



EAST AFR PROT

C.O. 45984

RES 259 G 0315

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<p>Governor Belfield 677</p>	
<p>1915</p>	<p>TYPHOID FEVER ON LAKE STEPHENS</p>
<p>9th September</p>	
<p>Last previous Paper 677 25275</p>	<p>The copy of recommendations of Committee appointed to consider the matter. States as to carrying out of recommendations.</p>

in Fildes

*Y. A. B.
7/2/15*

Post 1/1/15

AT 1/1/15

P. 1/1/15

*to Belfield
the head*

*All this seems good enough,
reasonably cheap but TAMES etc
should consider before we
circulate*

Place the agenda for the next meeting

Re 18/1/15 AT 16/1/15

Mr. Belfield 18/1/15

677/16

At the 24th meeting, of the (State
Council) those (representing) Prof.
Simpson expressed the opinion
that the recommendations put
forward by the local authorities were
good, especially with regard to
sterilization arrangements at the ports

At 10.45

M. B. (Name)

At 11.00 - (Meeting) about 20
persons (present) (at the (Port) (Office))
(The (Meeting) (was) (held) (in) (the) (Room) (No) (1))
(The (Meeting) (was) (held) (at) (11.00))

at once
A. J. R.

8/1/5

GOVERNMENT HOUSE,
NAIROBI.
OCT 15
BRITISH EAST AFRICA

No. 677.



September 8th, 1915.

5682

In continuation of my despatch No. 343 of April 28th relating to the measures proposed to be taken for the prevention of the spread of typhoid fever on the Uganda Railway Lake Steamers, I have the honour to transmit herewith a copy of the recommendations made by the Committee which met to consider the matter.

2. You will perceive that effect had already been given to some of the recommendations and that others must necessarily be postponed until the vessels are docked. The remainder as detailed in the attached schedule have been put in hand at a total estimated cost of Rs. 2,813.25 cents.

I have the honour to be,

Sir,

Your humble, obedient servant,

GOVERNOR.

THE RIGHT HONOURABLE

ANDREW BONAR LAW, P.C., M.P.

SECRETARY OF STATE FOR THE COLONIES

DOWNING STREET, LONDON, S. W.

INCLOSURE *has*

In Despatch No. 677 of *Sept 8th 1915*

45984
REC'D
OCT 15

MEMORANDUM of meeting held in the Marine Superintendent, Uganda Railway's Office, Kisumu, on the 29th May, 1915, to consider what measures should be undertaken to minimize the incidence of typhoid fever on the steamers on the Victoria Nyamira with special reference to the drinking water supply and sanitary service of the vessels.

Copies of proceedings forwarded to:-

- THE HONOURABLE THE CHIEF SECRETARY,
- THE D. A. D. M. S. (Sanitation),
- THE MARINE SUPERINTENDENT.

Those were present at the meeting.

- Mr. Reynolds, Marine Superintendent, Ug Railway,
- Lieut. Wildish, Deputy Superintending Engineer, Ug Railway,
- Lt. Colonel Mills, Principal Medical Officer, E. A. M. S.,
- Major Filby-Green, A.A.M.C., D.A.D.M.S. Gen., Force B.,
- Major Radford, Principal Sanitation Officer, E.A.M.S.

2. After a preliminary discussion of the points to be considered the meeting proceeded to inspect the existing arrangements for drinking water and sanitary service

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service on the S.S. "Wagon", S.S. "Hudson", and S.S. "Vinifred". The meeting then considered separately the various proposals in (1) Prof. Simpson's Report on the steamers on Lake Victoria, page 157; the Principal Sanitation Officer's recommendations (Enclosed is Principal Medical Officer's letter to the Chief Secretary, dated 12th April, 1915) and Col. Johnston's report also enclosed therein.

3. These various proposals are summarized as set forth below; and to each is appended the recommendation of the meeting:-

(1) "Drinking water tanks to be removed from the hold, and placed on the deck so as to afford a gravitation source of supply".

RECOMMENDATION I. Agreed to. As this cannot be done till the ships are docked, temporary tanks will be installed on the deck, and the service pipes connected from them to the galley, pantry, and deck drinking taps.

(2) "Latrines and decks to be flushed from separate tanks and pumps".

RECOMMENDATION II. Agreed to. This cannot be done till the ship is docked.

(3) "The inlet pipe receiving drinking water should be in the forward part of the ship and well protected from the outlets of latrines".

RECOMMENDATION III. Agreed to. This cannot be done until the ship is docked.

(4) "The drinking water tank to be protected by suitable filters". (vide Prof. Simpson's Report).

RECOMMENDATION IV. Agreed to. Suitable filters cannot be procured in the country, and must, therefore, be ordered from home.

(5) "Only 'blue water' to be pumped into the drinking tanks from the Nyansa".

RECOMMENDATION V. Agreed to. This is the practice now in vogue. It was agreed that until a pure pipe-water supply is provided for the township of Lisach adequate aids for the needs of the port and shipping, the main dependence of the ships for their supply must be on tanks filled with water drawn from the deep portions of the Nyansa.

RECOMMENDATION VI. Until each ship is provided with separate 'blue' water pump the filling of the drinking water tanks must be carried out by distinctively marked hose-pipe kept solely for this use and be done while the ship is under weigh.

(6) "That the service of water from the sanitary tanks used for flushing purposes be so arranged as to render its being confused for that of the drinking water tanks impossible."

RECOMMENDATION VII. Agreed with separate pumps to be provided for each class of water. This was done in 1902 when the ship is in dock.

RECOMMENDATION VIII. Sanitary tanks and service pipes to be painted a distinctive color and put in correct juxtaposition to the color of the drinking water tanks and pipes.

(7) "The installation of dispensing apparatus on all ships as the sole drinking supply".

RECOMMENDATION IX. Not agreed to there being a more practicable suggestion as laid down in recommendation X.

(8) "The provision of adequate storage accommodation for potable water".

RECOMMENDATION X. That the present storage accommodation on all ships be increased to not less than 500 gallons; tugs and lighters proportionately. (vide Mr. Redford's suggestions).

(9) "The steam from the boiler of the travelling crane be utilized for the installation of a large water sterilizing plant on shore from which ships can supplement their supplies when in port.

RECOMMENDATION XI. Agreed this must be done, but that a boiler (such being available) or its use must be provided for the plant as it was pointed out that the travelling crane was often in constant use. The boiler must be able to produce not less than 15,000 gallons of boiling water, and be arranged as to have always ready a tank of cooled water, on a site convenient for the shipping to fill their tanks by gravitation. Stand pipes to be led off from the cooled water to a suitable spot on each pier for the use of the shore hands when the town's supply will be cut off.

(10) "The only taps to be allowed on the vessel are those connected with pipes from the drinking water supply".

RECOMMENDATION XII. Agreed that not less than 3 drinking water taps be provided - one in the pantry, one in the galley, and one in the deck for the use of 2nd class passengers and crew.

(11) "The pipes used for sanitary services must be provided with automatic valves only made practicable by a key".

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RECOMMENDATION XIII. It was agreed that this would not be necessary if the foregoing recommendations were given effect. Nothing can stop an officer from quenching his thirst at a fire bucket or tap on the deck from the bathroom tap if he so desires.

(12) RECOMMENDATION XIV. As a supply of hot water for ablousing purposes is indispensable in the mess and galley (as well as for baths), and as the existing water tanks would be insufficient to meet the demand, it was agreed that such a supply could be obtained from the sanitary tanks, provided that the water was first passed through a strainer, and the temperature of the water raised to not less than 120° Fahr.

4. CONCLUSION. It must be noted that the recommendations have already been given effect on some of the ships; and that some of these could be done now without that happening until the ships are put out of commission. More especially the erection of a galley sterilising plant on shore.

Dr. W. H. Mayo

A. D. M. V. G. P.

for Major T. J. D.

William J. D.
R. A.

P.M.C.'s Office,

Saïrebi,

10th May, 1918.

INCLOSURE No. 2

In Despatch No. 677 of Sd/- 8th 1915

Estimated Cost ofWater Supply on Lake Steamers.

Cost of fitting extra drinking water tank and special hose for H.M.S. "Usoga", "Rusinga" Rs. 133.45 per vessel.

Erection of 2750 gallons sterilizing plant on shore at Pier Rs. 2,287.02.

Painting tanks and standpipe on H.M.S. "Nyanza", "Usoga", "Rusinga" and "Winifred" Total cost Rs. 30.09.

Cost of fitting extra drinking water tank and special hose for same on H.M.S. "Nyanza" Rs. 133.45.

Canvas hose for filling fresh water tanks on H.M.S. "Winifred" Rs. 30.43.

Total estimated cost Rs. 2,011.20 cents.

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~~Ser. E.A.P.~~

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Ind

18 Nov 1915

Su

DRAFT

I have the honor to inform

A.R. 224

Sir H. Balfour (2090)

for that you despatch^{no 344} of the

MINUTE

Mr Jewell 15/11/15
Mr Fiddes 15/11/15
Mr.
Mr.

28th of April and no 677 of the
8th of Sept^t relative to the spread

Sir G. Fiddes.

of typhoid fever on the Uganda

Sir H. Just.

Railway Lake Steamers.

Sir J. Anderson.

with the enclosures in those despatches.

W. H. M. M. M.

(By my direction
were referred) to the Advisory

Mr. H. H. H.

Medical & Sanitary Committee

114 Africa No 1031
45984 in this volume

(reconsidered
Tropical Africa) at a recent

meeting. Professor Simpson

expressed the opinion that the
recommendation, put forward by the
local authorities was good,
especially in regard to the situation

generally in view of
this opinion

I approve the action which
has been taken in the matter

I have etc
BONNA LAW