

EAST END. POT

for Individual

Family

1908

July

House Paper.

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Progress N.Y.

Annual to  
the Am. Inst.

Copy

w.r. to

35421

Hydrographic Bureau

47. It is requested that you inform the  
Government of the British Empire

that the present survey work being  
carried out by the Hydrographic Bureau  
should be used by the Informants  
providing accurate data required as per

Prop.

Mr. Deacon, Jr.

Secretary of State,

سماعة

January 14 19-12

it should be done  
your letter will have been  
satisfactorily for a long time.  
It often be necessary  
the discharge of  
the outside. Further  
cargo which is to be  
by railway  
in the Mountain  
there appears  
methods.  
Most of the  
system of light  
unatisfactory  
owners of the  
in the system.  
The day might be required by any person  
the lighter  
tion which is now  
to recommend  
suggested by the suggestion of the Rail  
istration of and working the lighters shou  
once actively taken up. From what is stated in  
our letter there should be no doubt as  
with a future proving remunerative.

It is not impossible that with ample

lighters would be necessarily used on the other side of  
the ship as well. The lighter owner would therefore still  
have to go ashore to get his lighter loaded or unloaded.  
The cost of the lighter would be considerable.  
In our opinion the best way to do this would be to have  
the lighter to go ashore also except upon  
the occasion of a heavy gale. If it be decided to have a new system  
whether floating or fixed Pier, the ship must at least  
be moored to it. This may be done by a  
line from the shore at one point and another  
line around parallel to the shore length of  
say a ship drawing say 24 ft. and two lines alight  
along each side of it. On the site we would  
refer to our Report to Sir F. E. Grey, M.P., of the 20th.  
July 1901. Which of the two methods would be the cheaper  
we of course cannot say for you. In addition, but taking  
first cost, maintenance, working & general convenience  
into account we believe the fixed Pier would be found the  
best if not the cheapest, and probably best, and neither  
method in our opinion enables the lighter to be dispensed

with. It comes therefore to this in our opinion  
that the existing system that is now in operation  
is the best. There is no reason why the  
ship should not be moored to the pier  
at all times except when the wind is  
so strong that it would be dangerous  
to do so.

which we believe will be the complaints of the men mentioned in the paper, and it would cease, and the demand for pension or fixed sum would be suspended for a considerable time.

(9) To facilitate the consideration of the subject of a fixed Pier in Mombasa if we say here that the fixed structure we are thinking of would be a deck of the ordinary kind carried on steel and concrete piles, the lower end of which might be 100 ft. long if the depth did not exceed say 7 feet deep if it did.

Yours

Messrs Rendel & Robertson to Green Agents.

8 Great George Street, S.W.

Uganda Ry. 283/14  
Mlandini Pier.

to be raised by  
order of  
from 11. What  
for a few days  
have not been

are more  
at all  
very far out in  
the water

in the water  
in the water

in the water

in the water

in the water

in the water

in the water

in the water

in the water

in the water

in the water

in the water

in the water

January 1960.

present - far better if pos-

to Date - a

2. Purpose

a. East London

b. Dart Fluvial

c. Cape Town

d. Will see that most of the

existing adopted deep water piers, quays or docks

in the port will be almost similar conditions to exist-  
ing.

2. At present it would be difficult to enter into engineering or  
financial details at this stage. Information we have been  
able to get so far

3. From a number of ports, deep water pier  
with lightering facilities to handle bulk discharge on  
one opposite side solid - the other for discharging a  
steamer. Bulk discharge is easier than import a  
solid name and the

4. A steamer, 1000 tons, motored in  
from a distance of 10 miles. The proposed pier to permit two steam-  
ers at

5. On either side a pier may serve the same  
purpose. In 2 years, new arrangements should be  
made to reduce cargo so that no more could discharge  
at one time. This is the reason for mandating the use  
of a steamer.

6. The proposed pier is intended to  
handle about 1000 tons of cargo per day. It is about 200 feet  
long and 40 feet wide.

7. The proposed pier went up to the lake and  
was not longer required after four days.

PERSIAN

fall or the tide there is only about 10 fms. Various schemes were designed with the intention of deepening the entrance and large sums of money have been spent with that object. The scheme of throwing up a wall North and South of the Harbour and then using dredgers was eventually adopted. At first it took in of about 20 years it has become so difficult to enter the port at all times that originally either discharge or loading they got over (that) they discharged in the Harbour, but of late years very little is constructed inside the Harbour where inside can be alongside wharfs where it is for vessels to discharge the whole of the wharf, but there are plenty of wharfs also and fog the purposes of discharge is that steamers will discharge alongside at the same time over into barges. The rates in the days when steamers had to discharge outside the Harbour varied from 4/- to 3/6 per ton, but now the vessels can discharge alongside the wharf the rates varying from 2/3 to 3/- per ton, when vessels discharged entirely at the outer wharfs no Harbour dues, but in these days over the port has to pay Harbour dues according to schedule and in consequence it is necessary that the steamers approach the wharf and are required to wait to discharge.

SAPP 1980  
from the Roads leading from  
at Quays to the Harbour and  
66 per cent received  
to Consignee or on the Roads  
See the Board as well  
to compete with

Penned as per enclosed  
Feb. 20th 6

The ~~Company~~ →  
I have an ~~agreement~~ with the  
Society & the ~~Ministers~~  
This company is not the  
company contemplated in  
of the agreement of the ~~1807~~ (1807)  
(1807) It is a company one.  
whose object is ~~to take~~ with the  
Society ~~the~~ along with it  
and by the ~~possible~~ time, but  
to agree a ~~new~~ ~~one~~ instead  
that of the ~~Company~~.

That being said I do not think  
that the ~~Company~~ called before  
will be in difficulties of any  
importance at all to the ~~Company~~  
but this point to the ~~Company~~ at  
some time making ~~in view~~ of the  
little stone remains for the  
obligation under  
what step are being  
taken ~~against~~ the ~~Company~~

Proceed as instructed.

Mar. 28. 6

Be sure I have  $\rightarrow$  ~~of this~~ with her

Schneiden

That being so I do not think  
that the same called go-betweens  
above or distributors of these  
specimens at all to the English  
parties. From the last account  
you take under the view of the  
~~letter~~ remained for the  
of the obligations under  
what steps are being