



EAST AFR. PROT
L 0819

C. O
40819
Recd:
Fru 26 Nov 13

for Gov. Conf.
Bowring 152

1913
5 Nov.

Last previous Paper:
36 JAH

Wharf Accommodation at Kili-dini.

Sends memo. by Rly General Manager on scheme submitted by Messrs Coode, Matthews, Fitzmaurice & Wilson. Expresses entire concurrence in recommendations made.

Dr G. Fiddes.

The fmⁿ makes no reference to our conf: desps: of the 17th of Sept: in

C.A. 29300, but the question of making the

starts in the wharf double-storied & dealt with in para: 7 of his desps: the

question of lightcrane in para: 4, & the

question of the railway connection round Nagadi point in para: 21 of the fmⁿ:

Manager's report. I think that the

lightcrane can be left out of account for the present.

With regard to para: 6 of the fmⁿ:

desp: Mr. Wilson tells me that the face of the pier is to be a black wall.

Copy Ca 4 Dec
Ans. Sec. copy above sent 5 Dec 13
A reminder to 26th of

Next subsequent Paper:
Gov: 40820

Sent copy of the deep: one to
the C.A. + tell them to instruct
the C.E. to proceed at once with
the drawing of a detailed scheme
for 4 berths in accordance with
the suggestion made in para: 90 of
the Report of 7 Aug 13 + subject to
what is stated in the form^{or} deep
- + with refer to the 6th para: of the form^{or}
deep, add that it is understood
that a black wall is contemplated?

i.e. a scheme
for quay, etc
+ sheds
H. J. R.

H. J. R.

20/11/13

24. 11. 13

~~24. 11. 13~~

1. 12. 13.

1. 12. 13

Mr. Read
Mr. Bottrill

2 Remins Co. 12

CMB

11/12/13 at once
H. J. R.
11/12/14

S.R.

40819

998

EAST AFRICA PROTECTORATE

CONFIDENTIAL No. 152

40819
REC'D
NOV 26 1913

GOVERNMENT HOUSE,
NAIROBI,
BRITISH EAST AFRICA.

5th November 1913.

Sir,

Ca
29300

I have the honour to acknowledge the receipt of your confidential despatch of date August 29th, 1913, covering copy of a report by Messrs Coode, Matthews, Fitzmaurice, & Wilson on the proposed wharf accommodation at Kilindini, together with the drawing illustrating the details of the scheme.

I have placed the report before the General Manager, and enclose copy of Mr Taylor's memorandum in reply.

2. I have really very little to offer by way of observation except to express my full concurrence with the recommendations made and to emphasise my personal view that the scheme is of the utmost importance to the development of the Protectorate; also that it is highly desirable that arrangements should be made for its inception at the earliest possible date. I am now very familiar with the locality which it is proposed to select as the site for the works, and

so

THE RIGHT HONOURABLE
LEWIS HARCOURT, F.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET, LONDON, S.W.

* No. 29300

Concessions - 1904 - 20

so far as a layman may offer an opinion I am convinced that it is admirably suited to the purpose for the reasons given by the Consulting Engineers.

3. It would appear that the requirements of the next few years may be met by provision of what I may call the four-berth scheme, as indicated in pink on the drawings, and I concur in the recommendation that operations should be limited to that extent. The additional berthage can be provided when the necessity for further accommodation becomes apparent and need not be considered at the present time.

4. I find myself in agreement with the view that when the works are so far advanced that one or two berths are available for shipping the management should be vested in a Port Authority, and I am decidedly of opinion that the lighterage work of the harbour should then be controlled by that authority. This work is at present in the hands of two firms - Messrs Smith Mackenzie & Co. who own 33 lighters with a tonnage of 2,213, and Messrs Hansing & Co., a German firm, who are working 27 lighters with a tonnage of 1,327.

The existing lighterage system leaves much to be desired. It is productive of a quite unnecessary amount of breakage and is responsible for much of the delay in the delivery of cargo, regarding which complaints are so frequently received.

5. It has been pointed out that even when
the

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the

the wharfs are completed it may be necessary to discharge from a ship at anchor to the present lighter wharf. A further opportunity for the continued use of lighters would also occur in cases when it may be desirable to discharge on the seaward side of a ship lying at the wharf in addition to delivery on the wharf itself.

6. The paragraph 6 of the General Manager's memorandum contains a suggestion of alternative methods of construction, which I now hear for the first time and which will doubtless be referred to the Consulting Engineers. I have understood that a block wall is contemplated, and I consider that that is the form which the face of the pier should take.

7. The Consulting Engineers have emphasized their opinion that the sheds on the wharf should be used as transit accommodation only and that consignees should be required to move their goods with the least possible delay to their godowns. Mr Taylor, while presumably agreeing as to the propriety of such requirement, entertains doubt whether it will be practicable to enforce it and therefore desires to provide storage room by placing an upper floor on at least one of the sheds. On this point I desire to observe that it is proposed to lease to the merchant community a series of blocks for godown accommodation adjoining the Kilindini Railway Station, as shown on the drawing, and that as no reason is apparent to me why this accommodation should not be sufficient I concur in the view expressed by the Consulting Engineers and consider that we should

not commit ourselves, at all events in the first instance, to the provision of such additional shed room as may lead the public to expect to be provided with storage accommodation on the quay. The extent to which the godown space will prove sufficient or otherwise is largely dependent on the expedition with which it is possible to despatch goods upcountry, and I consider that the solution of the anticipated difficulty should be looked for in accelerating transmission by the Railway Administration rather than in the provision of additional storage room at the port.

At the same time I would suggest for the consideration of the Consulting Engineers that it will be advisable to prepare for contingencies by so constructing the pier sheds as to make it possible to place a second story on them later on in the event of storage accommodation on the wharf becoming a necessity.

8. I agree with the General Manager in thinking that the purchase of the floating crane may be deferred and that at least one additional tug will be necessary. It will probably be found that two are required as the continued presence in the harbour of the Government Launch cannot be guaranteed.

9. If there is any probability that funds may be forthcoming to meet the cost of these works, I strongly advise that the Consulting Engineers be requested to proceed at once with the preparation of detailed plans and quantities and with the marshalling of all the information which

which may be required by tendering firms in order that the shortest possible interval may elapse between the date of your approval of the scheme and that of the execution of the contract.

10. I have not touched upon the financial aspect of the scheme because the whole proposal is dependent upon the possibility of finding the necessary funds from outside sources, and this is not a subject on which I am in a position to advise. It appears that not less than £700,000 will be necessary to complete the four-berth scheme, but if such a sum can be found I believe that the country is now in a position to meet without difficulty the charges in respect of interest and sinking fund, which taken together should not be reckoned at less than five per cent, and that such impetus will be given to trade by the provision of the facilities recommended that the investment, so far from being a burden on the resources of the country, will prove a principal factor in effecting that substantial expansion of revenue which I most confidently anticipate.

^{etc}
I have the honour to be,

Sir,

Your humble, obedient servant,

W. J. Murray

draft prepared by
the GOVERNOR.

TELEGRAPHIC ADDRESS
MANAGER, N. R. B.
P. O. BOX NO. 57.

Encl. in No.

IN CLOSURE
In Register 15215-11173

Uganda Railway.

40819 98
26 NOV 13
Central Manager's Office.

REFER HERETO IN
OUR REPLY
No. 291
432

Nairobi 5 October 1913
E. E. A.

To the Hon: The Chief Secretary
to the Government.
Nairobi.

Sir,
re Kilindini Deep Water Pier.

I have the honor to acknowledge receipt of your 3407 Vol II of the 17th September forwarding a report submitted by Messrs Coode Matthews Fitzmaurice & Wilson, re the laying out of the harbour scheme for the port of Kilindini, the report being accompanied by three drawings, all of which enclosures are returned herewith.

2. I have gone thoroughly through the Consulting Engineer's report and am in practical agreement with all it says and consider the report and scheme as a whole is most excellent and thoroughly meets the present requirements of the port and also provides ready means for future extension as the needs of the port may demand.

3. A feature in the scheme is that during construction and thereafter the new scheme in no way interferes with the free working of the present existing lighter wharf.

It would have been most difficult to carry on the trade this country had it been necessary, during construction of deep sea pier, to have in any way curtailed, even for a time, operations of our present wharf.

4. In paragraph 14 the question is raised as to the sum

of money to be expended, and it is stated that upon hearing from Government as to the sum of money which will be available for the works the Consulting Engineers will be in a position to inform us, in the event of it not being found practical to proceed immediately with the whole scheme, as to what portion thereof they would recommend for adoption. But I do not think this is a right way to look at the matter. We should first ascertain what our minimum requirements are in the shape of berthage at the deep sea pier and then we should arrange for funds to meet the cost.

If it can be shown that the scheme proposed is what the traffic requires I think this scheme must be accepted.

5. The Kilindini harbour is an ideal one for a deep sea pier. It is absolutely protected from heavy seas and is possible of access on all tides and in all weathers. The slope of the sea bottom, too, being something like 1 in 5 lends itself well to the construction of a deep sea pier insofar that it is not necessary to go any distance from low tide mark to get the requisite depth of water.

6. It is not distinctly stated what the pier should be, whether a block wall or supported on piles, but it was generally considered by us that a block wall is quite feasible and would I think be a most economical arrangement, and will entail a much less maintenance charge than a pile wharf. Certainly as it is proposed to dredge at the face of the pier I think we may accept it as definite that the pier is to be a block wall.

7. The present wharves are certainly taxed to their utmost and it will be only by better administration and the introduction of all night working that will make it possible, if traffic increases in the present proportion as it shows every sign of doing, for us

to deal satisfactorily with the heavy export and import traffic. Though last year the railway export traffic increased by 52% more than the previous year the inwards traffic still totalled a heavier tonnage than the outwards. The possibilities of development of the country are immense and I feel it is imperative that we should do everything possible at the port to prevent any hindrance to the progress of this development. Unless something be done we shall certainly all be in difficulties.

8. In paragraphs 86/87 Mr. Wilson shows that on an average more than 3 vessels might be expected at the port simultaneously assuming a normal growth of trade. I am thoroughly in accord with his views and certainly consider that in about 4 or 5 years berthage accommodation for 4 vessels will be fully occupied. I enclose a statement shewing the regular sailings now in force of the various Steam Ship Companies, and as trade increases we may assume that this number of sailings will be very largely aided to. In addition to these regular sailings there are many 'tramps' calling with special cargo.

9. With regard to the length of ships I quite think it is right that we should allow for their growth, and that in the first instance a provision of 2,000 lineal feet of wharfage should be constructed. I am quite sure that this accommodation will be no more than is requisite to enable all vessels visiting the port to discharge and load cargo without undue delay. It is possible that the development of the country may be such that in 5 years time it will be deemed advisable to at once proceed with the further extension and complete the whole 7 berths. This matter should not be lost sight of when calling for tenders, but there is no necessity to consider funds for this further extension for the moment.

10. The quay being constructed in a curvature of 6,000' will have a very pleasing effect and there can be no possible objection to such curvature. There will be some dredging but this is very slight and all material dredged up can be made use of. The quay face will be some 450' from the cliff when the latter has been cut back for reclamation and this will give ample space for all requirements.

With regard to the depth of water to be provided I agree that the figure proposed be accepted i.e. we give immediate depth of 55' below low water spring tides.

With regard to the quay level it is suggested that this should be placed at 6' above high water ordinary spring tides. This I consider very suitable. The fact that our present existing lighter wharf is 9' lower than this will not cause any inconvenience.

11. The shed accommodation as proposed will supply all our needs provided the sheds be used for transit purposes only. But it appears to me it will be very difficult for us to insist on Merchants duly clearing their merchandise. It is proposed to allot sites for Merchants godowns at Kiliindini but space is very limited on the island and I consider that ultimately the port will be forced to provide some warehouse accommodation at the wharf, and I therefore consider that at least one of the sheds should be constructed with a double storey, so that goods in bond and others can be placed there for storage. I am not in favour of encouraging the storage of merchandise at the port, but in the prevailing circumstances I do not see how we can avoid it. The cost of a double storey shed appears excessive but whatever the cost I think at least one of the sheds should be so constructed.

12. I quite agree that the distance from the shed to the front of the quay should be as suggested, viz sufficient to provide for three lines of railway with necessary cranes, the cranes to be of the Portal type. A big mistake was, I think, made at Port Souian in placing the sheds at such a distance from the quay face that the goods were out of reach of direct handling by crane.

The small electric capstans for shunting on the quay are very excellent.

13. Provision has been made for all necessary requirements. A special site has been arranged for explosives to the north of the island. It is proposed to erect a small lighter pier there capable of being worked at all times. The station building for use of passengers is conveniently situated and here will be constructed alongside each other everything to do with passenger service, baggage examination room, booking hall, Post Office, Police Station &c. There will be ample room for stacking timber, coal and other heavy materials which naturally will not be accommodated in sheds. A coal storage building has been given a site, but the question of a site for a grain elevator has been left over for the present, there will however be no difficulty in allotting a site should same be required.

14. A site has been fixed for an Electric Power Station and it is essential we should provide our own power. I do not think it expedient for the Port working to depend on power supplied by any small Company. I certainly think it would be preferable to adopt electric power in preference to Hydraulic for actuating the cranes.

15. I do not think it is necessary that we should allow for a floating crane at present. But it is essential that we arrange for one more tug for assisting vessels to berth in addition to the one already owned by the port.

28. I think the harbour should be self supporting and that it be wise to make too early an attempt to reduce charges on cargo below the rates already in force, and, if we maintain the same charges we shall be able to meet our obligations and I give below particulars showing how the revenue will be met:-

By consolidated harbour dues on 996,000 tons net registered shipping using the port per annum (lights, berthage etc included, but exclusive of pilotage and use of tugs) @ 2d per net ton per 24 hours.....	£	10,000
By ditto for 2nd day on estimated one half of total shipping.....		5,000
By cargo dues (landing, storage, handling and use of sheds free for say 5 days imports, and 3 days export)		
100,000 tons export @ 2/6	} i.e. the costs as now being paid by the public.	12,500
90,000 ' imports @ 5/-		17,500
By Miscellaneous Revenue		5,000
		250,000.

I attach a schedule showing how I have arrived at the expected tonnage of the exports and imports which I certainly think is compiled on a conservative basis.

29. It is therefore quite obvious that the country can afford an expenditure of 2700,000 for a deep sea pier at Kilishini without in any way putting any additional charge on the trade. Later on as traffic grows it will be possible to reduce the tariff.

30. I therefore consider we should accept the proposal for a four berth scheme as detailed in the Consulting Engineer's report and I would suggest that the Consulting Engineers be instructed to get out a detailed scheme for the same so that all may be in readiness to invite tenders from contractors whenever the country be placed in funds.

11.

30. It might be said why not extend the lighter pier, but Kilindini Harbour is ideal for a deep sea pier and for a lighter pier, the same reclamation would be required and all other facilities must be the same and the only saving in cost would be the difference in price of a 50' wall as against a 60' wall say £150,000 at the most. But then the necessary additional lightering would cost £50,000 so the difference between the two schemes - an extended lighter scheme or a deep sea pier may be taken at £100,000. And the entire extra efficiency of a deep sea pier is very cheap indeed at this figure.

etc
I have the honor to be,

Sir,

Your obedient servant,

H. D. Taylor
General Manager.

Uganda Railway.

ESTIMATED SHIPPING. (NET TONNAGE).

UNION CASTLE LINE.

		NET	Total.
15 sailings	North to South	5800	71500
18	South to North.	5800	71500
			143,000

BETWEEN INDIA.

15 sailings	North to South	4000	52000
15	South to North.	4000	52000
12	from India.	3000	34000
12	to India	3000	34000
			152,000

GERMAN EAST AFRICA LINE.

26 sailings	mail s/s N to S	4000	104000
26	S to N	4000	104000
12	cargo N to S	4000	48000
12	S to N	4000	48000
24	from India	3000	48000
24	to India	3000	48000
			400,000

MESSAGERIES MARITIMES.

12 sailings	mail North to S	3000	39000
12	South to N	3000	39000
			78,000

GLAN ELLERMAN LINE.

12 sailings	cargo N to S	3000	36000
12	S to N	3000	36000
			72,000

SUBVIAZ NAT MARITIME.

12 sailings	mail N to S	2500	30000
12	S to N	2500	30000
			60,000

GRAND TOTAL PER ANNUM... 905,000 net

at 2 1/2 per ton..... 22,625

add for increase within 5 years 575 210,000.

Of the above shipping the Union Castle ships at present stay 5 days on southward voyage and 6 days on homeward voyage. The Glan Ellerman average 5 to 4 days in port in each direction. The other lines rarely exceed 24 hours. After all allowance for quicker working, the estimated dues for 2nd day and upwards may be fairly estimated at 25,000.

TRAFFIC ESTIMATES.

IMPORTS.

The weight railled in country from the port in 1913-15 was about 22,000 tons. This included a quantity of Magadi railway material, which is abnormal. It seems fair to assume that the place of this will be taken by other railway materials and by increase in trade imports. It is thus not too much to assume 70,000 tons total annual import in 5 years from now.

EXPORTS.

The tonnage assumed is 100,000 tons of 20 cwt per annum.

The chief items in this total (by 1915-16) are:-

Cotton	18,000 tons.
Cotton Seed	27,000 "
Sisal Hemp.	9,000 "
Skins & Hides.	7,000 "
Sim-Sim	} 15,000 "
Beans	
Chillies	
Potatoes	2,000 "
Maize & other grain	10,000 "
Wool	500 "
Wattle Bark	7,500 "
Coffee	5,000 "
Miscellaneous	2,000 "
TOTAL	100,000 tons.

NOTES.

1. Nothing is estimated for export of timber.
2. Cotton. The 1913 export was 5,000 tons. For 1915 6,000 tons are in sight. Under the development of roads in Uganda and improved railway and tele communications in Uganda

Output up to 20,000 tons or say 100,000 bales within 5 years is very probable and 15,000 tons by 1915-16.

Cotton Seed. This product is exactly double the output of 1915-16. Some is used for gas engines at the cotton factories but the rest must be exported. The weight needed for replanting is very small.

4. Sisal Hemp. There are nine large plantations now under development, the acreage planted or planting totalling about 6,000. The export begins this year and by 1915-16 will be about 7,000 tons. The German East Africa export in 1913 was 12,500 tons.

5. Skins & Hides. Practically no increase over present figures has been estimated for.

6. Sim Sim, Beans & Chillies. The figure taken for 1915-16 is about the same total as exported in 1913, but may be offset by increased local consumption and local crushing of sim sim.

Probably the estimate will be much exceeded.

7. Wool & Grain. Same remarks apply.

8. Wattle Bark. The areas planted or being planted this year are roughly:-

Njoro & Nakuru	6,000
Kikuyu & Limuru	4,000
Nairobi & Fort Hall	2,000

Total 12,000
=====

The output should run 4 tons bark per acre, but the planted area will not all be cut at the same time. The output is likely to be 12,000 tons by 1915-16 and increase rapidly thereafter, as new areas are projected on a large scale.

40819

40819 East



DRAFT

(Confidential)

Ca.

4 December 1913

20250/DJ

Gulleson

CCP 3/12/15
Duffman by 3/12/15
Read 3
D (1/1/15)

In reference to your letter of the 22nd of August, I am etc to transmit to you a copy of a despatch from the Gov of the East with a memorandum by

the General Manager of the Uganda Railway relating to the report furnished by Macpherson.

Comd Matthews Fitzmaurice

X Wilson on the proposed
+ No 40819.

Copy of the
letter should go to Governor
East for info in Secret
IF ALL - please
the duplicate from all
Ney's
X J.L.
2/1/13

11 m 40820
Herewith

Accessions

2935 20

* No 29300

wharf accommodation
at Kilmory, & to
request that you will
instruct the Consulting
Engineers to proceed
at once with the
drawing up of a detailed
plan for four berths,
including the

construction of a Quay,
the construction of the back
of the wharf, the
erection of sheds,
and the
arrangement of the
wharf in paragraph
of the report.

Subject to the what is
stated in the Government
Despatch

2. With ref^o to the
6th paragraph of the

113
Despatch. I am to
request that Mr. Brassey
understands that a
block wall is con-
templated.

3. I am to request
that the correspondence
relating to this scheme
may be treated as
confidential.

I am etc
The

W. T. B. S. D.
For the Under Secy. of State