

EAST AFR. PROT.

3277

1911



3277

Number

Date

15 January

Last previous Paper

2355

DEEP WATER PIER AT KILINDINI
ERECTION OF A GRAIN ELEVATOR

Reports further as to ^{the} proposals. They ask for a monopoly so far as the elevator is concerned and Government guarantee on the pier. Gives estimate of the traffic handled at the port. If Govt build pier at cost estimated at £100,000 thinks it would prove economical.

Mr. Boller

Mr. Boller has decided I gather - see Boller's - but the question of the Grain Elevator must wait for a decision of the question whether Govt. will build a deep water pier at Kilindini, and we are only concerned now with the latter question.

The P. & M. estimate of the cost of a pier has been sent at two o'clock but has not sent us the estimates furnished by Messrs. Spencer (I remember to have 2 of them)

Copy to copy room. Please 19 Feb. 25 1911

Subsequent Paper

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letter) we have to present us, apart
from the plans, with any material
which would be useful to the C.E.
— how would the Treasury, I imagine
be satisfied with Messrs. Spenser's plan
Estimate. Some of us had then
had to get letters sent to the P. forward
at Aden? Officially or unofficially, and
ask him if he can let us have Messrs.
Spencer's Estimate — he may have been
among his papers — and also if he will
let us have an official Estimate for the telegrams
from the Comms. of P.W. as soon as
possible after his return to the Post.

In the meantime a meeting of the
Treasury with the War Office
these two are in a permanent office
and Messrs. Spenser's Estimate
which the P. Spencer's Estimate is
which have for the Disbursements of Government

Write accordingly to him re the
Receipt at Aden by Messrs. Spenser
asking for his Estimate which he
propose to include in the letter,
then circulated.

(Copies) J.P.A.B.

Lib 3
et cetera

Mr Butler

I wrote to the P. forward accordingly
and had submitted a memo. giving
the past history of the question
(the earlier part has been taken from
the Ellis' memo to Comms. of P.W.) The whole
petition has been changed of course
by the prospect that the L. Messrs.
negotiations will come to a successful
conclusion, and we should explain
this to the Treasury by asking them

Lauchlin for his release

He must not wait to see
whether Sir P. Girouard will send us
the estimate submitted by Messrs. Phoenix
& Wallace. Doubt whether in any case
such estimate will be sufficient, &
whether we shall not have to have recourse
to an official estimate from the P. W. Dept.
but Mr. C. S. will be able to advise us
on this point & the answer must
partly depend on the standing of Messrs.
Phoenix's proposals

In the meantime in approaching
the Treasury on the subject of a loan
or development grant for the C.A.P.
I think it is intended should cover the
subsidies to let the present scheme
by the Montreal Water Supply Scheme
(or the Lake St. Lawrence - or might

347A
take £100,000 as a provisional figure
and promise me annual estimates
later. Sir P. Girouard makes out
a good case for an expenditure of
£100,000, as he estimates the net
annual revenue to be derived from
the pier (after allowing £6000 for
working expenses) at about £8,400.
But promises me savings of
£4000 pa. ^{on Capital charges} - ~~on~~ promising to do
about £7,500 pa. to meet interest
and sinking fund on the Capital cost.

W. Read.

I am sorry that Sir P. Girouard
has got this question so mixed up with
the proposals of a private firm. I did
not understand, when he spoke about
the question, that we were not to

have a separate proposal solely from the
Govt. point of view & supported by
Govt. estimates. I think we must
try in the first instance what our
Consulting Engineers can make of
Messrs Spence's plans & estimates
(when the latter arrive), but I should
not be at all surprised if we had
to get them supplemented or endorsed
by our own officers before we ~~could~~ ^{can} hope
to get the proposal for a deep-water
pier approved by the Treasury.

In the meantime we can only
take £100,000 as the provisional figure
for the cost of such a pier in going
to the Treasury on the question of
a loan.

I am doubtful of the wisdom of
expressing any thanks to Mr Ritchie
& Messrs Spence at this stage, or
undertaking to consult them further,
as suggested in para. 7 of Sir P.
Gisvard's letter. It was agreed with
Sir P. Gisvard at a meeting of the

We do not
know to
extent their
& estimates
keep us, or
should be
of adm. the
obligation
them

Concessions Committee (see ⁹ 2355) that
he should inform Messrs ³¹⁸ Spencer
privately that the proposal for the
installation of a frame elevator cannot
be considered at present, but that the
question can again be put forward when
a decision has been taken in the
matter of the deep water pier. I would
assume that he has done this, &
leave it at that.

? Wait for the estimates which
Mr. Batten has asked him to send.

StB

Feb 9

On verbal instructions from Mr. Riddle I
have included the pier in a letter to the
Treasury on ^{Gov} 24525/10 asking for a loan
I have made out the best case I can
on the information which we already
have.

StB

Feb 9

PROVINCIAL OFFICE,

1911

30th January 1911.



CO
32th

Sir,

Acting on behalf of certain merchants in this country, Mr. E. D. Kinchin visited me in East Africa with a view to ascertaining whether Government could support a proposal for the installation of a grain elevator of large capacity at Mombasa. He was informed that provided no financial obligations were placed upon Government, the addition of any such plant would be welcomed. On my arrival in England, Mr. Kinchin, with the Engineer of Messrs. Spencer, large manufacturers of grain elevating machinery, visited me with detailed plans of a proposed elevator, but pointed out that it could not be worked successfully unless a deep water pier could be provided, and requested my views as to whether Government would grant a concession for a deep water pier, and under what conditions. I asked Mr. Kinchin to definitely formulate his proposals, and at a subsequent ^{interview} when he was accompanied by a representative of Messrs. Spencer and two leading Glasgow merchants - plans of both elevator and deep water pier were submitted for my consideration.

2. The cost of the elevator was estimated to be £75,000, and a deep water pier of two berths £100,000. Full drawings and specifications were submitted, and by the kindness of this gentleman these have been placed at my disposal and accompany this despatch.

3.

The Under Secretary of State

for the Colonies,

LONDON.

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3. The intending concessionaires propose that Government should guarantee £4000. per annum on the pier, and that in so far as the elevator was concerned a monopoly of 25 years should be granted, the charter in connection with the elevator which would have a capacity of 6000 tons - to be determined from time to time by the tonnage of grain handled at the port. I informed the delegation that it was extremely unlikely that any government guarantee could be given, and that the most they could expect would be a reasonable expropriation clause. Such a course they said would ruin all chances of their proceeding with either the elevator or the deep water pier. I also informed them that Government itself was considering the possibility of providing funds for a deep water pier, and asked them that if such a project was materialised, whether it would be possible for them to proceed with the construction of an elevator. Though they could give no definite promise of their intentions, they desired that in any further action which the Secretary of State might take in the matter of a deep water pier, they should be consulted.

4. Prior to my departure from East Africa, I collected statistics with a view to laying before the Secretary of State the advisability of providing funds at as early a moment as possible for the construction of at least two berths of a deep water pier. In 1908/09, 59,000 tons of cargo were landed or shipped at Lamessa and Kilindini as well as 15,000 passengers. If a deep water pier is erected in Kilindini harbour, it would be

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safe to estimate that by the time it was finished, not less than the following would be handled at the port:-

Cargo landed and shipped: 90,000 tons.

Passengers: 15,000.

Assuming that a charge of Rs.1.50 per ton is made as a landing charge on all cargoes, - as against Rs.3. to Rs.5 entailed today by the system of lighterage in vogue - and that a small charge was made for passengers, the revenue would amount to about £9,500 per annum.

It is estimated that the cost of maintaining and working the pier, including craneage, would be about £6000. on 90,000 ^{Tons}, so that there would be a net balance of £3,400 towards covering interest and sinking fund on capital cost. In addition, however, we must take into consideration the saving in lighterage on all government imports, estimated by the General Manager to amount, by the time the pier was finished, to at least £4,000 per annum.

Assuming the cost of the pier to be £100,000, an estimate based upon drawings which have been furnished by Messrs. Spencer, and soundings taken by the Uganda Railway Dept., the total financial effect to Government of building a pier costing £100,000. will, after allowing for interest and sinking fund, provide a small net profit. The provision of a deep water pier would therefore be directly economical to the Government and to everyone else of the community.

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5. One important point in connection with the construction of a deep water pier at Kilindini must be impressed. It is frequently found, in similar enterprises carried out by Colonial Governments, that the foundations for such piers have proved extremely difficult, and have only too frequently entailed a very large excess of expenditure over the estimates. In the case of a pier at Kilindini, such a contingency can hardly arise. The soundings, as given on the plans, are from a foundation of coral rock, which provides a thoroughly reliable basis upon which to construct any line of piers. The situation, moreover, is one which would allow of future extension up to even 10 or 15 berths. Moreover our experience with the small pier at present in use in Mombasa harbour, which is supporting cranes of a capacity of ten tons, all goes to prove the reliability of foundation.

6. As the Magadi Soda contract has now been signed, and provides for the erection of a deep water pier in Kilindini harbour, it might be urged that such a deep water pier could be utilised at least as part of any government scheme. I have carefully considered this matter with the Directors of the Magadi Soda Co. now formed, and the whole opinion is that such a combination is impracticable for several reasons. One factor is however sufficient to prevent any combination. The soda or soda ash shipped is a powder which, despite the best preventive arrangements, is liable - especially with the high winds prevailing at Mombasa - to dissemination about the wharves and piers. It becomes impossible, therefore,

to

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to consider the combined shipment of this product with such articles as wheat, beans or maize, or its effect upon coffee, fibre, &c. - all of which will go to form the bulk export of the Protectorate. The very careful plans drawn up by the Lagard Soda Company on a site not far removed from where it is proposed to erect a deep water pier at Kilindini, goes far to prove the entire suitability of foundations.

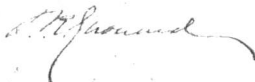
7. The thanks of Government are I think due both to Mr. Kinchin, and Messrs. Spencer, Engineers of Leekham, Wilts, who have - without any expense to Government - so thoroughly investigated the subject of the erection of a grain elevator at Kilindini and, inter alia, the provision of a deep water pier, and I should be glad if they could be conveyed to that firm, and that should any further action be taken in the matter, they should be further consulted. As matters stand today I have been informed that the Secretary of State intended to approach the Treasury with a view to the provision of funds for two thirds of a deep water pier estimated to cost £100,000. Should the proposal be approved, I trust that it will be possible to induce Messrs. Spencer and their associates to erect a grain elevator. The monopoly asked for is not a usual one, but under the circumstances of British East Africa, might commend itself to the Secretary of State. The opinion of the colonists could easily be obtained in the matter, and I am of the opinion that it would be favourable to its establishment even with the monopoly clause - provided always that safeguards were entered into allowing of reductions in the cost of shipment proportionate to the tonnage handled in any one year.

8. The provision of a deep water pier is one of great necessity for the development both of British East Africa and Uganda, and though I have stated to these unproposed concessionaires that in the event of government not finding it possible to provide funds for its construction they would probably not be averse to a company constructing it, such an event would hardly be probable unless some guarantee could be furnished. Such a guarantee up to £4000 per annum could apparently be given without any loss to government, and though I would be loath to suggest such a course in lieu of a government-constructed pier, yet failing the latter action the construction both of a pier and an elevator would apparently be dependent upon such a guarantee.

I am,

Sir,

Your obedient servant,



Enclosure

3 plans from Messrs.
Spencer & Co.

KILINDINI HARBOUR WORKS

as far as we are concerned the proposals for the improvement of the landing facilities at Kilindini began with the request of the East African Syndicate to be allowed to build a pier for loading the soda to be produced from Lake Magadi.

Mr Lyttelton decided (34873) that if a pier was built it must be built by the Government. Mr Currie (1044/05-6) submitted a scheme for providing better landing accommodation by reclaiming land between the existing pier or jetty and the shore, and erecting sheds thereon. The first instalment of this proposal was to cost £7,700 and the fuller scheme £30,000 and a complete scheme £50,000. None of these plans however would enable the ships to come alongside they simply meant filling up shallow water and turning the jetty into a wharf.

The East Africa Syndicate however were pressing for a deep water pier and accordingly on 14th February 1906, re-asked the Consulting Engineers what would be the cost of a deep water pier alongside which ocean going steamers of 5000 tons could load and discharge.

The Consulting Engineers thought a pier to enable two ocean going ships to discharge could be made for £80,000 and, although they pointed out that in many considerable ports, all or much of the business is done by lighters, they were by no means opposed to the scheme and recommended that the Local authorities should be consulted as to the best situation and mode of construction.

19442/06

25943/06

Local information was obtained and the Consulting Engineers reported that Mr Currie's full scheme of reclamation etc., plus a pier to enable one ship of 450' length and drawing 27' water could be constructed for £80,000. This scheme was sanctioned by Treasury and the local Government were authorized to proceed with it by telegram of 2nd August 1906.

36740/06

However on 5th October 1906 Mr Currie, who was in England on leave, recommended that, as the Soda Scheme, for the needs of which the deep water pier was chiefly required, was in abeyance, the deep water pier should be dropped for the present and only the reclamation part of the scheme (estimated to cost £55,000) carried on.

36750/06

After some discussion the Secretary of State decided that the deep water pier should be postponed indefinitely and orders were given accordingly on the 15th of November 1906.

4142/07

The matter then slept until the visit of Mr Churchill to the Protectorate in 1907. He sent home a memorandum criticising the progress of the reclamation scheme, condemning the lighterage system and urging the necessity of securing to the Uganda Railway "an immediate direct and effective debouchment upon deep water". He favoured however a pontoon landing stage, rather than a fixed deep water pier,

as the best means of securing such a debouchment.

The opinion of the Consulting Engineers was unfavourable to the pontoon suggestion, and it was decided to abandon the idea of obtaining a deep-water exit for the Uganda Railway for the present and to adhere to the lightering system. The Governor was however asked to report on the reclamation works, and enquiries were at the same time made of him with a view to considering whether it would be advisable for the Railway to acquire one or more lighters for the purpose of competing in the traffic.

On the 4th of May 1908 the Governor sent home a report by the Manager of the Railway to the effect that the expense of the reclamation scheme was considerably under-estimated. Mr Currie estimated that the complete scheme would cost £82,000 instead of the £55,000 originally estimated, but he submitted a modified scheme estimated to cost £60,000, which he considered to be sufficient for present requirements, leaving the rest of the scheme (largely consisting of the erection of sheds sidings etc.), estimated to cost £22,000 to be undertaken when the necessity arose.

The Governor's proposals were referred to the Consulting Engineers and after some correspondence they agreed that the works should be confined to the modified scheme estimated to cost £60,000 and that the further scheme should be postponed until further additional accommodation were proved to be

necessary

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necessary. The Governor was informed accordingly on the 12th of February, 1909.

As to the question of lighters, the Governor in a despatch dated the 28th of May 1908 expressed the opinion that the Railway could not do the work at less than the present prices, and that it would not be advisable to acquire lighters.

In a despatch of the 11th of July 1908 the Secretary of State informed the Governor that in view of his opinion he would not press the proposal that the Railway should undertake the work of providing lighters. *G to H*

apart from a complaint received in October last from the British Cotton Growing Association as to the inadequacy of the present arrangements, no further correspondence has passed on the subject up to the date of Sir P. Girouard's present proposal.

H.F.B.

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