

EAST AFR. PROT.

C. O.
23409
REC'D
REGD 26 JUL 12



23409

Agents

KILINDINI PIER

This copy of cor res: with Messrs Rendel and Robertson as to sending out a special Engineer to make an accurate investigation of the site. Requests early decision as to the engagement of Mr J. H. GALLEY. Proposed terms £1000 p.a., bonus of £500 on satisfactory completion and return passage.

Date.
1912

July

Previous Paper.

21577

W. H. R.

I have spoken to you about this. I have not said it in yesterday, as I was in London all the morning, and you were in the office in the afternoon. Mr Gallely has had a great deal of experience of engineering work in East Africa. He was one of the Engineers engaged in the construction of the Uganda Railway from its commencement to its completion - he was in charge of the construction of the Salisbury Bridge

Copy comes for Mr. Gallely 2 Aug.

Subsequent Paper

24897

blissin himself and his hand
- he built the existing light pier -
and now recently he has been engaged
in charge of the construction of the
Buzoga Railway, a work which he
is reputed to have done extremely well.

The terms appear reasonable. If
he sent out an Engineer from his
Country he should have to pay his
passage ~~and~~ and I think therefore
that he need not hesitate to approve
the payment from public funds of

his family's ~~own~~ passage from his country
to the Port. But I can see no reason why we should
pay his passage home - he is not a port servant
his family has previously been

engaged by the Railway Administration.

but as he is now in his country

it appears proper that he should

be engaged as by the C.O.

Submit draft for case. I saw two
10/16

Dr J. Anderson

210

Mr Harcourt was discussing the
question to-day with Mr Helpfield &
spoke very strongly about the delay
which has occurred in the carrying out of
the work. He wants a strong despatch
sent to the local authorities, commending
on the delay & directing them to press on
with the work as quickly as possible.

The facts, so far as we can ascertain
then are, as follows.

16 May/11. We informed the Governor by
telegraph that the loan of £250,000
(which included £100,000 for a
deep-water pier had been sanctioned)

18 Aug/11. We told the Gov^r to forward us
as soon as possible with a detailed estimate

23 Sep/11. The Gov^r replied that it was a
matter of some difficulty to give details
until the design of the pier had been more
completely drawn up, but that he hoped
to address us further on the subject in Nov.

19 Dec. The Gov^r at p. 23 of the Spec:
(see front insert) says that the works
of detailed survey is now proceeding
but that no actual work can take
place

10/11

10/11

10/12

place until approval of plans is obtained, which it is intended sh^d be submitted to the Consulting Engineers in London.

June 12. I understand that, when Sir J. Guinness & Mr. Currie came on leave during this month, they took the plans to Mess^{rs} Rendel & Robertson to be examined.

14 June 12. The C. E. report ~~states~~, after studying the present scheme, ^{that} the data supplied show that a screw pile pier (which had been contemplated up to that date) is out of the question - & suggest the scheme which I explained to Mr. Harcourt this morning.

In the last para. but one of their report ^{of the 12th of June}, the C. E. say that the barge for the holmety pier might be ordered at once +, from what Mr. Harcourt said this morning, he would wish this to be done.

H. J. R.

3 of vii

Done above
Ch.
21.

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.



C. O.
23409
REGD 26 JUL 12

211

WHITEHALL GARDENS,
LONDON, S. W.

25th July 1912.

Sir,

In continuation of our letter of 9th July on ^X

the subject of the proposed deep water pier at Kilindini

b.a.
21577
~~July 1912~~
~~July 1912~~
~~enclosures~~

I have the honour to enclose for the information of the

Secretary of State a copy of correspondence with the

Consulting Engineers regarding the desirability of sending

to the Protectorate a special Engineer to make an

accurate investigation of the site.

It will be seen that an early decision is

desirable as to appointing the Engineer recommended by

Messrs Rendel & Robertson.

etc
I have the honour to be

Sir

Your Obedient Servant

Under Secretary of State,

&c. &c. &c.

Colonial Office.

H. Martin
H. Martin

for Crown Agents.

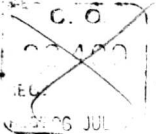
X No 21577

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Encl. 1 in No.

G.O. 212

Crown Agents to
Messrs Rendel & Robertson



Whitehall Gardens, S.W.

17th July 1912.

Gentlemen,

With reference to your report of the 14th of June respecting the proposed Deep Water Pier at Kilindini, we have been asked by the Secretary of State for the Colonies to ascertain whether, having regard to the great importance of accurate investigation of the site, you think that it would be desirable to send a special Engineer, experienced in this class of work, out for the purpose. Whether this is done or not you will no doubt, if you consider any special instructions necessary, draw them up and forward them for transmission to the Railway Administration.

2. Will you please give us, for the information of the Secretary of State, your views on the above points.

I am &c.,

(Sd.) ~~XXXXXXXXXX~~ H. Martin,
for Crown Agents.

Messrs Rendel & Robertson to Crown Agents.15 Dartmouth Street,
Westminster, S.W.

24th July 1912.



Gentlemen,

In reply to your letter of the 17th July we beg to say as follows.

Some little time before Mr Currie's death he put us into communication on the subject of Kilindini Pier with Mr J.H.Galley, a Civil Engineer who was one of the Engineers engaged in the construction of the Uganda Railway from its commencement to its completion, and who after its completion appears to have remained in the country with a view to following in it his profession, or other business of a similar kind.

Mr Galley has it appears been employed during the last few years, to a considerable extent and in very responsible positions, by or through Mr Currie, 1st as Chief Engineer about three years ago of the barge wharf constructed at Kilindini, and subsequently as Chief Engineer in the construction of the Jinja-Kakindu Railway, and gave such satisfaction that Mr Currie - with Sir Percy Girouard's approval - arranged with him that he should take charge of the deep water Pier at Kilindini when it was constructed. This is confirmed by Sir Percy Girouard in a letter dated 20th July to Mr Galley for which at our suggestion, Mr Currie having died in the meantime, he applied, and copy of which we append.

On the above evidence there can, we think, be no doubt that Mr Galley is quite competent to undertake

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the enquiry which we think necessary before the method of constructing the Pier at Kilindini is determined on, and we recommend that his services should be engaged for the purpose not only because we think him qualified, but because his knowledge of the country and its labour difficulties qualify him to a degree which no man who has not his particular experience can possibly equal.

Mr Currie seems to have gone so far, vide Mr Gailey's letter to us of the 22nd July, copy of which we enclose, as to settle the terms on which Mr Gailey should be engaged for the construction of the Pier, namely a salary of £1,000 a year with a bonus of £500 on completion, and the understanding seems to have been that Mr Gailey should give his whole time to the Pier and live at in Mombasa, his other business being carried on by his partners in Nairobi. We think this salary with its conditions ~~should~~ be taken as the basis of an agreement with him for the preliminary enquiry i.e. that his services should be engaged either by the Colonial Office or the Uganda Government at the rate of £1,000 a year (with the above conditions) for the preliminary enquiry, which may occupy him from 3 to 4 months. What should be done after the completion of that enquiry may be left for further consideration.

The only addition to his salary would be the cost of any labour he might require, which should be supplied to him at the cost of the Railway. The cost for salary and expenses of any competent man sent from this country would certainly be twice as much as we expect Mr Gailey's deputation will come to.

As Mr Gailey has arranged to return to Uganda by the German Steamer sailing from Marseilles on the 11th

August

4

August, and as, if he is to be engaged, it is desirable that we should put in writing our views in respect to the nature of his enquiry, a very early decision as to his appointment is necessary.

We are &c.,

(Sd.) Rendel & Robertson.

42 Hyde Park Square, W.

20th July 1912.

Dear Mr Gailey,

With reference to Sir Alexander Rendel's letter I write at once to tell you that it was Mr Currie's recommendation when you completed the Jinja Kakinda Railway, a work which redounded greatly to your credit, that you should take charge of the Kilindini deep water pier. You had already built the lighter pier and I entirely approved of Mr Currie's proposal and you were so informed by me and advised to take the leave you had earned after 18 months or more at Jinja in order to return to Kilindini.

Yours &c.,

(Sd.) Percy C. Girouard.

22nd July 1912.

Sir Alexander Rendel,
K.C.I.E.
13 Dartmouth Street,
S.W.

Dear Sir,

In continuation of our conversation I enclose a copy of a letter from Sir Percy Girouard regarding my appointment as engineer in charge of the Kilindini deep water pier.

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The late Mr Currie offered me the work on the completion of the Jinja Kakinda (Busaga) Railway in the construction of which I made a large saving on what was a very low original estimate. I also constructed the Concrete Lighter Wharf to the satisfaction of the Uganda Railway previously.

Mr Currie offered me the following terms (unofficially) which I accepted:- a fixed salary of £1,000 per annum and a bonus of £500 per annum on satisfactory completion. I have had my two last agreements directly from the Management of the Uganda Railway, who are aware of the fact that I have other interests in the country and frame the agreement accordingly.

Mr Currie also promised to recommend that my return passage should be paid in consideration of the fact that I ^{had} done some four years work for the Government since I left the Railway at the end of 1903, and am returning to do several more years work in all probability.

I should be glad if the matter can be settled as early as possible as I am anxious to return by German line on August 11th from Marseilles.

In 1897-8 I also was in sole charge of the screw cylinder bridge (Salisbury) Bridge and was employed as an Engineer on the Uganda Railway for seven years in all before recent works.

Yours &c.,

(Signed) J.H.Galley.

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~~Ca East~~
~~23409~~

217



Impassant

31 July 1912

Chas 2889

gentlemen

I am directed by Mr. Sec. Harcourt to ask

the receipt of your letter
of the 25th of July

forwarding a copy of

Com. letter to C.E. relating

to the desirability of sending

to the East a Special

Inspector to make an

accurate investigation of

the site for the proposed

deep water pier at

Kilindini

2. to Harcourt appropos

DRAFT.

MINUTE.

Mr. Pitts. 30 m

Mr. Reed 30

Mr. Fildes.

Sir H. Just.

Sir J. Anderson. 30

Lord Emmott.

Mr. Harcourt.

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