

EAST AFR. PROT.  
N<sup>o</sup>. 29365

C O  
29365  
Recd  
10 JUN 05

No. 404  
1905  
16 July  
29946

(Secret.)

Stranding of S.S. 'Hynd'.  
Disposal of Capt. Hudson.

In report of measures proposed by  
and what disposal of Hudson to be proposed.

(Ministry)

Mr. Read

Officer the Comd.

(Some still awaiting the  
last papers on 25586)

send copy of papers

M 178

see now 29170

Proceed as proposed &  
send copy of dispatch (enc. 4 mg.),  
with copy of our reply to  
the N. of S. for info. &  
ask for the return of the inc.

at once.  
H. J. R.  
19/8

And 370.

3812  
29370  
20666  
(Sgt)  
Self Chap  
(Hudson)

Commissioner's Office, Mombasa

Mombasa,

July 14th 1905.

INDIA PROTECTORATE.

No. 404

Sir,

With reference to my telegram No. 150 of July 8th, I have the honour to transmit herewith a copy of a despatch with enclosures which I have received from the Manager regarding the stranding of the Steam Ship "Sybil".

2. I will observe from these papers that this is the third time this steamer has run ashore, the reason on each occasion being due to the vessel not keeping her right course.

3. In view of the finding of the board and of Mr. Currie's recommendations I have the honour to report that I have ordered Captain Hutton to be relieved of his duties, under clause 12 of his agreement, and to be given three months' pay in lieu of notice.

4. I trust that my action in this respect will meet with your approval.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

Principal Secretary of State

for the Colonies,

Downing Street,

LONDON.

J. Stewart

DRAFT.

By E.A.P. No 37  
Comms: Sir H. Prescott

MINUTE.

- Mr. *this 21/8.*
- Mr. *Read 21*
- Mr. Anthonis.
- Mr. Coe.
- Mr. Lucas.
- Mr. Graham.
- Sir H. Onmanney.
- The Duke of Marlborough.
- Mr. Lyttelton.

2. 3/4

Mr. Read  
I think these sufficiently  
carry out your intention.  
MOR

*Prescott* *21/8*  
411

*21 August 05.*  
Sir  
I have the honour  
to acknowledge the receipt of your  
desp. No 404 of the  
14<sup>th</sup> of July reporting  
the circumstances of  
the stranding of the  
P.S. Pybil and  
to inform you that  
I approve of your  
having relieved Capt.  
Hutton of his duties  
giving him three  
months pay in lieu  
of arrears

I have also received  
your des. No 409  
and I have to say  
before my appointment  
of the 15th in the  
month of Dec. I will  
send a name in connection

3. I take the opportunity  
of transcribing a copy  
of reports with the  
Admiralty from which  
it will be seen that  
the Lords Comrs have  
no objection to treat  
Wright as being Mr.  
Wright's official line

Wright's official line  
is being to CO

4. I request that you  
will inform me if

Should you desire the  
Hercules I shall feel  
able to select a suitable  
offer from the list  
of applicants for Messrs  
Wright

The Sec to the  
Board of Trade

Wright  
Wright

18th Sept 05

Sir I am directed by  
Mr. Sec to inform you  
that you have not been  
sent to the Board  
of Trade the necessary  
copy of a des. from  
Mr. Sec's Commission  
for the last Office  
particulars regarding  
the circumstances of  
the shipping of the s.s  
Pybil in Lake  
Victoria and the  
urgent determination  
of Mr. G. W. Mullens  
in connection as Com.  
in charge of that vessel  
2. Sir Donald Stewart

P. P. Stewart to P. P. No 409  
18th Sept

(not carbon copy)

action in the matter  
has received Mr. Lytle's  
approval.

3. I am to request that  
the cards to the Comar  
dept, which are not  
in original, may eventually  
be returned to this  
Dept.

J  
CPL

M15754

21365

NAIROBI

COMMERCIAL OFFICES,

NAIROBI, 7th July 1905.

21365

I have the honor to acknowledge the receipt of a copy of the report of the Hon. Mr. Justice of Inquiry held at the ... into the ... of the ... on the ... in a ...

This is the ... of which this vessel has ... I regret to say it is the ...

The ... occurred on the 30th January ... struck a rock off the Island of ... On that occasion Capt. Sutton being laid up at Fort Florence Mr. Gray the Chief Officer was in charge. Commander Whitehouse, R.N., proceeded to the place early in March and located the rock. I enclose herewith a copy of his report dated 10th March, of my letter No. 977 dated 22nd March to the Local Superintendent, and also of my previous letter No. 545 dated 24th February 1905.

From these you will see that although it was clearly demonstrated that the "..." was off her proper course I held that Mr. Gray was only doing what he was in the habit of doing and what he had by common reason to consider was safe to do. The blame lay more

with

H. M.'s COMMISSIONER,

East Africa Protectorate,

NAIROBI.

and that it is not justifiable as necessary to  
since the lives and property of the public are  
at stake.

I have the honor to acknowledge the receipt of  
your letter of the 11th instant and in reply to  
advise you that the same has been forwarded to  
the Attorney General for his consideration. The  
matter, that is to say, the same, will be  
settled up with the proper authorities and  
will be able to do without you.

In favor of the Government of the United States

**Enclosures-**

- 1. Commissioner's letter of the 11th instant
- 2. Manager's letter of the 11th instant
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C. O.  
29365

SIR,

With reference to the recent striking of the  
Bybil on an unmarked shoal north of Danba Island, I  
have the honor to report as follows:-

I left Entebbe 25th February to search the  
vicinity given, arriving at Danba camp that day. Next  
day with the assistance of Oanceneh I found a rocky  
patch after about 10 minutes work.

There is no doubt that it is the same shoal  
struck by the "Bybil", as it is very near the position  
pointed out by Mr. Gray on my original tracing (under  
the name of Etioni).

There is at present 6 feet of water on it  
which at reduced level would be only 5.

The position of the patch, which is a very  
small one as will be seen from the enclosed soundings,  
is fixed by the following sextant angles.

Mhisi 24.30' Kirudu 26.15' Msumba

Zirivandi 46.50' " 26.30' Gonda Clump

placing it in Lat.  $0^{\circ} 23'$  N. Long.  $29^{\circ} 42.10'$  E. a little  
less than half a mile N  $25^{\circ}$  W (mag) from the point about  
half a mile west of Danba camp which has several Makindu  
palms on it.

If the steamers are navigated in accordance  
with the sailing directions given they will always  
pass about  $\frac{1}{2}$  mile north of this danger. Should it be  
necessary to visit Danba camp they should follow them  
till it is abeam, and then turn south to the little bay  
in which the camp is situated.

With



With regard to Mr. Gray's reports dated 7<sup>th</sup> 20th and 29th January:- As I knew Wera Tree could not be seen from the Westward, owing to its not showing against the high background, when passing Damba in the "Bybil" on February 7th, I asked Mr. Gray to point out the points he had used in fixing. He pointed out Mhagi Hill, the wooded part of Gonda Point, and some trees at some distance about N.E. of Wera Tree, not shown on the chart.

Using his fix (as well as possible) which he informed me was taken with the compass, and not the sextant, and was not reliable as the card was swinging about, I place the ship in Lat.  $0^{\circ} 25' 50''$  N. Long.  $152^{\circ} 40' 30''$  E (marked A. on tracing).

He also pointed out to me the exact position in which he thought the shoal lay, when we were passing the above mentioned Makindu Point, and "just closing it in", as "halfway between the ship and the shore".

The sailing directions for passing through Damba Channel to the westward <sup>as</sup> follows:-  
 "\_\_\_\_\_ alter course to N.  $71^{\circ}$  W (mag) to pass midway between Dwaji and Isentua Islands. After passing north point of Damba Island be careful to keep a good look out for the reef off Mhagmu Island, which extends over a mile to the N.W. of Mhagmu being at present (February 1904) nearly all covered.

When the highest (western) hill of Bulago is on with west end of Mhadzi Island alter course to  $278^{\circ}$  (mag) <sup>W (mag)</sup> as the passage inside

Mhagmu Island  led by the dotted line  
 for a dry road <sup>to</sup>

that at 11.30 a.m. bearings

put

B.

put him in a position one mile clear north of Miami Reef. This is the spot in which he should have been by the sailing directions (marked B. on tracing).

His altered course to pass 1 mile clear of Neaji Island. That also is according to the sailing directions. But the position of the rock found by me practically coincides with the position pointed out to me by Mr. Gray, both on my tracing, and from the deck of the "Sybil".

If a ruler be laid along the two points, B. and the rock now found, it will be at once seen that the "Sybil" could not possibly have been sailing on a course to pass 1 mile N. of Neaji Island, from the point B., but would have been running straight for the north of Neaba Island, which is inadmissible.

Mr. Gray informed me that it was considered safe to pass 2 cables (1/5th of a mile) outside the reeds growing near the end of Miami Reef because Captain Wharwell had told her so. Captain Wharwell's opinion, if so expressed, should not have been taken against the sailing directions as one having examined the end of the reef but not visited it again on February 27th, and fixed the position of these reeds finding them to be 100 to 120 yards inside the end of the reef.

It has therefore come to be considered safe to pass within 200 yards of one of the most dangerous points to round on the lake, which the sailing directions direct to be passed at a distance of one mile, and which I have always warned the Captains to give a wide berth to.

In this case the "Sybil" being considered safe 200 yards from the end of the reef, probably passed at that distance from it, which would quite account for

her

her running on this unmarked shoal so much off the directed track, and so close inshore, and Mr. Gray being in charge of a ship for the first time, it is not likely he would have gone so close unless it had become a custom. Such navigation can only have one result in the end, and in my opinion, on this occasion from the character of the rock, the Sybil narrowly escaped complete disaster, for had she struck it fairly or had the lake been at low level her bottom would have been seriously damaged, and she would probably have had to be beached on Banks to prevent her sinking in deep water thus instantly disorganising the whole of the lake traffic.

From the fact of her starboard screw blades being broken (as I am informed they are) I consider it very unlikely that they struck anything but rock. I now find this rock has been known before, as I am told the old Uganda Protectorate sailing vessel "WINIFRED" grounded on it, and had to be unloaded before she could be got off. My informant's knowledge of it would point to this being the case.

I have etc.

ed/- H. WHITCOMB.

Commander.

Lake Bury Expedition.

The Manager,  
Uganda Railway,  
NAIROBI.  
(A).

No. 777/1884

From,

The Manager,  
Dublin Railway

To,

The Great Western Railway,  
Reading

Reading, 11th January 1884.

Sir,

In forwarding herewith a copy of letter No. 69 dated 12th inst. (sent to you in case of the two copies) from General Whitehouse, R.E., I now beg to refer to the fact that you were authorized in consequence to the Captain of the steamer.

As regards the grounding of the S. S. "SYBIL" on the 20th inst. 1884 January 1884 when Mr. Gray the Chief Engineer was in command I am prepared to agree with Commander Whitehouse's opinion that "it is not likely that he would have gone on alone unless it had become a matter of necessity and under the circumstances I shall take no further action in the matter.

I regret however to have to state that I also agree with Commander Whitehouse in thinking that the accident showed that the boat was not being navigated with that care which is absolutely essential on the partially surveyed lake and which I look to whoever is in command to exercise.

I trust however that the narrow escape the Sybil had from total destruction will be a warning to

all the officers and that the remarks made in my letter No. 685/281 dated 24th February last will be strictly adhered to.

I have the honor to be,

Sir,

Your obedient servant,

Yours faithfully,  
E. I. P. CHURCH.

Manager,

Uganda Railway.

(4)

No. 545/161.

To the

to the

to the

To

to the

to the

KARACHI, 25th February 1901.

SIR,

With reference to certain messages sent with  
 Mr. Gray's letter dated the 23rd January last regarding  
 the grounding of the s. s. "GARDIA" on the 24th January,  
 I have the honor to state that I have asked Commander  
 Whitehouse, R.N., to make a careful examination of the  
 place with a view to locating the boat. I shall deal  
 with this matter further on receipt of his report.

In the meantime I have the honor to request  
 that you will again impress upon the Commanders and  
 Chief Officers of the spazzers what I have personally  
 repeatedly stated to them viz that without special  
 sanction they are on no account to deviate from the in-  
 structions laid down by Commander Whitehouse regarding  
 the courses to be taken. These courses are known to be  
 safe and I hold the officer in command responsible for  
 any damage which may occur, to the vessel under his com-  
 mand, when wilfully taken off these courses.

We can afford to take no unnecessary risks  
 with these vessels and I look to the officers in com-  
 mand to take home, either on the open lake or on

entering

entering or leaving ports.

453

I have the honor to be,

Sir,

Your obedient servant,

sd/- M. A. P. CHERRIE.

Manager,

Scania Railway.

(A).

**PUBLIC RECORD OFFICE**

**CONTINUED ON**

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