

1911

EAST AFR. PROT.

33812

REC-25 NOV 11

37812

Repeats

Date.

L. Victoria Steamer Service

4 Nov

Submit with other reports from Consulting Engineer regarding provision of a cargo steamer, 1000 tons, & certain storage accommodation for oil to enable the existing vessels to be fitted to burn oil fuel. States action to be taken, & requests further instructions

previous Paper

Mr. Fiddes.

See also Gov./27979, and the minute on it

YAB

Nov 28

*Copy from case of 11 Jan 12 642 12
Copy in to*

W.
Uganda Rly. 1853.

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

TELEGRAMS TO BROWN, LONDON.
TELEPHONE 1922 WESTMINSTER.

3/8/12
R 25 NOV 1882
482
WHITEHALL GARDENS,
LONDON, S. W.

24th November 1911.

Pressing.

Enclosures.

Requisition 1853.

Sir,

I have the honour to acknowledge the receipt of your letter of the 20th October, No. 33345/1911, on the subject of the provision of a lake steamer and a tug for Lake Victoria, and of certain other arrangements for oil to enable the existing vessels of the Lake Steamer Service to be fitted to burn oil fuel.

2. We referred the matter to Messrs Rendel & Robertson and I enclose a copy of a letter from the dated 25th October giving their recommendations as to the procedure to be adopted to meet the urgency of the case. You will notice that for reasons given in their letter they recommended us in each case to obtain a tender from a specified firm only, who in their experience was best suited to carry out the particular work required.

3. The question of the bogie covered goods wagons, which do not concern your letter under reply, is being dealt with separately.

4. As regards the other items, we proceeded in accordance with Messrs Rendel & Robertson's recommendations.

Under Secretary of State,

cc. cc. cc.

Colonial Office.

and referred the tenders to them for their report. I now enclose a copy of this report in which they give a schedule of the different items of the work required and the cost of each ascertained from the tenders received.

5. We are enquiring as to the freight on each of these items which will take time, but to avoid delay we address you at once. You will see from the schedule that the tenders for the oil storage tanks and for the bogie oil wagons, and also the oil fuel installation for steamers, are within the estimates which we were required to work. The sum required in Mr Grant's estimate for erection is Usual of the oil storage tanks will probably not be wanted this financial year; and in the case of his estimate for the erection of the oil fuel installation for steamers the sum given, namely £1500, will possibly we understand be spread over three years. We have therefore ordered the oil storage tanks and the bogie oil wagons, and we propose to also order the installation for the oil fuel, as you will see from what we have stated above that these are practically within the sums named in your letter of the 3rd October.

6. The tenders received for the cargo steamer and steam tug, together with the erection charges in the Colony, even exclusive of the freight, far exceed the money allowed. We therefore have to request the Secretary of State's further sanction before proceeding as to these items.

7. This of course means that only a very small portion of the £20,000 is likely to be spent before the

end

end of this financial year. In fact in all probability the only part we shall be able to spend will be that for the first three items in the schedule given in the second paragraph of the Consulting Engineers' letter, which you will see amounts to £5,632, exclusive of freight.

6. In the meantime, while awaiting the Secretary of State's further instructions, we propose to act as recommended in the sixth paragraph of Messrs Rendel & Robertson's letter of 20th November and invite competitive tenders both for the cargo steamer and for the steam tug, to ascertain whether any improvement in the prices can be obtained. Pending the reply to this letter we will of course take no further action on these items.

I have the honour to be

Sir

Your Obedient Servant

J. B. ...

For Crown Agents,

Messrs. Rendel & Robertson to Crown Agents

485

15, Dartmouth Street,
Westminster, S.W.
25th. October, 1911.

UGANDA RAILWAY

1874
Requisitions 1853, 1748, 1872, 1873 & 1886.

Gentlemen,

We have now the following urgent requisitions
in hand:-

- 1 Cargo Steamer for Lake Victoria, Reqn. 1853;
- 1 Steam Tug " " " " Reqn. 1874;
- Converting present Lake Steamers to burn oil fuel, Reqn. 1748
- Storage Tank for Oil Fuel, Reqn. 1872;
- Engle Travelling Oil Tanks, Reqn. 1873; and
- Engle Covered Goods Wagons, Reqn. 1886.

and we note in the copy of the Despatch forwarded with your letter of 24th. October that further reference is made to the urgency of dealing with these matters. They are all in hand, and we have been considering the best way to expedite matters.

2. We consider that for reasons which we give below it will be advisable in each case to obtain, in the first instance, at any rate, a tender from a firm who in our experience is best suited to carry out the particular work required, and who is in a position to give good deliveries at a reasonable price. We have therefore to make the following recommendations:-

3. Steamer and Tug. Messrs. How, McLaughlan & Co. Ltd. of Paisley. This firm obtained the order for the last Uganda Steamers built under our supervision, in

competition

competition, and they built the Cargo Steamer "Nyanza" of which the present steamer is to duplicate in many respects. They have had recent experience of building similar tugs to that now required, for the Admiralty. It would be necessary if a number of tenders were invited to print an entirely new specification, and some weeks must elapse before even tenders could be invited, and further time spent while drawings were being copied and the work commenced - in fact it probably would be the commencement of next year before the materials even could be ordered.

4. Converting present Steamers for Burning Oil Fuel. It has been decided that the Wallsend Slipway Co's system is the most suitable, and it is not advisable that more than one system should be in use, and therefore this firm is the most suitable one to tender.

5. Storage Tank. The Whessoe Foundry Co., Burlington, are specialists in oil fuel tanks, and have recently built some under our supervision for Mexico. The Asiatic Petroleum Co. who will supply the fuel, inform us that they have obtained practically all their tanks from this firm and for this reason they should be invited to tender.

6. Bogie Travelling Oil Tanks & Covered Goods Wagons. As the underframes, bogies and the whole of the running gear below the body for the High-sided Wagons, the Covered Goods Wagons, and the Travelling Oil Tanks, are to be identical, and as Messrs. Stablerford obtained the order for the High-sided Wagons under Reqn. 1817 in competition, and now have them in hand, and as it will be necessary if several tenders are obtained to print a

new Specification for the Wagons, we think that Messrs. Stableford should be asked to tender for both the Covered Goods Wagons and the Travelling Oil Tanks.

7. We are of opinion that the above arrangements would effect a very considerable saving of time in placing the order and we shall be obliged if you will inform us if these proposals have your approval so that we may push on with the Specifications.

We are etc.,

(Sgd.) RENDEL & ROBERTSON.

C O
37812
REC'D 25 NOV 11

Messrs Rendel & Robertson, Civil Engineers

Dartmouth Street
Westminster S.W.
20th November 1911

488

Uganda Railway - Books 155 & 157
Tenders for Steamer & Tug

Gentlemen,

We have examined and herewith return the tenders received from Messrs Bow McLachlan & Co. for the above. The designs sent in and the dimensions etc. proposed seem to us to be generally suitable and the delivery offered would enable you (after including the sums allocated to the contracts for oil tank, wagons &c) to spend the £20,000 asked for before 1st March next.

2. In respect to price however Messrs Bow McLachlan and Co's tenders for the steamer and tug exceed the estimates and it may be well to record the various sums. We have to provide the following:-

Description	Estimate including freight & erection in Uganda	Contract or tender f.o.b. British port	Mr Grant's estimate for erectn. in Uganda	Freight x
Oil storage tanks	700	£ 697 (Contr.)	£ 300	It is suggested that the figures for freight can be supplied by the Crown Agents as we have no data here.
Mobile oil wagons	2,000	1,450 (Contr.)	100	
Oil fuel installation for steamers	4,300	3,040 (Tender)	1,500	
Large steamer	20,000	18,250 (Tender)	5,000	
Small tug	6,000	9,280 (Tender)	1,000	
	£33,000	£33,862	£ 7,900	

acceptance of both of the tenders if the indent estimates are to be complied with. We understand however that for financial reasons the steamer and tug cannot in any case be ordered at once, and if the order is not placed at once we may say that there is no prospect of spending more than a small portion (if any) of the allotment on these vessels etc. this financial year.

6. If therefore action cannot be taken forthwith we think it would be well to obtain alternative tenders for both vessels meanwhile and we recommend that the following firms be invited to tender for both vessels:-

- (a) Messrs Bow McLachlan & Co Ltd Paisley (who might be invited to reconsider their tender)
- (b) Messrs Inglis & Co. Ltd. Pointhouse, Glasgow
- (c) Messrs Denny & Co Ltd. Dumbarton
- (d) Messrs Fleming & Fergusson, Paisley
- (e) Messrs Armstrong & Co Ltd, Walker on Tyne
- (f) Messrs Thornycroft & Co Ltd, Southampton

As all the firms mentioned except Messrs Bow McLachlan will have to obtain copies of the drawings exhibited in London before they can prepare their tenders it will probably be necessary to allow three weeks at least for tendering.

7. We may say that special arrangements have been made to prepare the specification and designs with the greatest despatch after receipt of your instructions and our staff has been busily engaged on the work, but unless the steamer could be ordered forthwith and the tug kept in abeyance till funds were available we see no prospect of avoiding at least another month's delay.

We are &c

Ed Rendel & Robertson