

EAST AFR. PROT.
 No. 19302

C. O.
 19304
 Recd
 Res 30 MAY 06

No. 222
 1906
 14th May
 at previous Paper.

(Subject.)

Wall of Dry Dock at Port Florence.

has collapsed. Repairs are being executed as rapidly as possible. Estimate at £2000, roughly.

(Minutes.)

Mr. Head Antwerp.

This is a very regrettable accident which seems as though it might have been prevented by better construction.

Copy to C. G. for information to the C. G. for their domain as to the cause of the accident [if the best means of referring]

WHL 31/5

+ send copy of original to W. Currie?

H. J. R
31/5

is placed - except that it seems to me hardly worth while to all the

Copy to Mr. Head Antwerp of 14th May
 95 Copy to Mr. Head Antwerp of 14th May
 26 June
 25 June
 25 June

28 The best means of
improving the conduct, of
understand the wish in charity
in mind and will can be pushed.

Let June 4
at once

Handwritten signature

C.O.
19504
JUN 30 11 41 AM '06

Comptroller's Office.

1906

May 4th 1906

75

EAST AFRICA PROTECTORATE

No. 222.

(Incl. 1.)

I have the honour to transmit herewith a copy of a despatch with enclosure from the Acting Manager of the Uganda Railway reporting the collapse of the wall of the dry dock at Port Florence.

The occurrence is most unfortunate as it will cause considerable delay and necessitate an expense which was not estimated for in erecting the S.S. "Clement Hill". The repairs to the dock are being undertaken and will be despatched as rapidly as possible. The cost is roughly estimated at two thousand pounds.

I have the honour to be,
With the highest respect,

My Lord,
Your Lordship's most obedient,
and fervent servant,

Handwritten signature

Principal Secretary of State
for the Colonies,
Downing Street,
LONDON, E.C.

76
19304

Manager's Office,

NAIROBI, 28th April 1906, MAY 06

63
166

Sir,

FAILURE OF DOCK PROOFING DOOR.

I have the honor to report for your information that I received a telegram on Saturday the 21st instant from the Superintendent of Way and Works who was at Port Florence that the dock wall had failed. I at once called for the report and in forwarding it have little to add beyond remarking that there can be doubt the failure is due to abnormal pressure of water and the saturation of the sand found at the back of the dock wall.

So that as it may be necessary to face the repair which must go on at once and the Engineering Department is now preparing a design and arrangements to do so. No provision has obviously been made to meet an expenditure of this sort and it must go in under the provision made for general head "Maintenance".

The occurrence is unfortunate in that it will somewhat delay the completion of the "Clayton Hill" which was to have been built in the dock while we must now do so on a slip the provision of which was not contemplated. The strengthening of this dock will call for a considerable quantity of cement more than arranged for and an amount is now being ordered with a request that a society be sent out early.

I have the honor to be,
Sir,
Your obedient servant,

sd/- G. ZANDIPORE.

Chief Engineer,
Nairobi Railway.

COMMISSIONER,
East Africa Protectorate,
NAIROBI.

No. 1004/40.

From,

The Superintendent of Way & Works,
Uganda Railway.

To,

The Acting Manager,
Uganda Railway.

NAIROBI, 26th April 1904.

Sir,

FAILURE OF DOCK.

I have the honor to forward the following re-
port on the failure of the Dock at Fort Florence.

The dock was raised dry on the 17th April.
During the night of the 18th or early in the morning of
the 20th the south wall of the dock for a distance of
110 feet from the entrance moved inward towards the dock
about 6" in the worst place. A large crack extended
along the level of the lowest water through which a con-
siderable amount of water poured. On examination of
the collapse I at once ordered that the water should be
let into the dock so as to equalise the pressure and
prevent total collapse; this was done and no further
movement has taken place. The figure (1) will show
the section of the wall which moved forward and figure
(2) proposed means of strengthening.



Fig 1

Fig 2

2.

The causes of collapse are at present doubtful, the section of wall in figure (1) is quite capable of bearing the pressure of the water tank at its back. However owing to heavy rains a large quantity of water may have drained off the hill behind the dock and collected in a mass behind the wall thereby giving a pressure equal to still water. To withstand this the wall will have to be ~~etc~~ thickened as shown in figure (2). The same thing may happen to the north wall so that will have to be strengthened in the same way. For this about 20,000 cu. ft. of concrete will be required at a cost of 18 annas a ft. which is 3,600. A heavily timbered excavation will be required behind the wall, and the total estimate for repairs will not be much under 8,2,000. It will take from three to four months before the dock can be used again if everything goes satisfactorily. It is impossible to make a true estimate of the cost until the trench is dug and the causes of collapse are more apparent.

I have the honor to be,

Sir,

Your obedient servant,

sd/- A. F. GEORGE.

Officiating Superintendent,
Way and Works,
Uganda Railway.

(A).

~~79~~
6 June 1906

DRAFT

The Governm^t

MINUTE.

- Mr. Nelson
- Mr. Read
- Mr. Antrobus
- Mr. Cox
- Mr. Lucas
- Mr. Graham
- Sir M. Ommanney
- The Duke of Marlborough
- Mr. Lyttelton

and
to
the

I am to transmit
to you, for communication to
the Consulting Engineers
for their observations as to the
cause of the accident, a
copy of a report from the
Comd of the East Africa
Proct^r reporting the collapse
of the wall of the dry
dock at Port Florence.

Jango

(Signed) R. L. ANTROBUS.

Comd No 222
Sent (Antrobus)

Copy (2) to Mr. Carre 6 June