

1924

KENYA

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DATE

SERIAL MERCHANT SERVICE 12th November 1924.
LD.

POPULATION:—

74400
Frankton
Botanby

SHORTAGE OF OFFICERS ON LAKE STEAMERS.

Two press extracts from "N.A. Standard" reporting discussion in legislative Council as to which shortage was disclosed. In view of distress amongst Merchant Service Officers was to be allowed to submit particulars of suitable officers.

S.S.
H. Stanley

U.S. of S

of State

Previous Paper

2
39120

MINUTES

All the Steam Officers serving in the Uganda marine where records we have in this office under B. & T. Master certificates. Mr Cameron (46 20994 0 2) has a Tact master certificate. The Staff list shows 3 recent (15524) temp app of M. in wall about whom we know nothing as yet.

On this subject to the wisdom of the P.S. we can assure the P.M.S. Guild that no apps are made from here except where the candidates are fully qualified and that local apps as stated by the P.M.S. in the Legislative Council have to be approved by the C.O.

sequent Paper

55336

MINUTES.

MINUTES NOT TO BE WRITTEN
ON THIS SIDE.

and that at present
there are not any vacancies
requiring to be filled but
that [if there such vacancies
do occur their offer of
assistance will be borne in
mind.]

To Mr. Harrison
for notes

24.11.24

It is a pity that
this ill-informed talk
about the 'Patronage
Office' & its methods
should get taken seriously
as proposed, but
mistaken for [] -

If any member of the
Council wishes to apply for
cannon for future vacancies,
it is open to him to
apply - & enclose the
usual literature.

24.11.24.

Major Furse.

I think you should see
this. So far as I am
aware there are no

6.1
vacancies at present
in the Uganda Rly Marine.
There was certainly some
delay in filling the last
batch, but that was mainly
due to the fact that the
request came when I was
very pressed and had no
time to deal with it &
had a fear to hand it
on to you eventually.

I agree to ~~have~~ proposed
replies.

24/11/24

(Please see 55338
for X)

M. Harrison

I have agreed to offer on
55338/24.

There was delay over
the last batch of Rly. St
vacancies - which we must
regret but which was
unavoidable in the circumstances
described by Mr. Harrison.
One vacancy was also
held up for negotiation
with Mr. Woods in connection
with the same in J.P.
This was not over a matter
of the unofficial member
at Kenya railway. The
idea about the
'Patronage Office' (sic)
does wonder that they

vacancies at present
 ↳ The Uganda Rly Marine
 There was certainly some
 delay in filling the last
 batch, but that was mainly
 due to the fact that the
 request came when I was
 very pressed and had no
 time to deal with it &
 had in fact to hand it
 over to you eventually.

I agree to ~~submit~~ proposed
 reply.

W. Cox 24/1/24

(Please see ^{for} 55338
 in X)

M. Hutchinson

I have agreed to Jfr on
 55338/24.

There was delay over
 the last batch of Rly. So
 vacancies - which we could
 regret but which was
 unavoidable in the circumstances
 described by Mr. Hutchinson.
 One vessel was also
 held up for negotiation
 with Mr. Wood in private
 connection. She was in J.P.
 This was not over a matter.
 If the unofficial members
 at Kenya will point them
 ideas about the
 "Patrimony Case" (sic)
 I don't wonder that they

are often troublesome
from their desire to
shine in local cause?

Do you think it wd
be worth while for me
to write privately

to Dr. Deane, whom I
know well, & who

knows a good deal
about the recruiting

methods & is well
disposed to them

& see if he can
smooth things out

a bit? It would
be useful if we

could arrive at
a better spirit of

cooperation with
Deane on these

matters. We never
have any difficulty

with Dr. Deane.

AD

28/11/44

It can do no harm, but nothing
will stop Lord Deane from

giving the weight of his reputation
to the most irresponsible statements.

I am intrigued over the hacked
gardener's son. Perhaps Dr. Deane

might tell us (without making enquiries) of
the balance of the case. (28/11/44)

The Imperial Merchant Service Guild

[PROMOTING THE CAPTAINS AND NAVIGATING OFFICERS OF THE BRITISH MERCHANT SERVICE.]

53363
G. 5
24

Solicitors at
West Leading
Seaports at
Home and
Abroad.



Over 400 Agents
Ashore and Afloat
Agents at Leading
Seaports throughout
the World.

Agents at
DOLPHIN, LIVERPOOL
GUILDFORD, LONDON
DOLPHIN, CARDIFF
DOLPHIN, SOUTHSHIELDS
GUILDFORD, HULL
DOLPHIN, GLASGOW
PROTECTOR, SUNDERLAND

Secretary: Mr. T. W. MOORE, O.B.E., F.R.G.S.,
Lieutenant, Royal Naval Reserve (Honorary).

Assistant Secretary: Capt. H. A. SLEGG

Chief Assistant Secretary: Mr. G. B. BAY, R.N.E.

Treasurer: Mr. C. E. MITCHELL

HEAD OFFICES: THE ARCADE, LORD STREET, LIVERPOOL.

OTHER OFFICES:

Dixon House, Lloyd's Avenue, London, E.C.1
Imperial Buildings, Mount Stuart Square, Cardiff
The Old Town Hall, South Shields: 12th November, 1924.
11, King Edward Street, Hull.
Ballie Chambers, 20, Wellington Street, Glasgow
17, West Sunnyside, Sunderland
125, Market St., Hampton Park, Southampton

S/E

OFFICIAL.

The Under Secretary of State for the Colonies,
COLONIAL OFFICE.

Sir,

A cutting from the "East African Standard" dated the 27th September, 1924 has recently been sent to us containing a report of a discussion which took place in the Legislative Council, presumably at Mombasa, on or about that date.

It would seem from this that the General Manager of Railways complains that he finds it very difficult to obtain the necessary Officers for the Lake steamers. I am enclosing a copy of the Press cutting, having regard to the fact that the position would appear to be a serious one, and it will be noted thereby that Mr. P. H. Clarke, the Member for Mombasa, suggested in the course of the discussion that the General Manager should communicate with this Society. I may say that in the past we have been instrumental in a number of Officers being supplied for this Service, and as there is at the present time, and unfortunately has been for some years past, a great amount of distress amongst Merchant Service Officers arising out of unemployment, we shall be

The Imperial Merchant Service Guild

[REPRESENTING THE CAPTAINS AND NAVIGATING OFFICERS OF THE BRITISH MERCHANT SERVICE.]

C.O.
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24



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Agents Telegraph
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12th November, 1924.

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most pleased to help in any way we can in submitting to the Colonial Office particulars of suitable Officers for this Service.

We have the names of a large number of unemployed Officers on our books at the present time and, so far as I can say without receiving particulars of the conditions under which the appointments are made, there should not be any difficulty in obtaining the services of all the Officers required for the Lake Service in order to ensure its complete efficiency in every respect.

I am requested by the Management Committee of the Guild to submit for the consideration of the Colonial Office that at the present time when so much unemployment exists in the Merchant Service, it is not right that vacancies in these ships should be filled even temporarily by those who have had no previous sea experience, such as is suggested by the discussion which took place in the Legislative Council.

I trust that you will be so good as to cause enquiries to be made into the matter if it is the case that additional Officers are required.

We shall be pleased to give the subject prompt attention on hearing from you.

I am, Sir,

Your obedient Servant,

J. Moore
Secretary.

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SHORTAGE OF OFFICERS FOR LAKE STEAMERS.

COLONIAL OFFICE RED TAPE METHODS.

A SERIOUS POSITION.

Pessimistic Outlook for Two Coming Seasons.

The General Manager of Railways finds it difficult to obtain officers for the Lake steamers and he is restricted in his efforts to obtain such officers by the methods employed by the Colonial Office in making appointments. Although he deals with annual expenditure running into millions of money he does not have the power to engage an engineer at £400 a year without consultation with Downing Street.

In the Legislative Council on Friday, during consideration of the lake services included in the Railway Budget, the Member for Mombasa (Mr. P. H. Clarke) said the General Manager would agree that there was a considerable amount of dissatisfaction on the Lake. The estimates showed that the General Manager was allowing for five captains and for a Marine Superintendent at Namasagali. At the present time there were five ships run on the Lake, but he thought he was correct in saying that out of these five ships only one commander was a captain, two of the others were chief officers and two were second officers. The majority of these officers in command were only acting and in practice were second officers. Each ship was supposed to have a second officer yet none had a second officer and he suggested that if there were to be five ships continually in commission the number of officers was insufficient. He suggested to the General Manager that the position created dissatisfaction on the Lake amongst the staff of officers who were continually acting in a senior capacity. He had heard of a man who, a few months ago was a clerk in Mombasa, having gone away as second officer on one of these ships. He asked the General

*No more have been seen since
and N.O.*

Manager what responsibility the Railway would take if there was an accident with loss of life.

GRAVE CONCERN.

The General Manager said he was very pleased that an elected member had taken such an interest in a matter affecting the work beyond Kisumu. He had to admit quite frankly that before he went away to England the working on the lakes, especially Lake Victoria, caused him grave concern. He knew that the Acting General Manager had also been concerned during his absence and the position was giving the speaker a lot of concern now. He did not wish it to be understood that he was condemning the officers on the Lake or their work. On the contrary, there were many officers on the Lake Victoria and on the Lake Kioga who were doing excellent work. There were other difficulties connected with the Lake service and he called the attention of the Council to the extent to which the work on the Lake had increased. In 1918-19 they were carrying across the Lakes 40,000 tons. In 1923 they carried 106,000 and now they were carrying more. He would say that quite 35% of the whole of the traffic came or went over the Lake at some time or other. It was most difficult to handle that traffic with the facilities they had. He foresaw that last year and that was why he had urged very strongly that the line be extended to Uganda as soon as possible. Unfortunately, there had been delay and it looked as if there would be further delay. He feared that they were going to have tremendous trouble on these Lakes during the next two seasons. He had provided for extra tugs and lighters and was trying to get extra staff.

The officers on the steamers were, he continued, extraordinarily hard worked. It had been a matter of doubt for some time as to whether on some of these lake boats, they really

3.

required second officers but they must now have more. He regretted very much that it should be the case to-day that most of the officers in charge were acting but that was due entirely to the fact that so many officers had to go on leave. There were limits to what one could do on the Lake and he had been compelled to let more go on leave than he wanted. He had tried for months to get officers but he was compelled to get men through the Colonial Office and the Crown Agents. As far back as March he had asked for additional officers, in April he cabled for another second officer and in May he asked for two others. None of them had arrived although he had had a cable that one officer would sail on September 18. He was not a judge of marine qualifications and the Marine Superintendent was expected to satisfy himself in that regard.

PUBLIC SAFETY.

In regard to the matter of public safety, before he left for England he wrote a letter to the Marine Superintendent, requesting a definite assurance that the working was safe and he received that assurance. He had also requested an assurance about the capabilities of the officers employed and he had also got that. So far as he knew, the working was quite safe. He had also remind the Council that while he had said that many officers on the boats were doing most excellent work there might be others who were not as good as they might be, but they were pensionable and he could not get behind the Colonial Office regulations. He thought Government was aware of his views in connection with the needs of the Lake service.

The subject was continued during the afternoon session when Mr. T. H. Clarke said steps should be taken by the General Manager to make better arrangements for the engagement of Lake steamer staff. There were literally thousands of officers looking for employment and when the General Manager said it took

nine months to get two second officers he, Mr. Clarke, suggested that there was something wrong. He suggested that the General Manager should refer to the Merchant Service Guild.

H I N D E R E D B Y R E D T A P E .

The General Manager said it was quite correct that if they had the power to make their own appointments they would get competent officers and get them quickly. The rate of pay for commanders on the Lake was generous and compared very favourably with the rates of pay in the mercantile service. There should be no difficulty but owing to the regulations application had to be made to the Colonial Office and applicants went there. While he had been at Home he had discussed the question of additional officers and had impressed on the branch of the Colonial Office interested the need for expediting appointments. They had asked him whether he preferred mercantile marine to naval officers and his reply had been that he knew there had been considerable retrenchment in the Navy and he felt those officers could not be debarred provided they had the necessary qualifications in navigation and the handling of cargo. He would like some system whereby he could get these officers more quickly and the same applied to equipment, but they must go through certain channels. He had been informed that any appointments made by him locally were only temporary and that they must go home to be compared with the qualifications of other applicants.

Lord Delamere suggested that the department of the Colonial Office handling these matters was the Patronage Committee, and as the Colonial Office had very few Colonies left that Committee must find its work very difficult indeed.

The General Manager said he was not criticising the Colonial Office.

M1/53363/24
Kenya.

622

Nov 1924.

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Se

DRAFT.

Sec.

Chief Merchant
Service Guild.

MINUTE.

- Mr. Jeffries 27.11.24
- Mr. Frankson 28.11
- Major Dural 28/6
- Mr. Riddon 28/11
- Mr. St. George 20/6
- Sir G. Davis.
- Sir G. Grindle.
- Sir H. Ross.
- Sir J. Masterton Smith.
- Lord of the
- Mr. Thomas.

for answer

Mr. 26
 Inquiry for the Officers ✓
 Inquiry for the Inspectors ✓

Sir,

I am to acknowledge the receipt of your letter of the 12th of Nov., on the subject of the recruitment of officers for the Lake Steamer Service of the Uganda Railway.

2. I am very much obliged to you for your offer of assistance in this matter, but he is obliged to point out that vacancies in the Colonial Marine Service

are in fact of very infrequent occurrence, & the number of candidates is in excess of the demand. The vacancies to which reference was made in the debate in the Legislative Council of Kenya, a report of which was enclosed in your letter, have all been filled, but it is open to members of the Imperial Merchant Service Guild to apply for consideration in connection with any future vacancies which may arise. Pamphlets showing the conditions of service are enclosed, and further copies of these, together with forms of application, will be supplied to any prospective candidate who writes for them.

The P. M. Dept.
London. 3.

DRAFT.

MINUTE.

Mr.
Mr.
Mr.
Sir C. Davis.
Sir G. Grindle.
Sir H. Read,
Sir J. Masterton Smith,
Lord Arnold.
Mr. Thomas.

3. I am to add that the selection of candidates for these appointments is in the hands of the D.O.S. for the Colonies, and that no appointment is approved unless the candidate possesses the necessary professional qualifications.

(20) 10/11/50

CONFIDENTIAL

NOTICE TO BINDER

PLEASE LEAVE SPACE HERE FOR INSERTION OF 6 SHEETS

From Mr. J. Edgar Hoover, Director, Federal Bureau of Investigation
 to Mr. [Name] [Address]
 Subject: [Topic]

(Paper not cut)