

1921

KENYA

26762

VERNON EORTNEY  
TELEGRAM NO. 272

DATE  
25TH MAY 1921

30 MAY 21

CIRCULATION :-

SUBJECT  
MR. WATTS  
NATURALISATION

- Mr. ...*
- Mr. ...*
- Mr. ...*
- Mr. ...*
- Mr. ...*
- Mr. ...*

Forwards telegram from Mr. Watts asking that Mr. Watts may be informed that Sir J. Hedder stated that time spent on British ship and in U.K. will not be reckoned from qualifying period.

Previous Paper

MINUTES

M 44736

Mr. Rishy

Dr. Watts' case - please

M.B. 20.6.21

Mr. Bottomley

Further copy of Mr. Watts' case ...  
... to H.O. ...  
... the ...  
... and ...  
... to the ...

P.A. 20/5/21

W.A. 20.5.21

*Checked ... 20 July 21*  
*Checked copy ... 27 July 21*  
*Ho/35701/25*

*W.A. 17/6/21*

Subsequent Paper

HO 35701

Public Record Office, London

COPY

~~SECRET~~

C.O.  
26762  
30 MAY 21

TELEGRAM. The Governor of Kenya to the Secretary of State for the Colonies.

Dated: 25th May.

(Received, Colonial Office, 10.20 23th May, 1921)

.....

292. 25th May.

NO  
14/6/21  
20

Your despatch 14th September

No. 1544 Naturalization Following telegram is sent at request of Mayer begins In reply to my local application for naturalization in July as promised I am informed that owing to my visit to England made with Colonial Office consent grant of naturalization delayed till completion of 12 months after my return. Please inform Kenya Government that Sir John Pedder informed me that my time on British ship and in the Kingdom would not be deducted ends.

MEMORANDUM FOR THE GOVERNOR OF KENYA TO THE SECRETARY OF STATE FOR

THE COLONIES.

Date: 28th May.

(Received Colonial Office, 10.30 28th May, 1961)

.....

27th 28th May.

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RECEIVED  
27 MAY 1961

*San informelle* *going to* *visit to*  
INDUPERAUS BRIDENLO MY TIERSHOT ENLANE

*Colonial vice* *Grant of naturalization*  
ADE WITH OHOLONA CONSENT GRADING NASCHAVEN

*large bill* *completion of* *12 months* *after my*  
CORTICAL COGUM L MOORFOWL ADIAFROSIA RETURN

*Please inform*  
SILVER GOD INEDLIST KENYA GOVERNMENT THAT

*inform me that*  
OHAN PEDDER TIME ON BRITISH

*add in* *work would not be deductible*  
SHOP KLOYONGTO TETCHY DECUMERING ENIS =

NORTHBY

RECORDS OFFICE, CANBERRA

~~44676/ho~~  
26762/21 Kenya.

3

End *De*  
4 June 1921.

Caused 35701

Sir,

I am to transmit to you to be laid  
before Mr Secy. Sherrin the accom<sup>pl</sup> copy of  
a despatch addressed to the Gov. of Kenya  
on the subject of the naturalisation  
of Mr R. J. Meyer together with a  
copy of a telegram which has  
been received from the Gov. on the  
subject of the naturalisation of Mr R. J.  
Meyer; ~~and in this connection~~

DRAFT.

Mr. H. G. S.  
Home Office

MINUTE.

- Mr. Clerk of P.
- Mr. Battersby 2
- Mr.
- Mr. Grindley
- Sir H. Lambert.
- Sir H. Road.
- Sir G. Fiddes.
- Col. Amery.
- Mr. Churchill.

1/16 July 1921  
copy only 1161 - 27 July 1921

4/9/20  
44676/20  
26762/21

~~to be laid~~  
to be laid in reference to the  
Lieut. John Redford  
Semi-official letter N<sup>o</sup> 278178/4 of the  
7<sup>th</sup> of Sept. 1920 from Sir John Redford

[44676/ho]

~~to the Parkman of this Department~~

(2) I am to enquire whether the Kenya Govt.

may be informed to the effect requested

in Mr Mayer

(Signed) G. GRIN...

1921

444

KENYA

C. O.  
30612  
23 JUN 21

MR NOR HORTHEY

720

DATE

25TH MAY 1921

IRCULATION :--

SUBJECT.

KILINDINI PIER

DRAFT CONTRACT

Encloses memoranda by Col. Hammond, Railway Manager and the Port Advisory Board. Complete plan of necessary railway works with estimate of cost is being drawn up by Railway Manager.

- Grindle
- H. Lambert
- H. Read
- G. Fiddes
- Wood
- Churchill

Previous Paper

MINUTES

400  
30378

*H. Read*

*... immediate steps is*  
*... of the ...*  
*... to be ...*  
*... attention*  
*... last para*

*H. Read*  
24.4.21

at once  
H. R.  
24/5/21

Subsequent Paper

31965

Colony & Protectorate of Kenya.

AFRICA PROTECTORATE

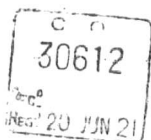
No. 720.

GOVERNMENT HOUSE,

NAIROBI,

BRITISH EAST AFRICA.

25th May 1921.



Sir,

With reference to your despatch No. 306 of the 22nd February 1921, forwarding copies of the draft contract for the construction of Kilindini Deep Water Pier, I have the pleasure to inform you that the details have been considered by the Board, copies of whose report are being forwarded for reference. The following alterations have been made:-

- (1). The provision for sheds in the draft contract is considered unsatisfactory. In place of the two single storied sheds in front and the double storied sheds behind for each berth, it is recommended that two double storied transit sheds only should be erected. If warehouses were found to be necessary, they could be erected at a later date.
- (2). The necessitation of a railway station is not clear. It is suggested that by

THE RIGHT HONOURABLE WINSTON CHURCHILL, M.P.,

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET, LONDON, S.W.,

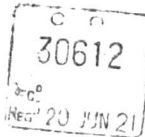
DOWNING STREET, LONDON, S.W.,



Colony &amp; Protectorate of Kenya.

GOVERNMENT HOUSE,  
NAIROBI,  
BRITISH EAST AFRICA

PROTECTORATE  
No. 720.



25th May 1921.

Sir,

With reference to your despatch No. 306 of the 22nd February 1921, forwarding copies of the draft contract for the construction of Kilindini Deep Water Pier, I have the pleasure to inform you that the details have been considered by the Board, copies of whose report are being forwarded for reference. The following alterations have been made:-

- (1). The provision for sheds in the draft contract is considered unsuitable. In place of the two single storied transit sheds in front and the double storied warehouses behind for each berth, it is recommended that two double storied transit sheds only should be erected. If warehouses were found to be necessary, they could be erected at a later date.
- (2). The necessity for a railway station is not clear.

THE RIGHT HONOURABLE WINSTON CHURCHILL, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET, LONDON, S.W.,

2.

utilising one of the Transit sheds as a Customs shed, or possibly by erecting a Customs shed on one of the sites allotted for warehouses, passengers' baggage could be cleared and space saved.

(3). The space thus made available from the elimination of the station and the warehouses could be utilised for sidings for handling empty trucks, and even perhaps for a marshalling yard, the present marshalling yard at Khandini station being too far away.

(4). Colonel Hammond calls attention to the fact that no partitions are provided in any of the sheds, and suggests that as this may make insurance rates higher, the Consulting Engineer should seek the opinion of some of the leading Insurance Companies. The Port Advisory Board remark that they know of no Port where such partitions exist and suggest, as alternative, moveable iron railings and a portion reserved as a lock-up-store for wines, spirits and valuables, constructed of iron railings from floor to roof.

(5). It is recommended that the upper storeys of the sheds shall be supplied with an outside gallery. The upper storey will be used

exclusively

exclusively for exports, and the goods lifted from this gallery into the ship. Lifts from the ground to this upper storey will be on the outside of the sheds on the shore side to handle the export cargo from the trucks up to this gallery. These lifts should be as large as possible, certainly large enough to take three men with hand trucks.

(6). If space permits, the loading and off loading line on the shore side of the sheds together with the ramp, should be completely roofed in, so that both open and covered trucks could be loaded or off-loaded in any weather. If there is insufficient space for this to be done, a line of gantries would run right into the sheds with gantry platforms to fit over the lines at shed floor level for the passage of goods from one part of the sheds to another.

(7). Runways should be placed in front of each door from the Wharf level to the shed doors, to enable cargo to be taken into the sheds direct to and from the wharf. In between the doors, running the length of the shed - excepting where the runways are placed - should be a loading ramp at shed floor level, where the cranes deposit their import

import cargo.

(8). On the question of the size of the Cranes to be provided, there is acute difference of opinion. The allowance made in the original report for the four-berths wharf was eight 3-ton portal cranes and two 7 ton. Colonel Hammond recommends for each two berths, six 35;cwt. cranes. The General Manager supports this recommendation, with the proviso that there shall also be a 10;ton travelling crane.

The Port Advisory Board on the other hand, are strongly of opinion that there should be six 3;ton cranes ( with two more in reserve) and two 7;ton.

9. As to whether these cranes shall be hydraulic or electric, there is also a difference of opinion. Colonel Hammond supports the former as being cheaper to instal and to maintain, less likely to be damaged by the type of labour which must be employed, and though slower than electric cranes, can be worked as fast as the slings can be loaded and off loaded. Incidentally the power also gives an adequate head of water for fire fighting purposes. Sir Frederick Sprott of the Bombay Port Trust and Mr Perrott, who is in charge of the Cape Town Docks, support this view of the superiority of hydraulic cranes for indifferent drivers. The Port advisory Board however, favour electric cranes, as they

they consider that the latest type is nearly as trustworthy as the hydraulic even with unskilled drivers, and is far more convenient. The leakage from hydraulic cranes keeps the wharf continually damp and dirty.

(10). Attention is called to the fact that no provision has been made for watering ships. It is recommended that a pipe line be laid along the wharf with turn cocks at frequent intervals.

(11). It is considered that the cable trench for mains is too small, especially if hydraulic mains are to be installed.

(12). Tile roofing for the sheds should be allowed as an alternative to galvanised steel, and roll-up doors as an alternative to sliding doors.

2. The railway works in connection with the Pier are in the hands of the Uganda Railway. A complete plan with estimates of the cost is being drawn up by the General Manager showing details of sidings, yards, etc.,

3. Mr Couper, General Manager of the Uganda Railway, is at present in England on leave. I suggest that he be asked to confer with the Consulting Engineers on the points set out in this despatch on which there is a difference of opinion.

I have the honour to be,

Sir,

Your humble, obedient servant,

*Edward Welby*

GOVERNOR.

ROOM 14, ICHA BUILDINGS,

NAIROBI, KENYA COLONY.

1st INCLOSURE

(P. O. BOX NO. 445)

In Despatch No. 721 of 25.5.21

April, 26th, 1921.

SCR/304/15.

Sir,

I have the honour to return herewith the draft contract for reclamation work in connection with the deep-water wharf scheme at Kilindini.

2. The General Manager of the Uganda Railway is, I understand, examining the minor engineering details of the scheme; for this reason, and because I have neither the staff nor the time to examine such details, I am confining myself to the larger points which I think should be brought to the notice of the Consulting Engineers, and on which their opinion should be obtained before the contract is finally put out to tender.

3. Before they do so I consider that on several of these points, namely those affecting the sheds and the adoption of electric power, their opinion should be communicated to the Government of this Colony, for the benefit of any final scheme it may wish to make. Owing to the fall in prices, the delay should not have an entirely bad effect, and the points raised have such an important financial aspect that they should be thoroughly considered from all points of view.

4. I have had the advantage of the recommendations which I make below of the advice of Sir Frederick Sprott, ex-Chairman of the Bombay Port Trust, and at present Member of the Inter-Colonial Railway Council, who concurs in the proposals I put forward.

5. The contract under review merely concerns the

Your Excellency

The Governor of Kenya Colony,

N a i r o b i.

reclamation work, the construction of the wharf wall, and the erection of the sheds. The railway work is to be carried out by the Uganda Railway, but I consider that an assurance should be obtained from the General Manager that he has drawn up a definite railway scheme and layout which gives adequate traffic facilities, including the quick handling of trucks to and from sheds, and that this scheme fits into the plans as attached to the draft contract. I notice, for example, that no provision has been made for sidings for empty trucks close to the wharf; marshalling yards are shown close to Kilindini Station, but this is much too far away to keep empties for use at the wharf. A point such as this is vital to efficient working, and it is of the first importance that a proper railway lay-out, taking into account all such points, shall have been thought out and decided on before this contract is let out, in order to avoid any chance of its being subsequently found difficult to fit in a proper scheme.

8. The shed accommodation shown on the plan consists of a single-storeyed transit shed 420 feet by 100 feet, and a double-storeyed warehouse shed of the same dimensions behind each berth. I would recommend that a double-storeyed transit shed only should be provided at each berth; with the dimensions given, such a shed could hold with ease 6000 tons, the upper floor being kept for Imports, to facilitate loading by shoots into trucks on the shore side of the shed for dispatch by rail, and the lower floor reserved for Exports. Sites for merchants' warehouses have already been allotted and some of them let, and to these most of the export produce not consigned for a particular ship will naturally go. I recognise that, with such a long haul for produce, warehouse accommodation is more in demand, but the ample proportions of the double-storeyed transit shed would allow for space, if necessary, being preserved for

warehousing. There are certain objections to this mixing transit and warehouse space, but there will be little danger of congestion for sometime to come, and the saving of the cost of two sheds and their equipment is considerable. The disadvantage also of the longer carry to the warehouse behind is avoided. If the warehouses are found to be required later, they could be added. The transit sheds should be provided with external galleries on the upper floor.

7. In the plan there is no partition shown in any of the sheds. These are 420 feet long, and it is probable that if no division is made, the Insurance Companies will demand higher rates. As insurance on board ship usually includes a period of five days on land, this is important and I would recommend that the Consulting Engineers should ask for the opinion of the leading insurance authorities.

8. Provision for a Passenger Station, with Customs Examination Shed and Waiting-rooms, is made beyond the warehouse sheds; under this arrangement all passengers' baggage has to be carried about 500 feet to pass through the customs. A better scheme would appear to be to utilize one of the sites, preferably the easterly, originally allotted to the warehouse sheds, and erect on it a shed about 200 feet by 120 feet, which could be made to serve as a Customs shed and station, with a passenger platform on the shore-side. This would mean a shorter carry for the baggage and less confusion. One of the sites would still be left available for a warehouse if required in the future, and if still more was required, the shed could be extended and used as a warehouse, and a new passenger station and customs examination shed erected on the original site or elsewhere.

9. The Consulting Engineers have recommended the use of electric power in preference to hydraulic for the cranes and capstans. The reasons which they put forward are that the use of electric power for this purpose is



gradually superseding hydraulic, that it is easier to lead the power where required, and that the cost of cables is less than the cost of hydraulic mains. As regards the last, the report of the Consulting Engineers was written before the war, and perhaps, with present high prices, this consideration may no longer hold good, but apart from this I would submit that hydraulic cranes are more suitable in the particular case under notice. One of the arguments usually put forward in favour of electric cranes is that they are quicker, but with hydraulic cranes 16 to 17 lifts an hour can be obtained, which is really as fast as the slings can be loaded and off-loaded in ordinary practice. Electric cranes are more expensive in first cost, and more intricate and more expensive to maintain. The argument as to ease of transmission of power does not, I think, carry very great weight, in this case, as there should be no difficulty in carrying the power and return hydraulic pipes along the wharf front, and the connections to the hydraulic lifts and gear in the sheds should present no difficulties. The main argument, however, in favour of hydraulic cranes in a country like this, is that they are comparatively foolproof; an electric crane can be worked with an overload and so damaged, which is not the case with the other. Any damage done to the motor or other electrical gear would be very difficult to repair in this country. It must be remembered that the labour which has to be employed can only be called skilled by courtesy, and it is most important to give them gear which is as much foolproof as possible. In this view of the superiority of hydraulic cranes with indifferent drivers I am supported not only by Sir Frederick Sprett, but also by Mr. Perrett, who is in charge of Cape Town Docks, both gentlemen with long experience of practically deck-working under similar conditions. In this particular case, a further permanent maintenance expense would be involved by the necessity for the employment of an electrical engineer, while the hydraulic plant would not require a highly-trained expert of this nature. A minor point in favour of hydraulic power is that an adequate

head is always available for fire-fighting purposes. For these reasons, and more especially on account of its greater "foolproofness", and lower initial cost and repair charges, I would press for the use of hydraulic power. Lighting can be obtained in this event either by an extension of the Mombasa system, by a separate lighting set for the wharf, or even by the installation of a pressure gas plant.

10. The allowance made for cranes for the four-berth wharf in the original report, was eight three-ton portal cranes, and two seven-ton ones. Most of the ships coming to the port work more than two hatches at a time, and with only two cranes to each berth, delays to shipping would occur. Mombasa has earned a very bad name on this score, which has accounted largely for the higher freights charged. It is important, with the advent of the new wharf, that this should be eradicated, and that ships should receive a quick dispatch. With only two hatches worked at a time, this will very frequently not be possible. Also I consider that the cranes should be of thirty or thirty-five hundred-weight capacity, in preference to three-ton; the latter is of an awkward size, not heavy enough for a heavy lift, and too clumsy for quick working. The Consulting Engineers have recommended also for the four-berth wharf two seven-ton cranes; I would suggest that no heavy crane of this capacity be installed; at present ships off-loading in Kilindini harbour must use their own tackle for any heavy lifts, and the same procedure might continue rather than incur the heavy extra expenditure. In cases where the ships tackle could not plumb the trucks, they could dump on the quay, and the heavy weight could be subsequently handled by the Railway crane. Under

these

these proposals, instead of four three-ton cranes and one seven-ton crane to the two berths, there would be six thirty-five hundredweight ones.

11. In connection with general arrangements, I would point out that there appears to be no provision made for watering ships; this, besides being a necessity in a properly equipped port, is also a large source of revenue.

12. The cable trench for mains, etc., along the quay-wall appears small, especially if hydraulic mains are going to be installed, and the same remarks apply to the hatchways left in the sheds for lifts. I would suggest that these hatchways should be made large enough to take lifts carrying three men with hand-trucks.

13. I would recommend that the above suggestions be brought to the notice of the Consulting Engineers, and that they should be requested to reply to such of them as affect the present contract before it is put out to tender. Also, it would be desirable if the General Manager prepared an estimate of the cost of the Railway work, so that the estimated cost of the loan funds may be known early.

I have etc.,

Sd/- F. D. HAMMOND.

Special Commissioner for Railways,  
Eastern Districts.

Re Colonel Hammond's comments.

456

had

I made a note to see the Consulting Engineers in London on most of the points raised, and also to get the latest ideas on sheds.

2. I hope also to fix up with the Consulting Engineers the lay-out of the sidings, which will depend somewhat on the position of the sheds and station, but I have asked Mr. Wilson to prepare a plan and estimate showing these sidings as if a four berth scheme was to be adopted.

3. The suggestion as to cranes of 35cwt. I like, provided a 16 ton travelling crane ( metre gauge ) is provided; later on, a floating 20 ton or heavier crane should be provided.

4. I think 6 small cranes should be provided, plus two as a spare. These cranes should be carefully maintained, and to do this they must be taken out of commission for a certain period about every year. I should like to hear the Consulting Engineers' remarks as to Hydraulic versus electric cranes.

5. I think I am correct in stating that the contract does not include any permanent plant or lighting.

Sd/- S. Couper

9.5.21

INCLOSURE  
In Despatch No. 720 of 25.5.1921

The Port Advisory Board,  
P.O. Box 60,  
Mombasa, 18th May 1921.

457  
C  
U

The Acting Colonial Secretary,  
Nairobi.

Sir,

The Port Advisory Board has pleasure in acknowledging receipt of your letter dated 28th April 1921 enclosing Colonel Hammond's report to His Excellency the Governor on the Draft Contract for reclamation work in connection with the deep water wharf scheme at Kilindini.

At a meeting of the Port Advisory Board held on Wednesday May 11th, Colonel Hammond's report was fully discussed, and the following opinions were unanimously agreed to.

In paragraphs 5, 6, 7 and 8, the questions of Sidings and Marshalling Yards, Sheds and Railway Passenger Stations are discussed.

The Board previously discussed these matters in October 1920, and the following extracts are taken from their letter to His Excellency the Governor dated 2nd November, 1920.

\*With regard to the whole scheme, the Plan of which has been placed in the hands of the Board, they suggest that instead of erecting warehouses at the back of Nos. 1 and 2 Sheds, that the two transit sheds be double storied, with cranes so constructed as to deal with cargo from platforms outside the doors of the upper storey and on the quay side in front of the lower storey.

\*The necessity for the Railway Station at Kilindini Quay is not clear to the Board; it appears to them that at a Port which will be used far more extensively for cargo than for passengers, ~~that~~ it is hardly necessary

to

to cumber the space available with a passenger station.

"Passengers and their baggage could easily be dealt with at a siding or through the transit sheds, a temporary booking office being fixed in one of the sheds for this purpose."

The Board quite agree that plenty of space should be available actually on the spot for Sidings for empty trucks, but are of the opinion that if the sheds shown on the plan at the back of the transit sheds and the passenger station, are done away with as suggested, this will leave ample room actually on the wharf for Sidings for empty trucks.

The Board quite agree that the Marshalling Yards should also be as near to the Wharf as possible, and think that the Uganda Railway should <sup>do</sup> their utmost to find a site nearer than Kilindini Station Yard.

Possibly if the back sheds and Passenger Station are done away with, there may also be sufficient room on the Pier for a Marshalling Yard, but the Board are not in a position to state this as they have no data before them as to how many lines would actually be required, or as to what space will be actually available for this purpose if the suggestion for removing the back sheds and Passenger Station from the plan is carried out.

If space permits, the loading and off-loading line on the shore side of the sheds, together with the ramp, should be completely roofed in, so that both open and covered trucks could be loaded or off-loaded in wet weather. In the event of there being insufficient room for this to be done, a

line of rails should run right into the sheds, with sundry platforms to fit over the lines at shed floor level for the passage of goods from one part of the sheds to the other.

The Board are firmly of the opinion that the double storied sheds suggested shall be used entirely as transit sheds, and that the only cargo to be stored in them shall be Export Cargo, and this for a very short time only when actually awaiting shipment.

The Board also state that the Lower Storey should be used for Imports and the Upper Storey for Exports, as the Exports from this ~~country~~ country are all of such a light and handy nature they would be far more conveniently handled to and from the Upper Storey than Imports.

Runways should be placed in front of <sup>each</sup> such door from the Wharf

Wharf level to the shed doors to enable cargo to be taken into the sheds direct to and from the Wharf. In between the doors running the length of the shed, excepting where the runways are placed, should be a loading ramp at shed floor level where the cranes deposit their import cargo.

The Export cargo would be handled direct from the Upper Storey by the cranes. The cranes, which will be capable of plumbing the hatch of a modern ship, should easily be able, by adjusting their jibs, to pick up slings of cargo from the platforms or gallery in front of the upper storey. Care should be taken not to build the sheds too far from the edge of the wharf to prevent this being done, as this mode of working is undoubtedly the best that could be adopted. Lifts would have to be installed on the outside of the sheds on the shore side to handle the export cargo from the trucks up to the gallery running along the top storey.

Regarding the general layout of the sheds into different parts, the Board do not know of any other Port where the sheds are divided up by partitions.

The usual and most suitable style of shed is one large one with probably a reserved stack up store for wines, spirits and valises, and this constructed of iron railings from floor to top.

If it is desired to separate all the cranes, or partition the sheds off for any particular purpose, electric railings are usually made use of.

Regarding cranes, the Board cannot agree that Colonel Hammond's arguments are sufficient to upset the original proposals of the Consulting Engineers.

From information the Board have gathered, they find that the latest type of electric crane is as near fool-proof as possible and far more convenient than hydraulic.

Hydraulic cranes take at least ten minutes to a quarter of an hour to move from one spot to another, owing to disconnecting and re-connecting the piping. Electric cranes can move along wharf almost immediately if required to do so.

No matter how carefully hydraulic pipe connections are fixed, there is always a certain amount of water leaking out of the joints, which gives a wet and damp floor surface on the wharf.

From

From personal experience of members of the Board at other ports, this has been most noticeable to them as a great drawback to hydraulic cranes, especially when a commodity like coal is being worked, the coal droppings, dust and water tending to continually keep the wharf in a very dirty state.

The use of electric cranes does away immediately with all these drawbacks, and the Board unhesitatingly recommend that the original suggestion of electric cranes should be adhered to.

In considering the question of hydraulic power, the Board cannot help but think it advisable to draw attention to the poor supply of water obtainable in seasons at different times.

The Board quite agree that more cranes should be available to expedite steamers receiving quick despatch, but cannot for the moment agree to the suggestion that the higher powered cranes than from thirty to thirty-five hundredweight should be installed.

The number of lifts brought to this port weigh from two tons to five tons is quite large, especially to the steamer which runs between Kilindini, Liverpool and Glasgow. If these steamers for a lift of two tons and over have to be continually rigging their own gear to land them on the wharf, the delay will be endless.

In the case of lifts weighing five and six tons, it would mean that a steamer would be stopped for at least a day rigging a heavy derrick and gear, and at least another day unshipping the derrick and gear. There are very few cranes at this port which have a derrick and gear always ready rigged to discharge a five ton lift.

From the knowledge of members of the Board, the latest three ton crane is just handy as one ton crane, and they do not hesitate in recommending that the lowest powered crane on the wharf should have



a lifting capacity of three tons.

One three ton crane should be available for each hatch of a steamer, and one seven ton crane available for each steamer for heavy lifts. 461

Therefore, the Board strongly recommend that for the two berth scheme, no less than eight three ton cranes and two seven ton cranes should be included.

In the case of lifts weighing over seven tons, which are certainly less frequent, the ship would then have to discharge these herself into a lighter, so that they would be taken round to the twenty ton crane which is already installed at the lighter wharf, and there landed on to trucks.

For watering ships, a pipe line should be laid along the wharf with turncocks at frequent intervals.

Regarding the cable trench for mains; the Board have no objection to these being made larger, but the hatchings for lifts in the sheds are not agreed to by the Board, as in a previous paragraph they recommend that the lifts be placed outside the shed on the short side so enable export cargo to be placed direct from trucks into the upper stery.

The lifts should certainly be constructed as large as possible, as export cargo weighs very light compared with its bulk.

Unfortunately, the Board have not had the opportunity of seeing the draft contract, and are sending in these criticisms on Colonel Hammond's report as the matter is urgent, but at the same time the Board would be glad to receive a copy to enable them to go into the details of the contract.

Yours faithfully

Sd/-

W. Bettison

Honorary Secretary Port Advisory Board.

July 2, June 1921

Gentlemen,

I am so to transmit to you, for the cousin of the Consulting Engineer, the account copy of a despatch, together with a copy of a letter from the Governor ~~Kenya~~ with a copy of an ~~and~~ telegram.

DRAFT.

CA

MINUTE.

- Mr. Clark <sup>25</sup> 25/6/21
- Mr. Satterthwaite 27/6/21
- Mr. ...
- Mr. ...
- Mr. H. Lambert
- Mr. H. ...

Proc. 4072

on the subject of the contract for the construction of the Kilindini

Deep Water Pier ①

② ~~For a detailed report...~~

the suggestion contained in the last paragraph of the despatch

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Td