

1911

EAST AFR. PROT.

C O  
33346

Recd  
16 OCT 11

33346

SECRET  
UBS  
revised

Date.

STEAMERS FOR LAKE VICTORIA

24 September

States that Mr Grant has full particulars of what is required and suggests that he be communicated with. Submits observations. Asks that C.A. may be instructed to report as soon as possible what funds they will require before the 31st March in order that he may make the necessary provision for the balance in 1912-13 estimates.

of previous Paper.

88303

Mr. Fiddes,

See also *C.O.*  
33303

The Treasury have agreed to the expenditure of £33,000 on the improvement of the Uganda railway steamer service on Lake Victoria, subject to the following conditions: An amount not exceeding £20,000 may be <sup>spent</sup> met from balances during the current financial year, provided that any expenditure which would not ordinarily come in course of payment during the year or is not of an urgent character shall be provided for in the Estimates in the usual way, that is, in the Estimates for 1912-13. They also stipulate that no expenditure or estimate in excess of the total limit of £20,000 for the new cargo boat and £6,000 for the new tug shall be approved without their previous authority. (See Treasury/29075). We have already put Mr. Grant in communication with the Crown Agents by our letter of the 3rd of October, Govr./31398.

It

*Copy sent for by 6.12.11*

Subsequent Paper  
6.12.11  
33350

It now only remains to give the Crown Agents all the further information which we possess, and to approve of their placing the orders with as little delay as possible, subject to the conditions imposed by the Treasury. It appears from C.A./33350 that there is not much chance of any considerable portion of the amount of £20,000 up to which we may go this year being expended before the 31st of March next. That involves all the more serious burden on the Estimates for next year.

? Send the Crown Agents a copy of our telegram of the 12th of October <sup>on 31398. 4 Oct/33303 and the dispatch</sup> and approve of their placing the orders for the cargo steamer and the new tug provided that the total cost of the former erected on Lake Victoria does not exceed £20,000 and the total cost of the tug similarly erected does not exceed £6,000; say that the total expenditure on the cargo <sup>steamer</sup>, the tug, and the work authorised in paragraph 3 of our letter of the 3rd of October must not exceed £23,000 without prior sanction having been obtained from this Office, and request them to report, as soon as they are in a position to do so, what portion of the total expenditure will be incurred by the 31st of March next and what amount will remain to be incurred in the course of the following financial year, adding that they will of course consult Mr. Grant with regard to additional information now supplied to them as to the details of the vessels; <sup>and add a reminder as to the desirability of expending no more</sup> We should ~~at the same time~~ send the Governor a copy of our letter to the Crown Agents in L.F. for his information.

no further  
with the  
1/10/00

3/13  
Oct  
alone  
M. W.



EAST AFRICA PROTECTORATE

No. 533

September 25th 1905

Sir,

*Lucas*  
*290-95*

With reference to your telegram of the 6th instant, informing me that sanction has been given to an expenditure of 133,000 as proposed in my despatch No. 347 dated the 24th June last, I have the honour to inform you that Mr. R. Grant, the Marine Superintending Engineer, who was due to arrive in England, on leave, on the 29th September has taken with him full particulars regarding the provision of a new cargo boat and tug and also regarding the necessary alterations that will have to be made in our existing vessels to enable them to burn oil fuel.

2. I shall be much obliged if you will communicate with Mr. Grant, whose address is 300 Bath Street, Glasgow, and ask him to assist the

Consulting

THE RIGHT HONOURABLE

LORDS HANCOCK, P.C.

SECRETARY OF STATE FOR THE COLONIES

DOWNING STREET,

LONDON, S.W.

Consulting Engineers in placing orders for the cargo boat and tug and for the material required for altering our existing boats to enable them to burn oil fuel. I have full confidence in Mr. Grant's judgment and I am prepared to leave the matter with him and the Consulting Engineers. The following points should however be considered and adhered to.

### 3. CARGO BOAT.

This should generally follow the lines of the "Nyanza" but may be single screw, which will be considerably cheaper than twin screws, and possibly somewhat smaller in outside dimensions.

In order to give her the greatest possible internal capacity Mr. Grant recommends that she should be two decked i.e. covered in the fore-castle. I am quite in favour of this, provided that there is no danger of excessive top hamper which will endanger the stability of the vessel.

The length of the after hatch may if necessary be reduced to 20 feet to enable the cabin accommodation to be extended further forward than is the case on the "Nyanza". This will provide a considerable amount of passenger accommodation which is essential as we may have to use her temporarily on runs where passenger accommodation is required.

The masts and derricks must be steel, and she must be designed to burn oil fuel. The question of placing the fuel tanks on the false bottom should

should I think receive due consideration.

The draft fully loaded must not exceed seven feet six inches.

The total cost erected on the Victoria Lake must not exceed the amount sanctioned viz: £20,000.

THE.

The amount sanctioned for this vessel is £5,000 erected on the lake. For this sum it is hoped that a tug considerably more powerful than the "Percy Anderson" can be obtained. She must be capable of encountering with safety any weather likely to be met with on the lake.

Compound engines in place of triple expansion and one boiler instead of two would reduce the initial cost and I am prepared to recommend the adoption of these if the Consulting Engineers and Mr. Grant see no objection. She also must be equipped to burn oil.

Alterations to existing steamers and tug to enable them to burn oil.

Mr. Grant has taken full particulars home with him and the Consulting Engineers can place orders for the necessary material. As the alterations will not be effected until Mr. Grant returns from leave in April next there is no immediate urgency for this. It is the estimated cost of these alterations.

Travelling and Storage tanks.

The Manager of the Uganda Railway will submit indents for these direct to the Crown Agents.

I hope that the Treasury in sanctioning the total outlay of £20,000 has stipulated that any part of the same expenditure which is not normally ordinarily come in course of payment during the present financial year or which is not of an urgent character must be provided for in the estimates for next financial year in the usual manner, and that subject to this condition expenditure to an amount not exceeding £20,000 may be met from balances this year". I am not clear as to the meaning of the words "balances this year". I imagine however that you refer to the "additional net Railway Revenue" mentioned in my telegram No. 172a of August 9th.

92  
2085

Until contracts are let it is of course impossible to state how much will be required before the end of March next. It is probable however that as the matter is very urgent the Crown Agents and Consulting Engineers will be able to arrange for the early construction of the cargo boat and that in which case the greater part of the £20,000 will be required this year. It will be a great advantage to be in the next year's estimates for this can be done and I shall be much obliged if you will inform me in the Crown Agents the urgency of the matter and also what amount they require as soon as possible what amount they will require before

before the end of March. I shall then arrange  
for the balance in next year's estimates as  
directed.

I have the honour to be,

Sir,

Your humble, obedient servant,

*Richard*  
GOVERNOR.

35345 E. A. Protectorate

Downing Street,

20 October, 1911.

DRAFT.

THE CROWN AGENTS

FOR THE COLONIES.

MINUTE.

Gentlemen,

Mr. Butler, October 19th.

Mr.

Mr. Fiddes.

Sir H. Just.

Sir J. Anderson.

Lord Lucas.

Mr. Harcourt.

(33350)

I am directed by Mr. Secretary Harcourt to acknowledge the receipt of your letter, Uganda Railway/1853, of the 14th of October, and to transmit to you a copy of a despatch from the Governor of the East Africa Protectorate relating to the new vessels required for service on Lake Victoria, and a copy of telegraphic correspondence with the Governor relating to certain details required in connexion with the provision of a storage oil tank at Port Florence.

*Answer 20/10/11*

*September 25th October (33345)*

*P. No. 533, 25th October (33345)*

*Gift letter Oct 12 (33345) ack'd (33345)*

*Copy of C.A. 33350 + enclosure to Gal (10) to J.F.*

*Copy for 612-2001*



2. The Harcourt approves of your placing orders for the cargo steamer and the tug required provided that the total cost of the cargo steamer erected on Lake Victoria does not exceed £20,000, and that the total cost of the tug similarly erected does not exceed £5,000. It is also necessary that the total expenditure on the cargo steamer, the tug and the work authorised in the 3rd paragraph of the letter from this Office of the 3rd of October shall not exceed £33,000 in all without prior authority from the Secretary of State having been obtained.

3. You will no doubt consult Mr. Grant with regard to the additional information now supplied to you as to the details of the vessels required.

4.

4. I now request that you will report as soon as you are in a position to do so what portion of the total expenditure now authorised will be incurred by the 31st of March next and what amount will remain to be incurred in the course of the next financial year. The necessity of spending if ~~a sum not exceeding~~ possible £20,000 before the 31st of March next has already been explained to you in the 4th paragraph of the letter from this Office of the 3rd of October.

I am, Sir,

S/H