replacement of the Govt. Steam launch "Sir John Kirk."

2. The L.C. of the Treas. have been asked to sanction provision for a new launch for
Lanau

DRAFT.

L.A.P.

No. 48

Ga. Sir L.D.C. forward.

MINUTE.

Mr. Venning 23

Mr. Butler. 23 f. 3.

Mr. Fiddes.

Sir H. Just.

Sir J. Anderson.

Lord Emmott.

Mr. Harcourt.

ca. - 8 Nov. 11
(34780.11)

ca. - 2 Jan 12