

EAST AFR. PROT  
314832

Belfast 1914

1914

31 July

Last previous Paper.

b a

10/10/14

Second Officers L. Keane, Service

Sends memo of Capt. Keane's terms of  
of appl. received to date.

Mr. G. S. can 30 Sept 14

Mr. Belton to Read  
of Lt. Reginald's production unneeded.  
We may best as well make the  
Pte Marine Dept. produce a  
complete statement and  
Lt. Reginald has indicated to  
let us will be able to revise  
it more satisfactorily in this spirit  
than if we try to patch work  
up a memo. here.

ack. receipt - send the  
copy with Mr. Belton's alterations in  
original - say that Lt. Reginald  
shd. be requested to revise the  
memo. again with each of the  
alterations in the enclosed memo.

Next subsequent Paper.

30/

104/15

as he not considers desirable  
to add that G.P. does not  
understand why his report is made  
to the League fleet & that the  
memo. as revised had contained  
all necessary inf. as to the  
Amazons Marine in force with U. R. M.  
The memos are equally liable to  
same on the same lines as, & if  
~~was announced~~ <sup>preferably</sup> incorporated  
in the statement supplied for  
the U. R. M.

Accd

28/9/14

Agree. [at the end of Lt. Reynolds' production  
the word "not" (= now in both places) should be made  
~~I think to be, not however, a  
change. It's very like "now"~~  
~~more heavily (not unheavily) than~~ ]

Ans 28/9/14

above.  
H. J. R.

28/9/14

This is the  
most impor  
point for  
the memo  
to not be

34832

255

GOVERNMENT HOUSE,  
NAIROBI,  
BRITISH EAST AFRICA.

EAST AFRICA PROTECTORATE.

July 31st, 1914.

No. 722.

Sir,

*Ca  
10/10/14*

I have the honour to acknowledge the receipt of your despatch No. 421 of the 5th of May and to enclose herewith a copy of a memorandum of information for Second Officers of the Uganda Railway Lake Steamer service revised and brought up to date.

Memorandum

I have the honour to be,

Sir,

Your humble, obedient servant,

*Alanway Beyard*

GOVERNOR.

THE RIGHT HONOURABLE

LEWIS HARCOURT, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET,

LONDON, S.W.

## UGANDA RAILWAY STEAMERS

INFORMATION FOR SECOND OFFICERS

The fleet consists of four twin screw and one single screw passenger steamers as follows :-

S/S	Name	H.P.	Displacement
	Clement Hill	836	1,100
"	Winifred	550	700
"	Sybil	550	700
"	Nyanza	550	1,100
"	Usoga	400	1,200
	Rusinga		Building

all are fitted with electric light.

STAFF The following are the executive appointments :-

Marine Superintendent salary	£800 - 750
Commanders	380 - 500
Chief Officers	300 - 350
Second Officers	240 - 300

MESSING Officers are messed on board at the rate of £3-12-4 per month.

ACCOMMODATION Officers live on board but when the steamers are lying at Kisumu they may live on shore.

An officers barrack with the requisite furniture is provided for the Junior officers and there are also five or six concrete bungalows for the use of senior and married officers.

N.B. In no circumstances can the Government provide married quarters for second officers.

KIT Each officer should provide himself with a pair of Marine glasses, officers have to provide their own kit. The elevation of the lake is 3,700 feet above sea level and on this account although situated close on the Equator the climate is moderate. Ordinary white is worn through the day but the mornings and evenings being cold, blue serge is also required.

A warm pea-jacket or naval pattern overcoat are essential. A serviceable makintosh or water-proof coat of some sort is necessary also a sou'wester.

As regards ordinary clothes, boots etc officers, should come out fully equipped. There are shops at Kisumu, Subotbe, Kampala where these can be purchased.

A naval pattern helmet is essential as a protection from the sun and an officer should also purchase a crown with one on arrival at Mombasa or at Port Said on the way out.

Bedding etc is provided on board, but a couple of rugs are necessary for the train journey from Mombasa to Kisumu and two small pillows greatly add to the comfort of travelling.

UNIFORM A copy of the uniform regulations can be seen in the Colonial Office.

MEDICAL ATTENDANCE There are no doctors at most of the ports of call on the Lake and medicine and medical attendance are provided free.

CREW The crew consists of Africans.

ENGINE ROOM STAFF The chief and second Engineers are generally Europeans and the 3rd Engineers Asiatics with African stokers.

NATURE OF WORK The officers have to look after the cargo.

This is the most important item of their work. The labour being African requires a great deal of supervision and the Officers must be prepared to exert themselves and show the men what has to be done. It must be remembered that the Victoria Lake has only recently been opened up and consequently most of our labour consists of raw natives.

Officers who are disinclined to put their backs into their work are of no use in a new country.

In addition the Officers have of course to do whatever work on board in connection with the ship may be required of them. They act as chief officers whenever a senior officer is absent.

The Lake is not yet all the way run by motor boats.

**LAKE PORTS** Entebbe, Bwamba and Fising are the largest ports but these are still only small places and a few things beyond the necessities of life can be procured.

**EXEMPTION** All officers on first appointment are placed at the bottom of the cadre.

Captains range in age from 34 to 37 and  
Chief officers 30 to 35

It is desirable that mid officers on joining should not be more than 30.

**PASSAGE** 1st appointment leave or transfer or first class passage is provided between England and Mombasa and over the air between Mombasa and Kisumu.

**PROMOTION** This is given as vacancies occur within the cadre here seniority does not carry any claim for promotion unless it be accompanied by efficiency.

**QUALIFICATIONS** Service on the Victoria Lake cannot under Board of Trade orders count as sea service for certificated midship officers should join the service who has not got a masters certificate R.N.R. Officers are still allowed to remain in the reserve.

Officers who have completed five years approved service on the steamer and who have attained the rank of chief officer are eligible for admission into pensionable service. When they are admitted to the pensionable service they must join the Provident Fund of the Railway. A copy of the Provident Fund rules can be seen at the Colonial Office.

**CONDITIONS OF SERVICE** The term of the engagement is for a tour of 30 months residential service with the leave consequent thereon. The leave regulations applying to second officers are the same as applying to all pensionable officers of the Uganda Railway. A copy of these regulations may be obtained from the Colonial Office.

**MARRIED OFFICERS** An officer is not permitted, if married to take his wife with him to the Protectorate on first appointment nor may he do so subsequently without obtaining the consent of the Governor.

Copy

UGANDA RAILWAY STEAMERS  
Information for Second Officers

The fleet consists of six twin screw passenger or cargo steamers as follows:-

	<u>H.P.</u>	<u>Displacement</u>
S.S. Clement Hill	635	1,100
S.S. Winifred	550	700
S.S. Sybil	550	700
S.S. Nyanza	550	1,100
S.S. Usoga		
S.S. Rusinga		Building

All are fitted with electric light.

STAFF.

The following are the executive appointments.

Marine Superintendent.	Salary £600 to £750 by increments of £25. Duty pay £60.
Superintendent Lake Kioga	£500 to £600 by £20. Duty pay £50.
Commanders	£360 to £450 by £20. Duty pay £36.
Chief Officers	£300 to £350 by £15.
Second Officers	£240 to £280 by £10.

MESSING.

Officers are messed on board at the rate of £3.13.4 per month. Refunds are made for meals not taken.

ACCOMMODATION.

Officers

Officers live on board but when the steamers are lying at Port Florence they may live on shore subject to their services not being required on board. An officers' barracks with the requisite furniture is provided for the Junior Officers and there are also five or six concrete huts for the use of Senior and married officers.

N.B. In no circumstances can the Government provide married quarters for second officers nor is there any obligation to provide any married quarters although when available this is always done.

#### KIT.

Sextants are not required but each officer should provide himself with a pair of marine glasses, officers have to provide their own kit. The elevation of the Lake is 7,700 feet above sea level and on this account although situated close on the equator the climate is moderate. Ordinary white is worn through the day but the mornings and evenings being cold blue serge is also required.

A warm pea-jacket and naval pattern overcoat are essential. A serviceable mackintosh or water proof coat of some sort is necessary also a Sou'Wester.

If any officer has a rock coat he should bring it but it is not essential and need not be purchased specially.

As regards ordinary clothes, boots, etc., officers should come out fully equipped. These can be



be got at good shops at Mombasa and Nairobi and some of the Lake ports but the prices are considerably in excess of those charged for similar articles in England.

A naval pattern helmet is essential as a protection from the sun and an officer should also purchase a brown pith one on arrival at Mombasa or at Port Said on the way out.

Bedding, etc., is provided on board, but a couple of rugs are necessary for the train journey from Mombasa to Port Florence, and two small pillows greatly add to the comfort of travelling. Sheets, blankets are not provided in quarters on shore.

#### UNIFORM.

A copy of the uniform regulations is annexed.

#### MEDICAL ATTENDANCE.

There are doctors at most of the ports of call on the Lake and medicines and medical attendance are provided free.

#### CREW.

The crew consists of Africans. There are no European Quartermasters, etc. These men when properly handled are very efficient but it is entirely a matter of handling.

#### ENGINE ROOM STAFF.

The Chief and Second Engineers are  
Europeans

Europeans and the 3rd Engineers either Eurasians or Goans with African stokers.

#### NATURE OF WORK.

2nd Officers have to look after the cargo. This is the most important item of their work. The labour being African requires a great deal of supervision and 2nd Officers must be prepared to exert themselves and show the men what has to be done. It must be remembered that the Victoria Lake has only recently been opened up and consequently most of the labour consists of raw natives.

In addition 2nd Officers have of course to do whatever work on board in connection with the ship may be required of them. They act as Chief Officers whenever a Senior Officer is absent.

The Lake is not yet lit so there is very little night running. All vessels anchor for the night except on certain sections when they run for a few hours under a good moon.

#### LAKE PORTS.

Kisumu, Kampala, Jinja, Entebbe, <sup>and</sup> are the largest ports and are growing places and most of the necessities of life can be procured.

#### POSITION.

All officers on first appointment are placed at the bottom of the cadre.

Captains

Captains range in age from 24 to 37 and  
Chief Officers 30 to 35.

It is desirable that 2nd officers on joining should be not more than 30.

#### PASSAGE.

On first appointment leave or transfer a first class passage is provided between England and Lombasa and over the Railway between Lombasa and Port Florence.

#### PROMOTION.

This is given as vacancies occur within the cadre. Mere seniority does not carry any claim for promotion unless it is accompanied by efficiency.

#### QUALIFICATIONS.

Service on the Victoria Lake cannot, under Board of Trade orders, count as sea service for certificates and no officer should join the service who has not got a master's certificate. R.N.R. Officers are still allowed to remain in the Reserve.

Officers who have completed five years approved service on the steamer and who have attained the rank of Chief Officer are eligible for admission into the pensionable service. Until they are admitted to the pensionable service they must join the Provident Fund of the Railway. A copy of the Provident Fund rules can be seen at the Colonial Office.

#### CONDITIONS OF SERVICE.

The term of the engagement is for a tour of

30 months' residential service with the leave consequent thereto. The leave regulations applying to Second Officers are the same as apply to all pensionable officers of the Uganda Railway and a copy of these regulations may be obtained from the Colonial Office. In addition to this leave 14 days local leave is given in each year.

#### MARRIED OFFICERS.

An officer is not permitted, if married, to take his wife with him to the Protectorate on first appointment, nor may he do so subsequently without obtaining the consent of the Governor.

Officers above the rank of 2nd officer can as a rule bring their wives out.

Misumu the headquarters of the steamer service is not a more unhealthy place than other places similarly situated and compares very favourably with other tropical ports.

The houses are cool and well built, there are three tennis courts and a nine hole golf course and a small club with billiard and card tables.

Gov 34832/1914 265  
E.A.P.

POST  
80

30 Sept 1914.

Ans'd 104<sup>th</sup> 5

Sir,

I have the honour to  
ack<sup>l</sup> the receipt of your  
despatch no 722 of the  
31<sup>st</sup> of July ~~to inform you that~~  
forwarding a  
revised memorandum  
of information for  
second Officers of  
the Uganda Rly  
Lake Steamer service,  
and to transmit to  
you the accompanying  
memorandum which  
was revised by Lieut.  
(P/O)

DRAFT.

E.A.P.  
No 895.  
Gov Sir H.C. Belfield.

MINUTE.

- Mr. Macfar 29/9/14
- Mr. Bottomley 29.9.14
- Sir G. Fiddes.
- Sir H. Just.
- Sir J. Anderson.
- Lord Emmott.
- Mr. Harcourt.

Items with M.S. alterations  
attached to sheet before

Reynolds during his  
leave of absence in  
this country.

2. It ~~has~~ <sup>will I think be</sup> ~~to request~~  
~~that you will~~ ~~cause~~

Lieut. Reynolds to ~~show~~ <sup>show</sup> you  
revise the memo<sup>n</sup>

~~and~~ incorporating  
such of the alterations  
in the enclosed copy as  
he now considers  
desirable.

3. I have to add  
that I do not understand  
why no reference is made  
to the Lake Kioga fleet,  
and ~~to~~ suggest that the  
memo<sup>n</sup> as revised should  
contain all necessary info<sup>n</sup>  
as to the Busoga Marine,

with which Uganda Ry  
Marine officers are  
equally liable to serve.

Such info should be  
given on the same lines  
as, or preferably be  
incorporated into, the  
statement supplied regarding  
the Uganda Ry Marine.

J

(Signed) L. HARCOURT