

EAST AFR PROJ
15947

C O
15977
REC
MAR 0

D.A.G.
BOWRING 199

1920

27th Feby.

at previous Paper

45824

DEEP WATER PIER AT KILINDINI.

The copy letter from Genl Manager on urgent necessity of making provision for---and submits alternative scheme to construct tempy wooden jetties. Considers desirable to start construction of permanent improvements if loan is forthcoming. Requests matter be discussed with Sir E Northey.

L.H. Glad.

It has taken the Comd 15 weeks to decide that something must be done about it.

Wooden jetties, would only have a short life & it is doubtful that

the main point is that the papers submitted for the scheme are not in a form which would be of any use to the Comd.

The main point is that the papers submitted for the scheme are not in a form which would be of any use to the Comd.

is a favour of a two berth scheme with the possibility of extension. He would not require further

at subsequent Paper

1041

Carroll County, Md. Nov 20 1890

Wm. B. Carroll

1000

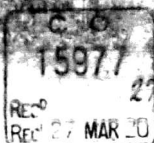
Stone

1000

1000

Sept 10 1890

5/4/20

27th February, 1920.

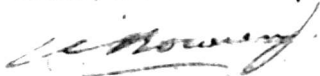
My Lord,

I have the honour to refer to Sir Edward Northey's despatch No. 741 of 8th August, regarding the construction of the projected deep-water pier at Kilindini, and to enclose, for Your Lordship's information, a copy of a letter from the General Manager on the urgent necessity of making provision for this improvement.

2. Your Lordship will observe that the General Manager puts forward an alternative scheme to construct temporary wooden jetties, but, if, as I trust, a loan will be forthcoming, it would seem desirable to start the construction of permanent improvements rather than to spend money on works of a temporary nature.

3. I should be grateful if Your Lordship would discuss this despatch and enclosure with Sir Edward Northey.

I have the honour to be,
Your Lordship's
noble, obedient servant,



ACTING GOVERNOR.

THE RIGHT HONOURABLE

VISCOUNT MILNER, P.C., G.C.B., G.O.M.G., &c. &c.,

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET,

LONDON, S.W.

52863
19
M. Ug. Ry
2. 1920

GENERAL MANAGERS OFFICE

NAIROBI

18th February 1920.

To
The Honourable
The Acting Chief Secretary
to the Government,
E. A. P. Nairobi.

S.F.
Kilindini Wharf Working.

I have the honour to inform you that whilst at the Coast on the 6th and 7th instants, I had the opportunity of watching the working of cargo at the above Ports.

There were 5 vessels in Harbour loading and unloading cargo and I may say at once that the facilities on shore for dealing with so many ships at one time were quite inadequate.

The 6 steam cranes on the Wharf can each deal with about 170 tons of cargo per day of 8 hours, which gives a total of say 1,000 tons. From my own observations these cranes could do more work if there was not so much delay in the lighters fixing the loads, but this I consider is inevitable and a 170 ton crane day is a good and fair average.

Most of the steamers can handle 400 tons per day and with 5 in Port this means 2,000 tons against the Pier's say 1,000 tons, therefore delays to ships must occur.

Another relay of supervisors, transhippers, porters, locomotive drivers, shunters etc. could be engaged and the hours of work thereby doubled, but as it is impossible to engage such men casually they would have to be engaged by the month and being only employed during a rush, the expense involved would be so great that I do not consider it practicable, and besides, I do not know if the shipping and lighterage Companies would always work this overtime.

It appears therefore that the existing facilities on the Pier are only sufficient to handle 2 ships at a time and until greater facilities are provided or the Steamship Companies can distribute the

visits

visits of their ships more evenly during the month, delays cannot be avoided.

7. There is scarcely room on the existing wharf for any more cranes, and the possibilities of a mechanical breakdown to one or more of the cranes cannot be ignored.

8. Should the contemplated Railway extensions take place, the traffic at Kilindini will increase, and to cope with this, improved means for handling cargo from and to the ships at Kilindini, the only seaport of the Protectorate, must be made, otherwise the development of the country will have a set-back, as it is most necessary for the products of this development to have a quick exit out of the country.

9. I therefore would urge most strongly the necessity of commencing the construction of the Deep Water Pier of at least 4 berths at the earliest possible moment, but if the money necessary for this work cannot be found, a wooden jetty or jetties capable of carrying cranes should be erected, but this will present certain difficulties owing to the limited area which can be served by sidings without going to the expense and delay in further reclamation.

10. Until some very considerable improvement is made, the present congestion will only increase and must continue during the construction of the Deep Water Pier, and Shipping Companies may find that it is against their interests to call at Kilindini.

I have the honour to be,

Your obedient servant,
Geo. S. THOMPSON

General manager,
Uganda Railway

C.O.
533
230
Public Works Dept
1-11-1904

Dowling Street, 330

31 March, 1920.

Dear Major Gorgan,

As you know the Development Committee is considering the Kilindini scheme, and the question of the relation of the Governor's proposals to your own has necessarily come up for consideration.

We are hampered by not having received from the Protectorate a copy of the final lease which I gather has been issued to you, and Sir Herbert Read would be very glad if you would kindly lend the lease to us for a short time so that we can see its exact terms.

Yours sincerely,

(Sd) W.C. Bottomley.

MAJOR F.S. GORGAN, D.S.O.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100

C.O.
550
230

Mr. R. Boulton (Case B/12376) telephoned to me this morning that his firm had definitely arranged with Major Grogan for the financing of Major Grogan's harbour scheme on Mombasa Island. He said that Major Grogan's lease provided for this. I did not answer on this point but said that I would bring to notice the arrangements which had been made.

When the Development Committee and its Sub-Committee considered the Kilindini Harbour Scheme, it was definitely decided that the Govt. should have nothing to do with Major Grogan's site, as the Govt. site proposed in 1913 was much superior. It was also held that the terms of Major Grogan's lease (G/ 38479/10, print ~~with~~) freed us from the possibility of competition by Major Grogan. It has now become urgent to let Major Grogan know of our proposals and view of the legal position, if Mr. Risley supports it.

But draft.

to G/ 26 3.20
27

M. Grogan

The main object of the report is not here but
to be found in the main report, July 19, 1914
a clearly linked up the Mombasa Harbour
the Mombasa Harbour scheme and I
that must be read as confirming the
use of the former to the furtherance
of the latter.

J.H.

27/2/20

*Major Grogan's
scheme to be
27/2/20*