

EAST AFR. PROT.
No. 1021/09

C O
2024
18 JAN 19

No. 416

1908

Last previous Paper.

(Subject.)

S S Juba

State can not run for more than about 15 months without extensive repairs which it will not be worth while to undertake. Obvious as to replacing her either by a fresh steamer to be run by Govt or through private enterprise suggests Mr Nesbitt should be asked if he is prepared to submit a definite offer. Has received an offer from Messrs Cowages Deans to place a steamer of 600 tons on cost for amount not exceeding £3,500. Offer will be cheaper for Govt to run (Mistaken info on ship. Total cost of ship at £25,000 & 30,000) Will submit details

Antedans
Mr. Nesbitt

Mr Nesbitt stated in August last that he did not feel able to undertake the service (of replacing the Juba) at present. We might write to him again asking if he is now prepared to make any offer, but probably nothing will come of it and the best will have to be put into our own steamer. The repairs can be made with a view to getting a new steamer with and have the further detail forwarded by the Engineer.

Copy from 12 May 1910

The net cost of running the Juba has been £4838 per annum. This may be distributed throughout value of which has been ascertained by Mr Nesbitt's calculations. The net cost of running the Juba has been £4838 per annum. This may be distributed throughout value of which has been ascertained by Mr Nesbitt's calculations. The net cost of running the Juba has been £4838 per annum. This may be distributed throughout value of which has been ascertained by Mr Nesbitt's calculations.

at subsequent Paper.
No. 3950

But we must add interest on the cost of
the new ship say 4% on £30,000 = £1200
of depreciation if she was out in 20 yrs
with the Kulu her share £1500

Total annual cost £3338

It is worth paying something to avoid
running a flat vessel it is not a cost
and I am inclined to telegraph to
you asking him to send a few
of tender for a ship some time
please the value

M. J. P.

3.1.18

2.5.18

It is better to be paid by

4.1.18

1/2

2024

Governor's Office,

19 JAN 29

Nairobi,

724

December 2nd 1908.

AFRICA PROTECTORATE

No. 618.

My Lord,

I have the honour to refer to the correspondence ending with Your Lordship's despatch No. 497 of the 26th September last regarding the Steamship "Juba".

2. It is certain that the ship cannot run for more than 15 months without expensive repairs which it would not be worth while to undertake. I have just returned from a trip by the "Juba" to Masindi and Captain Wilson who knows the vessel intimately tells me she could not be allowed to fade another season after next year, which would bring the term of her running up to the mid of the financial year 1909-10.

3. As a new steamer will not be ordered to be built and the "Juba" must be replaced by the 1st March 1910 we

have

H.M. Principal Secretary of State

for the Colonies,

Downing Street,

LONDON, S.W.

have very little time to decide as to the means of replacing her.

4. So far I have only received an offer from Messrs. Comajee Binani of Aden to place a steamer of 800 tons on the coast for which the firm asks for an annual subsidy of Rs. 500/-. We should in addition have to pay for the transport of all Government passengers and material and possibly heavy charges for chartering for emergency purposes. I do not consider that the terms would be satisfactory.

5. It is understood that Mr. G. J. Nesbitt has been in communication with the Colonial Office on the subject of taking over the work done by the "Juba" but I am not aware if he has made any definite offer. If not, I would suggest his being asked if he is prepared to do so.

6. If no satisfactory offer is received to replace the "Juba" by a private vessel, and if no definite arrangement can be entered into by the end of the present financial year, it will be necessary to proceed at once with the construction of a vessel to replace the "Juba"

order to allow of her being completed and ready to commence running by the first April 1910. The cost will be between £25,000 and £30,000, and provision for this will have to be made in the estimates for 1910-11 or on a supplementary estimate for 1909-10.

7. I hope to submit shortly details regarding the new vessel as to length, breadth, accommodation etc. so that all particulars will be ready to hand. The following facts regarding the cost of running the "Juba" will be of interest in arriving at a decision as to whether she should be replaced by another government vessel or by a private ship. The net cost of running the "Juba" for the last 11 years, including charges for special repairs averaged £4,539 per annum. Exclusive of special repairs the average was £3,685. Against these figures must be put the cost of transportation of passengers, cargo and mails, for which no charge was made, but which is estimated at £1,500 per annum. In addition she has served a most useful purpose as a Government despatch

boat, she is always ready for an emergency, and in any case
means we now have a showing the Government flag on our 400
miles of Coast line.

8. My opinion is that it would not be worth a private firm's
while to undertake the work performed by the "Juba" except
on terms which would cost us more than running our own ship.

If sold 15 months hence the "Juba" might fetch between £6,000 -
- £8,000.

9. It might be worth while for the Crown Agents to enquire
whether a suitable vessel could not be purchased at a less
cost than would be involved in an order for construction, when
the particulars I have referred to above are received.

10. The Manager of the Uganda Railway, whom I have consulted
on the subject, would be prepared to take over the new ship
and run her in connection with the Railway Lake Service which
it is thought would conduce to increased efficiency and economy.

I have the Honour to be,

With the highest respect,

My Lord,

Your Lordship's most obedient,

humble servant,