

CO  
11 40183  
RET  
PL 14 AUG 22

DATE

15 July.

For  
Boothey 956

FOR CIRCULATION -

- Mr. [redacted]
- Mr. Blackley 18/8/22
- Mr. [redacted]
- Mr. Grindle
- Sir H. Lambert
- Sir H. Ross
- Sir J. Minteron Smith
- Mr. Wood
- Mr. Churchill

SUBJECT

Grounding of S. Sybil

in Nov. 1914.

Sends report by feat. manager and  
Kling. Trusts that report will enable us  
to reach early decision or to agree to  
steps involved being charged to Common Charge  
Account

Previous Paper

W. 6.  
20142

MINUTES

This seems to answer the W.O. letter  
- the large bill seems to be the result of the  
military authorities' action in 1915 in  
forbidding immediate repairs. ~~and~~

\* 2 copy to W.O. refce 20142/22. Reserve  
that the Report of the Court of Enquiry  
referred to in para 3 was vis. to W.O. with  
C/O letter of 10/2/22 on 2972 <sup>21</sup>/<sub>22</sub>, I say that  
in view of the report of the feat. Manager  
S/S trusts that the A.C. will now agree  
that the sum of £54 14/9 for the repairs  
is properly charged to the  
African Commission Charges Accounts

Handwritten notes in left margin:  
Copy to W.O. (copying credit)  
to be included in letter  
And. tel - 17 Feb 23. 5010  
to be to W.O. 17. 29 DEC 1925  
Copy to W.O. cons. 15 - JUL 1926 on 100/453/5/24/24

Subsequent Paper

600  
3577

88  
16.8.22

2 copy to W.O. with copy of the letter which  
it answered. I am sure that the S. & B.  
Dept.

is clearly of opinion that  
 the cost of replacement is  
 one which shd be charged  
 to the <sup>L.A.</sup> Common Charges Account  
 (The Unit account shows the WD & two transfers in L.A.)  
 and Express the hope that  
 the WD will now be able  
 to concur in this view.  
 Point out that that they  
 are under a misapprehension  
 in referring in 2042 to the  
 Uganda Railway Company  
 as the Uganda Railway is a  
 Govt Railway & no question  
 of a Company arises.

Ens 18/8/22

W. At 18/8/22

~~W. At~~

Remind WD L.A.

C.J. 12-10-22  
 atnc.

NO 366.



GOVERNMENT HOUSE,  
1, NAIROBI,  
KENYA.

15th July, 1922.

40183

14 AUG 22

Sir,

W.6.  
20142

Report.  
History  
Sheet.

As directed in your despatch No. 656 of the 3rd May, 1922, I have the honour to transmit a report prepared by the General Manager of the Uganda Railway regarding the circumstances attending the grounding of the S.S. "Sybil" in November, 1914, and the expenditure on repairs necessitated thereby.

W.6.  
20142

2. Mr. Couper's statement deals with all the points raised in War Office letter No. 0165/1462 (Q.M.G.F.a) of the 28th April last which formed the second enclosure in your despatch and a history sheet of the vessel is also attached.

200  
17007  
15

3. The proceedings of the Court of Inquiry to which reference is made in the second paragraph of the accompanying Report ~~was~~ forwarded under cover of Mr. (now Sir) Charles Bowring's despatch No. 190 of the 12th March, 1915.

4. I trust that the particulars now submitted will enable the Army Council to reach an early decision on the allocation of the expenditure involved and to agree to accept it as a charge against the East Africa Common Charges Account.

I have the honour to be,  
Sir,  
Your humble, obedient servant,

*Edmund Walker*  
GOVERNOR.

THE RIGHT HONOURABLE  
WINSTON CHURCHILL, P.C., M.P.  
SECRETARY OF STATE FOR THE COLONIES,  
DOWLING STREET, LONDON, S. W.

COPY - Hon. Treasurer.

D July, 1923.

TO The Honourable the Colonial Secretary,  
Colony and Protectorate of Kenya,  
NAIROBI

re: EXPENDITURE ON REPAIRS TO S.S. "SVELL".  
Your No. 11634/120 of the 5th ult.

I beg to send you herewith my report as requested.

From the finding of the Court of Enquiry Commander Bruce was justified in leaving the courses as laid down by the Uganda Railway sailing directions (vide Question 2), and therefore no negligence can be brought up against him.

2. With regard to the allegation that the vessel was not in a seaworthy condition owing to certain structural alterations in the bulkhead, the only alteration consisted of cutting a hole 18" square in the bulkhead forward of the boiler room; the lower edge of this hole was five feet above the bottom of the vessel and was fitted with a tight fitting sliding door, which made the bulkhead watertight.

The fact that this vessel was holed on the rocks near Bukoba six years ago and was kept afloat for 48 hours and brought to Kisumu fore hold full of water and with the bulkhead fitted with the same sliding door, disproves the theory that the vessel was not in a worthy condition.

3. The Insurance and Depreciation Fund of the Uganda Railway designed to meet the abnormal risks due to carrying out the orders of the Military Authorities during war; but only while carrying out ordinary commercial routine work and under the orders only of the Railway Administration. The monthly premiums paid into the fund always included in the working expenses and the Military Authorities paid this by agreement, but the premiums in no way covered War risk as they remained at the pre-war rates, and I cannot, therefore, say that the liability lies exclusively, or in any way, with the Railway.

4. I would point out that the ship sank on November 4th, 1914, and that the Railway had made arrangements to save the vessel, but that on the 9th November the Military Authorities refused permission to be stated that the ship was to be abandoned, and from this it must be clear that the Military were responsible for the loss; if the Railway had taken place the repair would have cost a small amount. After she was abandoned the Germans fired her and then the Military and her to prevent her being salvaged by the enemy, and it was these actions which caused the excessive damages requiring costly repairs.

In 1914, the s.s. "Sybil" was accepted by the Military in good running condition having just come off her regular service.

5. The sum of Rupees 52,890.99 was expended on temporary work only to make the vessel sea-worthy and available for the transport of troops and supplies - in this condition it was quite impossible to put her back into her ordinary service, there being no cabins or conveniences for passengers, or for carrying cargo safely, and I am only asking for her to be put into a state of repair identical to that in which she was taken over.

6. The estimate for repairs prepared in February, 1917, amounted to Rupees 193,205, or £12,880, and to compare that with the present one 50% must be added on account of the change in currency, bringing the total to £19,320, and to this must again be added the large increase in the cost of materials and wages since 1917.

The figure of £38,000 was amended to read £34,192, and this is the amount now required to meet the cost of putting the s.s. "Sybil" back to her pre-war condition. I enclose a copy of the estimate showing how this latter figure is arrived at.

7. No payment was made by the Military for the hire of the vessel, and the contribution to the Insurance and Depreciation Fund amounted to £1,482.

ENCLOSURES:

(Signed) S. Couper,

GENERAL MANAGER,  
UGANDA RAILWAY

HISTORY SHEET OF S.S. "SYBIL".

1. Date of Launching. January, 1904.
2. Estimated life of vessel. 20 to 25 years.
3. Capital cost -do -do- £36,830
4. Insurance and Depreciation Fund Commenced from 1st April 1913, and regular annual payments have been made since that date.
5. Annual charge to Insurance and Depreciation Fund is £1,841

ESTIMATE for

Sl. No.	Quantity	Particulars	No.	Rate	Amount		Total	
					Cash	Stores		
				Rs.	P.	Rs.	P.	
		7 continued, Brought Forward.				194288.	63	
No	18	Stanchions	No.	25.11		459	96	
"	1	Bridge Canvas side Screen				200	00	
		Canvas Awning for Deck				750	00	
"	4	Tarpsaulins.	No.	141/00		564	20	
		Canvas Awning Bridge				300	00	
"	6	Iron Bollards 1 cwt.				250	00	
"	2 1/2	Fair Leads Brass				270	00	
Ton	5	Coal required for forges.	Ton	40/-		200	00	
No	4	W.C. Shank patent	No.	250/-		1000	00	
"	6	Deck dead light, Keywoods patent with Patent cement	"	30/-		180	00	
		Miscellaneous stores for repairs including tools used in repairs labour including supervision.				3000	00	
		Action.				21250	00	
		Customs Duty				13000	00	
		Freight.				11800	00	
		Indirect charges				31464	00	
		Labour for dismantling temporary repairs done on behalf of Military				3000	00	
		KA/COPY.						
TOTAL AMOUNT OF ESTIMATE						128714	00.212273	00

(sd) R. Grant  
 Superintending Engineer  
 District Engineer, Udupi, Raichur  
 Mysore

ESTIMATE for

No.	Quantity.	Particulars.	No.	Rate.	AMOUNT				Total.	
					Rs.	P.	A.	C.	Rs.	P.
		7 continued, brought forward.								
							19	288.	63	
No.	18	Stanchions	No.	25.15			459	98		
"	1	Bridge Canvas side Screen					200			
		Canvas Awning for Deck					750			
"	4	Tarpeulins.	No.	141/00			564	20		
		Canvas Awning Bridge					300	00		
"	6	Iron Bollards 1 cwt.					250			
"	2 1/2	Fair leads Brass					270	00		
Ton	5	Coal required for forges.	Ton	40/-			200			
No.	4	W.C. Shank patent	No.	250/-			1000			
"	6	Deck load light hardwoods patent with patent cement	"	30/-			180			
		Miscellaneous stores for repairs including tools used in repairs labour including supervision. Action.			2250	81350	00			
		Customs Duty					13000	00		
		Freight.					11800			
		Indirect charges				21464	00			
		Labour for dismantling temporary repairs done on behalf of Military				3000	00			
		KB/COPY.								
TOTAL AMOUNT OF ESTIMATE							128714	00, 212275	00	

341987 08

(sd) R. Grant  
 Superintending Engineer Masina  
 District Engineer, Uganda Railway.  
 Busoga Kariso

Estimate "A" **UGANDA RAILWAY.**

Form No. U. R. 265F

17

**ESTIMATE for Repairs to S.S. "Svbi" excluding alteration for oil installation & extra cabins**

Unit	Quantity	Particulars	No.	Rate	AMOUNT				TOTAL		
					Rs.	P.	A.	C.	Rs.	P.	
Lbs	44613	New plates for Hull & Deck	Lbs	-/18			8030	34			
"	4480	Cops bars for stiffeners (S.M)	"	-/21			940	80			
"	21168	Bulbs, angle iron beams required	"	-/21			4445	28			
"	4480	Flat Iron Bar	"	-/21			940	80			
Cft	6645	Timber Teak	Cft	10/-			66450	00			
"	668	" Pine for deck, awning & cabins etc:	"	5/-			3340	00			
"	125	" Olive Ceiling Boards	"	3/41			426	25			
"	2077	" Teak for Deck houses, doors, cabins & furniture.	"	10/-			2770	00			
"	121	Timber Juniper, for Hatch boards	"	3/-			363	00			
No.	1	Dynamo enclosed type of engine & correct lubrication.	No.	3300/-			3300	00			
Yds	12500	Electric Wire	Yd	-/50			6250	00			
...		Conduct tubing	...	...			1000	00			
No	15	Portable Electric Fans.	No.	75/-			1125	00			
"	3	Slow speed fans for saloon	"	150/-			450	00			
"	35	Brass Pendants	"	6/-			210	00			
"	25	Admiralty water tight plugs for bulkheads.	"	3/-			75	00			
"	4	Light Electric cargo Clusters & lights.	"	60/-			240	00			
"	30	White Metal Pendants.	"	6/-			180	00			
KB/COPY.											
TOTAL AMOUNT OF ESTIMATE									118536	47.	

# UGANDA RAILWAY.

Division \_\_\_\_\_

Name of work \_\_\_\_\_

Amount \_\_\_\_\_

Chargeable to \_\_\_\_\_

No. \_\_\_\_\_ dated \_\_\_\_\_ 19 .

Forwarded in duplicate to the General Manager through the Chief Accountant for sanction.

\_\_\_\_\_  
*Chief Engineer.*

No. \_\_\_\_\_ dated \_\_\_\_\_ 19 .

Certified as within estimate.

\_\_\_\_\_  
*Chief Accountant.*

No. \_\_\_\_\_ dated \_\_\_\_\_ 19 .

Sanctioned as Estimate No. \_\_\_\_\_ of 191 , chargeable as above, and forwarded through the Chief Engineer to the Chief Accountant for record.

\_\_\_\_\_  
*General Manager.*

No. \_\_\_\_\_ dated \_\_\_\_\_ 19 .

Noted.

\_\_\_\_\_  
*Chief Engineer.*



UGANDA RAILWAY.

Division \_\_\_\_\_

Name of work \_\_\_\_\_

Amount \_\_\_\_\_

Chargeable to \_\_\_\_\_

No. \_\_\_\_\_ dated \_\_\_\_\_ 19 \_\_\_\_\_

Forwarded in duplicate to the General Manager through the Chief Accountant for sanction.

\_\_\_\_\_  
Chief Engineer.

No. \_\_\_\_\_ dated \_\_\_\_\_ 19 \_\_\_\_\_

Certified as within estimate.

\_\_\_\_\_  
Chief Accountant.

No. \_\_\_\_\_ dated \_\_\_\_\_ 19 \_\_\_\_\_

Sanctioned as Estimate No. \_\_\_\_\_ of 191 \_\_\_\_\_, chargeable as above, and forwarded through the Chief Engineer to the Chief Accountant for record.

\_\_\_\_\_  
General Manager.

No. \_\_\_\_\_ dated \_\_\_\_\_ 19 \_\_\_\_\_

Noted.

\_\_\_\_\_  
Chief Engineer.

# UGANDA RAILWAY.

Form No. U. R. 265 F

19

ESTIMATE for \_\_\_\_\_

Unit	Quantity	Particulars	No.	Rate	AMOUNT				TOTAL	
					Cash.		Store.		Grand	
					₦	C.	₦	C.	₦	C.
		<b>3 continued.</b>								
		<b>brought forward.</b>								<b>130268. 47.</b>
No	1	Wireless		Approx						2237 07
"		Cable Chain (210 Fathoms) and 4 shackles for cable & two anchors (12 cwt.)		"						2900 00
"	10	Ventilators and piping for same	No.	100						1000 00
"	1	Steam Capstan and fittings		Approx						1500 00
"	16	Port Scuttles or side lights	No.	30/-						480 00
"	14	Square ports with frames	"	34.50						483 00
"	1	Downton pump.								450 00
"	1	Steering Engine & Chains & Lead		Approx						4000 00
"		Tackles etc. for derrick.								1500 00
"		Manilla Rope etc. including mooring rope boat falls & tackles.		Approx						1500 00
"		Mosquito wire Netting.								300 00
"	4	New propeller blades	No.	250						1000 00
"	2	Socket for flag staff	"	25.00						50 00
"	24	Folding basin & locking glasses for cabins.	"	146.43						3514 32
"	1	ships Cig.	"	1500/-						1500 00
		<b>KB/COFY.</b>								
		TOTAL AMOUNT OF ESTIMATE								<b>152562. 86.</b>

# UGANDA RAILWAY.

Division \_\_\_\_\_

Name of work \_\_\_\_\_

Amount \_\_\_\_\_

Chargeable to \_\_\_\_\_

No. \_\_\_\_\_ dated \_\_\_\_\_ 19 \_\_\_\_\_

Forwarded in duplicate to the General Manager through the Chief Accountant for sanction.

\_\_\_\_\_  
*Chief Engineer.*

No. \_\_\_\_\_ dated \_\_\_\_\_ 19 \_\_\_\_\_

Certified as within estimate.

\_\_\_\_\_  
*Chief Accountant.*

No. \_\_\_\_\_ dated \_\_\_\_\_ 19 \_\_\_\_\_

Sanctioned as Estimate No. \_\_\_\_\_ of 191 \_\_\_\_\_ chargeable as above, and forwarded to the Chief Engineer to the Chief Accountant for record.

\_\_\_\_\_  
*General Manager.*

No. \_\_\_\_\_ dated \_\_\_\_\_ 19 \_\_\_\_\_

Noted,

\_\_\_\_\_  
*Chief Engineer.*

# UGANDA RAILWAY.

Form No. U. R. 265F

ESTIMATE for

20

Unit	Quantity	Particulars	No.	Rate	AMOUNT		TOTAL
					Cash	Stores	Amount
				Ss	Rs	Cs	Rs
		<b>4 Continued.</b>					
		<b>Brought Forward.</b>					152582. 86.
		<b>SHIP EQUIPMENT.</b>					
		Table and Bed linen				3000	00
		China and earthenware.				1500	00
		Glass Ware				900	00
		Electroplate.				7500	00
		Cutlery				1200	00
		Miscellaneous Stewards Gear.				1500	00
		Towel rails & cabin Hooks.				200	00
No	50	Hockins beds with silvered bed rails with springs.	Approx	32.00		1600	00
"	20	G.I. Beds for crew.	No.	47.95		959	00
"	4	Baths.	"	225/-		900	00
"	6	Wash Basins.	"	30/-		180	00.
"	8	Sanitary Tanks	"	100/-		200	00
		<b>INSTRUMENTS.</b>					
"	1	Mercurial Barometer )					
"	1	Telescope )					
"	1	Barometer for wheel house )				1500	00
"	2	Thermometers )					
Pr.	1	Binoculars )					
No	1	Clock for wheel house )					
"	1	" " Saloon )					
"	2	Life Boats Compasses )				150	00
"	1	Compass for cutter )					
		<b>KB/COPY.</b>					
TOTAL AMOUNT OF ESTIMATE							175871. 86.

Dated \_\_\_\_\_ 19\_\_

District Engineer, Uganda Railway.

# UGANDA RAILWAY.

Division \_\_\_\_\_

Name of work \_\_\_\_\_

Amount \_\_\_\_\_

Chargeable to \_\_\_\_\_

No. \_\_\_\_\_ dated \_\_\_\_\_ 19 \_\_\_\_\_

Forwarded in duplicate to the General Manager through the Chief Accountant for sanction.

\_\_\_\_\_  
*Chief Engineer.*

No. \_\_\_\_\_ dated \_\_\_\_\_ 19 \_\_\_\_\_

Certified as within estimate.

\_\_\_\_\_  
*Chief Accountant.*

No. \_\_\_\_\_ dated \_\_\_\_\_ 19 \_\_\_\_\_

Sanctioned as Estimate No. \_\_\_\_\_ of 191 \_\_\_\_\_, chargeable as above, and forwarded through the Chief Engineer to the Chief Accountant for record.

\_\_\_\_\_  
*General Manager.*

No. \_\_\_\_\_ dated \_\_\_\_\_ 19 \_\_\_\_\_

Noted.

\_\_\_\_\_  
*Chief Engineer.*

# UGANDA RAILWAY.

Division \_\_\_\_\_

Name of work \_\_\_\_\_

Amount \_\_\_\_\_

Chargeable to \_\_\_\_\_

No. \_\_\_\_\_ dated \_\_\_\_\_ 19 \_\_\_\_\_

Forwarded in duplicate to the General Manager through the Chief Accountant for sanction.

\_\_\_\_\_  
*Chief Engineer.*

No. \_\_\_\_\_ dated \_\_\_\_\_ 19 \_\_\_\_\_

Certified as within estimate.

\_\_\_\_\_  
*Chief Accountant.*

No. \_\_\_\_\_ dated \_\_\_\_\_ 19 \_\_\_\_\_

Sanctioned as Estimate No. \_\_\_\_\_ of 191 \_\_\_\_\_, chargeable as above, and forwarded through the Chief Engineer to the Chief Accountant for record.

\_\_\_\_\_  
*General Manager.*

No. \_\_\_\_\_ dated \_\_\_\_\_ 19 \_\_\_\_\_

Noted.

\_\_\_\_\_  
*Chief Engineer.*

# UGANDA RAILWAY.

Form No. U. R. 465.

21

ESTIMATE for \_\_\_\_\_

Uch.	Quantity	Particulars	No.	Rate	AMOUNT				TOTAL	
					Rash.		Stores		Totals	
					R	C	R	C	R	C
		<b>5 Continued.</b>								
		Brought Forward.							173871.	84.
		Life Boat Fittings.					100	00		
		G.I. Piping & fittings for sanitary Approx fresh water tanks, etc. 100 ft. lead piping.					2000	00		
		Belts, Teak Dowels, Deck rivets and fuel for Deck Pump.					1500	00		
No	20	Saloon Chairs (not including re- valving).	No.	50/-			1000	00		
		.. Engine Room repairs to Machinery damaged.					1200	00		
		Auxiliary Valve, steam valve & cocks) to be repaired.					250	00		
No	6	Davits for Boats	No.	66/66			399	94		
Lbs	2240	Deck railing $\frac{3}{4}$ & $\frac{5}{8}$ bars (S.M.)	Lbs.	-/40			896	00		
"	2260	Deck Stanchions, plates for stays cocks, bolts, etc.	"	-/14			470	40		
No	1	Head head light fitted for ) electricity and Oil.								
"	2	Stern light <del>not</del> fitted for electricity & Oil)								
"	2	Side lights " " " " )					400	00		
"	1	Locks, Keys, door belts hinges & screws					600	00		
"	1	Clock for Engine Room.					90	00		
		<b>KB/COPT.</b>								
		TOTAL AMOUNT OF ESTIMATE					182776.	24.		

Dated \_\_\_\_\_ 19\_\_

District Engineer, Uganda Railway.

# UGANDA RAILWAY.

Division \_\_\_\_\_

Name of work \_\_\_\_\_

Amount \_\_\_\_\_

Chargeable to \_\_\_\_\_

No. \_\_\_\_\_ dated \_\_\_\_\_ 19\_\_

Forwarded in duplicate to the General Manager through the Chief Accountant for sanction.

\_\_\_\_\_  
*Chief Engineer.*

No. \_\_\_\_\_ dated \_\_\_\_\_ 19\_\_

Certified as within estimate.

\_\_\_\_\_  
*Chief Accountant.*

No. \_\_\_\_\_ dated \_\_\_\_\_ 19\_\_

Sanctioned as Estimate No. \_\_\_\_\_ of 191\_\_ chargeable as above, and forwarded through the Chief Engineer to the Chief Accountant for record.

\_\_\_\_\_  
*General Manager.*

No. \_\_\_\_\_ dated \_\_\_\_\_ 19\_\_

Noted.

\_\_\_\_\_  
*Chief Engineer.*

# UGANDA RAILWAY.

Division \_\_\_\_\_

Name of work \_\_\_\_\_

Amount \_\_\_\_\_

Chargeable to \_\_\_\_\_

No. \_\_\_\_\_ dated \_\_\_\_\_ 19\_\_

Forwarded in duplicate to the General Manager through the Chief Accountant for sanction.

\_\_\_\_\_  
*Chief Engineer.*

No. \_\_\_\_\_ dated \_\_\_\_\_ 19\_\_

Certified as within estimate.

\_\_\_\_\_  
*Chief Accountant.*

No. \_\_\_\_\_ dated \_\_\_\_\_ 19\_\_

Sanctioned as Estimate No. \_\_\_\_\_ of 191\_\_, chargeable as above, and forwarded through the Chief Engineer to the Chief Accountant for record.

\_\_\_\_\_  
*General Manager.*

No. \_\_\_\_\_ dated \_\_\_\_\_ 19\_\_

Noted.

\_\_\_\_\_  
*Chief Engineer.*

INCLOSURES

In Despatch No. 190 of 17.3.1915



No. B/600

24 November

STRANDING of the S/S "SYBIL"

SIR,

I have the honour to forward you herewith the finding of the Court of Enquiry on this matter, and a letter of the Marine Superintendent commenting upon the enquiry.

I must state that I am in accord with the Marine Superintendent in the views he expresses, and do not consider that any orders he might receive from the Officer Commanding Troops justifies the Captain of the steamer in relaxing any of the precautions he would observe in his ordinary working of the ship.

I am firmly of the opinion that if the "SYBIL" had been going slow instead of at full speed that the disaster would not have occurred, and I cannot agree with the answer to question 4 as given by the Court of Enquiry.

It does not appear to be consistent that if it was considered quite safe to go at "full speed" why the lead should be kept in constant use, as evidenced in question 12 and its answer of the evidence of Captain Bruce.

For leaving the sailing courses as laid down in the Chart Captain Bruce was undoubtedly justified, but as before stated I agree generally with the

# UGANDA RAILWAY.

Division \_\_\_\_\_

Name of work \_\_\_\_\_

Amount \_\_\_\_\_

Chargeable to \_\_\_\_\_

No. \_\_\_\_\_ dated \_\_\_\_\_ 19\_\_

Forwarded in duplicate to the General Manager through the Chief Accountant for sanction.

\_\_\_\_\_  
*Chief Engineer.*

No. \_\_\_\_\_ dated \_\_\_\_\_ 19\_\_

Certified as within estimate.

\_\_\_\_\_  
*Chief Accountant.*

No. \_\_\_\_\_ dated \_\_\_\_\_ 19\_\_

Sanctioned as Estimate No. \_\_\_\_\_ of 191\_\_ , chargeable as above, and forwarded through the Chief Engineer to the Chief Accountant for record.

\_\_\_\_\_  
*General Manager.*

No. \_\_\_\_\_ dated \_\_\_\_\_ 19\_\_

Noted.

\_\_\_\_\_  
*Chief Engineer.*

Marine Superintendent as to the points of disagreement he raises in connection with the findings of the Court.

I have the honour to be,

Sir,

Your obedient servant.

Sd/ E. EASTWOOD

Actg General Manager.  
Uganda Railway.

Marine Superintendent as to the points of disagreement he raises in connection with the finding of the Court.

I have the honour to be,

Sir,

Your obedient servant.

Sd/ E. EASTWOOD

Actg General Manager.  
Uganda Railway.

FINDINGS OF THE COURT

The Court of Enquiry duly assembled this 15th day of November 1914 and having examined all essential witnesses in the opinion of the Court, find answers as under to the following questions. Answers being decided by Vots.

25

1.Q. Whether A.P.V. "Sybil" struck a mine or Rock?

A. That the vessel struck a small reef of uncharted rocks.

2.Q. Was Capt Bruce justified in leaving the courses we laid down by Uganda Rly sailing directions.

A. In view of particular service on which he was engaged. In view of instructions issued by Officer Commanding Troops Kinumu dated 22-10-14 para 1 & para headed "Object".

Captain Bruce was justified in leaving Uganda Rly courses

3. Q. Was Capt Bruce justified in navigating Majita Channel in view of remarks on admiralty chart "Steamers should not pass through Majita Channel"?

A. In view of information that an armed German vessel the "Heinrich Otto" was at Pier lat: 1-48-30 long 33-24-30 Majita.

2. That this port is used by Dhows trading to Mwanza drawing draft up to 7 ft.

3. That a deep water channel is marked between the land and dotted danger area on admiralty chart.

4. That the same chart refers to dotted line 3 1/2 miles west of Lukeba Islands lat 1-24 S long 33-42 E, though vessels are authorized to use the Channel inside.

4.Q. Were all possible precautions taken in navigating the ship?

A. Yes.

Q. 5. After striking was everything possible done to save the ship?

A. Yes.

Q. 6. Was the ship beached in the best place?

A. Yes in view of the rate at which she was filling.

General Finding of Court.

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26

That in view of the above findings the Court is unanimously of the opinion that Lt. Bruce R.N.R. in Command of A.P.V. "Sybil" is completely exonerated from all blame in connection with the stranding of the P.A.V. Sybil and that after the striking everything possible was done to save the vessel and her crew, failing which she was beached in the best position having regard to the circumstances of the case.

Sd/ J.H.GRAY - Commander  
PRESIDENT.

\* A.S.H. Smith Lt. 4th K.A.R.  
MEMBER.

\* F.C.Greenwood Sub-Lt. R.N.R.  
MEMBER

\* Francis X. Hemsted Lt. R.N.R.  
MEMBER.

JOURT OF INQUIRY ON GROUNDING OF P. A. V. "Sybil" held on 15th  
November 1914 at Marine Office - KISUMU

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President - Commander J.H.Gray

Member Lt. Greenwood, R.N.R.  
Capt Smith K.A.R.  
Lt. Heamstead R.N.R.,

Evidence of Captain Fynham Bruce. R.N.R.,

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1. Ques. Can you say with certainty, that it was mine or rock which the ship struck ?
- Answer I cannot say with certainty, the original entry in the Log Book "is a submerged rock", after thinking it over the noise sounded as if we had been fired at, so we reported as a mine. The last soundings I heard were  $3\frac{1}{2}$  &  $5\frac{1}{2}$  Starboarding into 18 feet.
2. Ques. Have you any reason of the cause of such noise ?
- Answer. Probably the bursting of the ship's plating.
3. Ques. How many were felt ?
- Answer First one and after a minute or a minute and a half there were two more bumps in the ships waist.
4. Ques. What speed were you steaming at time of striking ?
- Answer Full speed. On striking first time, both engines were stopped, ship carrying her way and bumping again within two ships lengths of first bump, sounding 1
5. Ques. What was vessel's draft.
- Answer Approximate 8.8 forward and 7.1 aft.
6. Ques. What were you going to do on sailing on the morning of 4th of November ?
- Answer After seeing that the "Henri Otto" was not along Pier at Majita, I turned round and proceeded speed to join the "Kavirondo" with despatch As she only had sufficient oil to return
7. Ques. What was the ship heading at the time of

Ques. For what purpose were you navigating this Channel ?

Answer. Searching for the "Henry Otto" said to be mounted with one gun, and to be hauled up in the grass of the Pier at Majita.

Ques. How did you get information re: the Henri Otto, being at Majita ?

Answer. From natives captured on the 3rd off Galanzi Channel.

Ques. Were orders given by you to other ships to navigate Majita Channel?

Answer. No. I did the navigation of Majita Channel myself.

Ques. What were your ideas of the orders under which you were sailing ?

Answer. Under orders contained in Officer Commanding Troops' letter dated 22nd orders para 1.

I considered it impossible to adhere to said said Bay courses.

Ques. Do you consider Officer Commanding Troops orders sufficient authority to take you off the beaten tract.

Answer. Yes, to carry out the object in Officer Commanding troops orders.

Ques. What object had you in choosing the side nearest the reef for navigation.

Answer. Further away from shore attack, and information from Native Showman, verified by my own observations.

Ques. In view of remark on Chart, "Steamers should not pass *through* Majita Channel". Do you consider officer Commanding Troops order authorises you to use said channel?

Answer. Yes, while destroying all water bourne traffic, ship navigated at slow speed, soundings comparing with those given on the Chart, and nothing to indicate vicinity of rocks. Also where Pier and godowns are, it is more than probable traffic could be destroyed there.

Ques. Had you heard of ships navigating this channel, before

Answer. I had heard of ships being off Majita and Iruga Channel  
 16. Ques. Have you any special reason for steaming full speed on  
 the morning of November 4th while returning from  
 Majita Pier.

Answer. Yes, so as to get despatches through to Kisumu by  
 "Kavirondo" and also having navigated the place by  
 night I considered it quite safe. Lead was kept in  
 constant use.

Kavirondo had to return to Kisumu for oil fuel.

17. Ques. After striking did you do all in your power to locate  
 the damage and prevent the influx of water.

Answer. Yes.

18. Ques. What did you do ?

Answer. Sent down Chief Officer to ascertain if the ship was  
 making water and where. The report given by the 3rd  
 Engineer that the ship was holed and making water  
 fast, he was then standing in 4 ft of water, and that  
 he considered the hole was behind the fuel stack,  
 the fore end of the fuel. The fuel was discharged as  
 much as possible but had to stop, and then decided to  
 beach the ship, as she was fast settling by the head  
 water tight doors were closed.

I did not have any canvas strong enough to act as a  
 collision mat.

19. Ques. How long after striking did you have to beach her.

Answer. Beached 42 minutes after striking the first time.

20. Ques. Were the bilge pumps working.

Answer. All bilge pumps were working well, but were unable  
 to deal with rush of water.

21. Ques. Were you on the bridge the whole time after weighing  
 until she struck.

Answer. Yes.

22. Ques. Had you leadmen in both chains.

Answer. No, only in starboard chains, as the port side was  
 open to fire.

23. Ques. Had you any reason to expect an attack from the shore.

Answer. Yes. owing to the report of the "Suzari Otto" being there and ~~amarica~~ probably being with her.

24. Ques. Having been off the Ry courses a lot, has your experience been that chart soundings were correct.

Answer. Yes.

25. Ques. What ships did your Flotilla consist of on Patrol.

Answer. "Sybil; "Winifred", Kavirondo" ~~and~~ Mackinnon?

26. Ques. Was it possible to use the "Wm Mackinnon" to go into back waters while bigger ships laid off to cover them.

Answer. It would have been possible to do so, but in this in my opinion, where a movement of 4 vessels was necessary, the "Wm Mackinnon" had to navigate other intricate waters and the risks in my opinion are the same when off the beaten tracks so long as ordinary precautions are taken.

27. Ques. What were the conditions of the weather?

Answer. Clear, very little wind, variable, fine weather, smooth sea.

28. Ques. Why are the entries regarding the beaching of the vessel and the subsequent action taken after striking not entered in the Log Book.

Answer. Chief Officer sick, and myself in charge of all operations, impossible to take time or enter up in Log Book at the time, as there was a possibility of having to abandon ship at once, all boats were lowered, provisioned, one sent to communicate with "Kavirondo" under charge of Lt. Aslin, ammunition got up on deck and guns dismantled.

29. Ques. Was it in your opinion possible to save A.P.V. "Sybil"?

Answer. Under peate conditions yes.

30. Ques. What made you consider the ship might have to be immediately abandoned?

Answer. The possibility of her rolling over on either side or on finally settling sheering into deeper water.

31. Ques. What was the depth of water in which she grounded.

Answer. Reported by Quartermaster 3 ft. aft (Hamas) after checked by Capt Marshall and found to be 2 ft .

32. question. Do you consider you chose the best place under the circumstances for beaching the ship.

Answer. Yes. I had no other alternative, but sink the ship altogether or beach the ship as she was going down by the head fast, my propellers at the last did not give satisfaction owing to sinking by the head.

33. Ques. Could the ship have reached Iragwa Island.

Answer. No.

34/ G. J. ERICE.

R.N.R.

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Kisumu - 22nd Oct. 1914.

The Commanding Officer,

P.A.V.

Sir,

I am directed to notify you that the following plan of operations has been approved the objective being, primarily the putting out of action of the German armed vessel Mwanika, secondly the destruction of all German water borne traffic on the Lake, according to the following dispositions will be made:-

MOVEMENTS. S/S "Kavirondo" will sail at 3 p.m. on the 22nd instant for Mabita Passage remaining there until S/S "Wm Mackinnon" arrives. "Wm Mackinnon" will sail a.m. on the 23rd and arrives Mabita Passage P.M. same day. On arrival "Wm Mackinnon" at Mabita Passage S/S "Kavirondo" will proceed to Karungu and endeavour to obtain any information of enemy's movements. "Wm Mackinnon" remains on guard at Mabita Passage and will place a wire boom at the most convenient spot in the passage S/S "Sybil" should be ready to leave Kisumu on or about the 26th instant. She will proceed via Rusinga Channel direct to rendez-vous, and will communicate with "Wm Mackinnon" at Mabita Passage en route. On parting company with S/S "Sybil" "Wm Mackinnon" will proceed to Karungu Bay and will communicate there with S/S "Kavirondo." S/S Kavirondo and S/S Wm Mackinnon will then take up their patrols as under:-

S/S Kavirondo from Karungu via Majita Channel to Grant Bay and Ukara Channel, thence to rendez-vous with S/S Sybil.

S/S Wm Mackinnon from Karungu will examine Mochuru, Shirati Muri and Mara Bay as far south as Igenge Point S.W. of Lukaba Islands thence returning to Karungu Bay.

S/S "Sybil" will arrive at the rendez-vous 72 hours after leaving Kisumu.

S/S "Winifred." It is hoped that the S/S Winifred will be

available to co-operate from the Uganda side of the Lake, in which case here commanding Officer will be asked to examine Bukoba and Lubera<sup>b</sup> harbours and then to proceed to rendez-vous with S/S 'Sybil' if possible destroying the radio station on Bushairi Islands en route.

Recognition  
signals

The following recognition signals will be used by British ships at night:- On the even numbered days of the month a British vessel closing another will show 3 white lights in a vertical line at the mast head <sup>they</sup> will be answered by hoisting 3 lights, white, red and white.

On the uneven numbered days of the month the procedure will be reversed i.e. challenge white red white answered by 3 white lights.

Rockets. A signal rocket fired between the hours of 9 p.m. and 10 p.m. signifies that enemy has been located; any ship seeing such a rocket should close on ship making the signal

Arrangements.

All ships before leaving Kisumu will fill up with wood fuel to utmost capacity full stowage in bunkers and holds. A fuel supply depot will be arranged at Karungu and will be under the charge of an Administrative Officer.

Orls.

will be provided for the armed vessels in the following numbers:-

S/S Sybil	30 K.A.R.
*Kwiroondo	10 N.A. Police
W Mackinnon	10 N.A. Police.

Each vessel will have 300 rounds per rifle.

Light

S/S Sybil will have a searchlight mounted.

Medical  
arrangements

S/S Sybil will be equipped with necessary medical appliances and first aid dressings.

She will also carry one Medical Officer or Assistant Surgeon

Officer.

The Commanding officer S/S Sybil will be Senior Officer for the purpose of these operations. All report should be sent to him, and duplicates of any important information forwarded to Officer Commanding Troops via Karungu when possible.

All cables letters, papers etc. will be sent to...

at Karungu for transmission as soon as possible. S/S Sybil will carry an interpreter and any captured natives should be sent to her for interrogation.

It must be impressed on all officers, that the primary object of these operations is the capture or destruction of the German ship Kwanza when this has been accomplished the complete destruction of all German water-borne traffic is desirable.

To effect this the crews should be removed from dhows, canoes, etc also goods, merchandise etc of any value the vessel then should be sunk, there being no <sup>LS</sup> tonic to bring them into port as prizes of war if the crews being afterwards landed at any convenient spot, which should be as far as possible from any German spot.

It has been reported that the Germans have mined Kwanza harbour this is possible but does not seem probable (source of information :- Native Reports).

I have etc etc..

Sd/ A.F.H. Smith Capt.  
Staff Officer, Kisumu.

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Rendez-vous. Rendez-vous will be as under instead of that mentioned in these orders :-

Lat	1	27	15"	S
Long	82	35	E	

(the Northern side of Godziba is)

S/S Sybil should arrive at this rendez-vous A.M. on the 28th instant.

S/S Winifred and S/S Kavirondo should reach same rendez-vous on or about 30th instant.

If for any reason S/S Sybil should have to leave this rendez-vous before being joined by the other two ships, her Commanding Officer will arrange to leave instructions at the rendez-vous as to his movements and intentions.

Further plan of operations will be decided on at the rendez-vous according to reports brought in by patrol boats.

PATROL

The patrol of the S/S Mackinnon is altered as under: After proceeding from Karungu to Mwa Bay / Igera Point she will return to Karungu, dropping despatches (if any) and will then proceed to Mbita Passage where she will complete with fuel and resume her original patrol.

Arrangements.

A fuel supply depot is being arranged at Mbita Passage and not at Karungu as previously stated in these orders ships will therefore have to return to Mbita to fuel. S/S Sybil will take 20 barrels of oil for P.A.V. Kavirondo, and a further supply will be sent at Mbita if possible (Commanding Officer being informed later.) There is reported to be a fuelling station on the south side of Lukuba Island; the S/S Wm Mackinnon should verify this and report accordingly, taking in fuel herself as necessary.

Commissioning. With reference to the enquiries that have arisen re-

lative to the Commissioning of these ships as armed vessels, it is notified for information that the Chief staff officer has telegraphed that:-

"As the ships, are Government vessels and the Officers R.N.R. this necessity does not arise."

- COPIES
- No.1 Chief Staff officer Nairobi.
  - No.2 Staff Officer Whitebe
  - " 3 Officer Commanding Kisumu
  - " 4 Commanding Officer S/S Nybil
  - " 5 " " S/S Winifred
  - " 6 " " " Kavirondo
  - " 7 " " " William Mackinnon.

S/ A.P.H. Smith

Capt.

Staff Officer

KISUMU.

Mr. Gittins, Statement - Chief Gunner -  
Naval Rank Warrant Office.

At 3.15 a.m. I went on Deck with orders to call the Capt at 4-45 and shorten in before calling him.

These orders were carried out. Capt Bruce asked me if I could see the land clear, I told him no, waited and hove up at 5 a.m.

Capt Bruce called me up on the bridge and ordered me to keep a good look out for a little steam boat.

The ship stood in round the point, then the Capt turned the ship round and came out again, at about 6.15 by my watch, we bumped on something, the position of the ship then was with some white rocks off our starboard bow.

At the time that we struck the Capt was taking angles with his sextant and Lt. Bradshaw was writing them down, after that the Capt turned the ship and beached her.

Q. What do you say it was that the ship struck?

A. I am not certain but there seemed to be a big jar and then a succession of jars and another aft.

Q. Can you give any difference of time between the first jar and 2nd jar?

A. Roughly a minute altogether.

Q. Did you hear any noise on striking?

A. No, the ship trembled from stem to stern.

Q. Did the ship begin to lose her way at once?

A. Yes she seemed to bring up and then go on again.

Q. Can you give an account of what was done after striking?

A. Capt gave orders that all boats were to be provisioned at once, and steamed closely in and beached her on a sandy beach.

Q. Did you go below in the hold?

A. No I was on duty on the bridge.

Q. Do you remember any of the soundings?

A. No but the leadman was in the starboard chains.

8.Q. Was the weather clear ?

Answer Yes, perfectly with a light wind.

9.Q. Where the native <sup>was</sup> Showman ?

Answer On the Bridge.

10.Q. Was the native piloting the ship ?

Answer No.

11.Q. What speed were you steaming when she struck ?

Answer Full speed.

12.Q. Do you consider everything possible was done  
to save the ship being beached ?

Answer Yes, we had no collision mat but consider a  
collision mat could not have been used.

13.Q. Was there time to use a collision mat.

Answer Yes if it had been rigged with chain bottom lines  
all ready.

14.Q. Why are you of opinion that a collision mat could  
not have been used ?

Answer We could not locate the hole.

34/ C. Gittens Ch.W.O.

Royal Fleet  
Reserve.

Evidence of Nansi Leadsman at the Time.

On heaving up anchor his average soundings after getting under weigh were  $7\frac{1}{2}$  fathoms up to time of striking he got  $\frac{1}{2}$  less 4 fathoms and after going over supposed reef soundings were  $3\frac{1}{2}$  fathoms.

Up to time of beaching she was in 3 fathoms and beached in two fathoms of water.

---

I was in my bunk, having been wounded 4 days previously I felt a sudden shock and the ship lifted, and then went on, she did not stop dead. Knowing there was something wrong, I went on the Bridge, the ship was going at reduced speed, I suggested to Capt Bruce that I should go forward and endeavour to ascertain locality and extent of damage. I descended the fore-peak with Mr. Evans, we heard the water rushing into No.1 hold on the starboard bilge. I reported to Cap Bruce, and we discussed the possibility of stopping the leak temporarily. In the meantime we started to clear No.1 hold of fuel. Whilst doing this Chief Engineer Mr. Penny) came up and reported that water was entering the engine room and later from the soundings we got No.2. Hold From what the Chief Engineer said it was evident that the water was gaining on the pumps and moreover would soon reach the fire. It was then decided to beach the ship, that being the only means of saving her. This was accordingly done on the Peninsula about 7 a.m.

Q. In your opinion did the ship strike a rock or a mine?  
A. Certainly there was no sound of an explosion, and the ship lifted very heavily forward when she struck. There were no more bumps, but the ship vibrated strongly.  
Q. Have you any idea at what speed the ship proceeded through Majite Channel on the previous evening?

A. No, as I was laid up owing to my wound.

Q. What steps were taken to keep the ship afloat?

A. We considered the possibility of rigging up a collision mat but found that the water was gaining so fast that there was no time to do this.

Q. What was the state of the weather and force of wind?

A. Clear and cloudy wind 2-3.

Q.5. Was the lead in use ?

Answer Yes, there was one man in the chains.

Q.6 Do you remember hearing any soundings called ?

Answer Not at time of striking, subsequently on one way to beach her, I heard 3j called.

Q.7. Was there a look out on the fore-castle head ?

Answer Yes one askari by the gun.

Q.8 Did you hear the Engineerroom gongs ?

Answer No.

Question - Did you notice on reaching the bridge what the engines were doing by the tele-graph ?

Answer No I simply remember that she had way on her.

Sd/ W. Clark.

Lieut. R.N.S.

Statement.

We were going at full speed I was on duty the Engines were rung stop when she struck or an explosion took place at about 8-14 then Engines were rung full astern about a minute after stopping. Chief 3rd & 4th Engineers then came down, Engines were going astern for about a minute and then stopped then I left the Engine Room.

I went on deck with the intention of sounding round when one of the men told me she was making water forward.

I immediately went down the fore peak, and heard the in-rush of water, and came to the conclusion the hole was on the starboard side but could not locate it.

Then I went up and went into No. 1 Hold the water was then just over the limbers I stayed down there trying to find out where the hole was until the water was above my <sup>head</sup> knees. I then went on Deck and reported to the Chief Engineer. Then proceeded to give a hand to get all the pumps working. After getting all pumps working, stood by waiting results eventually the water came into the Engine room, before the water got too high, water tight door of Furnel was closed, shut off steam, worked steam back as much as possible, by then the water was up to the furnaces, We could not do anything more, so abandoned the engine room.

Q.1. What is your opinion of what the ship struck ?

Ans. Down below I heard an explosion and though ship had struck a mine.

Q.2. How many concussions did you feel ?

Ans. About three.

Q.3. Did they all sound like mines ?

Answer They sounded like a roll of thunder.

Q.4. ~~Then~~ when you went down the Hatch were you alone ?

Answer Yes no other European was with me, two or three looking down.

Q.5. Do you know if any one went down after you came up ?

Answer. No. not to my knowledge.

Q.6. How long after she struck was it before the pumps were started ?

Answer Immediately after it was reported that water was in the fore hold.

Ques.7. After starting the pumps did the water gain?

Answer Yes, the water still gained.

Ques.8. In your opinion was it possible to keep the water down with the ships pumps ?

Answer Impossible.

Q.9. Did you feel her strike in the Engine Room, or stowhole at all ?

Answer No.

Q.10. After you felt the shock what orders did you have on the Telegraph ?

Answer Immediately telegraph rung up stop.

Q. 11. In your opinion was everything possible done to save the vessel being beached ?

Answer Yes.

Q.12. Have you an idea where the hole in the ship is ?

Answer Yes, in the fore part of starboard side of No.1 hold

Q.13. Can you give any approximate size of hole by the rate of filling with water ?

Answer No.

Q.14. How many pumps were working ?

Answer All available pumps including the main engine pumps.

Signed/- E. A. Evans.

Copy

For information re grounding of P.A.V. Sybil on November 4th 1914 at Majita Channel.

The following angles (sextant) were given to me  
by Capt Bruce, at 8.18 on Novr 4th.

48

78½

62

82½

113

These angles were taken within 30 seconds before striking and were laid off on the plot after

I had been on the bridge from the time of starting and the lead had been constantly in use.

The ship's crew at <sup>Severn</sup> quarters and my first impression was that the ship had been fired on from the shore.

Ed. R.M. Bradford

Lt. 4th M.A.R.

30 5th November 1914.

Evidence of Lt. Aslin R.N.R. Statement.

I was in my bunk at the time of collision <sup>I</sup> my cabin was on the starboard side aft, and felt and heard a crash forward, and heard and felt it coming along aft then I turned out and went on the bridge to see what had happened.

When Capt Bruce decided to beach the ship I went on to the fore-castle and let go the anchor.

(Part).

1.Q. Are you convinced in your mind whether it was a rock or mine you struck ?

Answer I think it was a rock

Q.2. You say you felt the rocks scraping along the ships side ?

Answer Yes.

Q.3. How many bumps did you feel ?

Answer One only

Q.4. How long after the bump did you leave your cabin?

Answer I was asleep at the time and went up on the bridge at once on waking.

Q.5. Did you notice if the telegraph was at stop when you went up on the bridge.

Answer I did not notice the telegraph on the bridge, but heard it immediately after striking in my cabin

Q.6. Did you remain on the deck after striking the whole time until she was beached ?

Answer Yes.

Q.7. Please give an account of what was done between striking and grounding ?

Answer They sounded round, took off fore hatches and went below to see if they could see the hole

Q.8. Did you go below yourself ?

Answer No.

Q.9. Had she any list at all ?

Answer No she was on an even keel

Q.10 Are you quite sure she struck starboard side? 46

Answer It felt to me to be the starboard side.

Q.11. Had you any great quantity of cable out when she eventually brought up on the bottom?

Answer 60 fathoms, the second anchor was let go after she was beached.

Q.12. Had you been through the channel before?

Answer Yes, the night before I was on the bridge

Q.13. Can you recall any of the soundings the night before?

Answer No I do not understand the language.

Sd/ K. Aslin

Lieut R.N.

15th Nov 1914.

P.O. 18/2 Dated November 18th 1914.

47

The Hon Gen Manager,

Uganda Rly.

Stranding of s/s "Sybil"

I have the honor to forward herewith the proceedings of a Court of enquiry which was held to enquire into the circumstances that attended the loss of this vessel.

I can only agree in part with the finding of the Court that Lt. Bruce was carrying out the orders he had received from the officer Commanding Troops and was justified in entering any harbour where he might expect to find any German ships.

I cannot however exonerate Lt. Bruce from all blame and in my opinion he has not justified his action in steaming at full speed. In the special circumstances of the case he may be excused for not sending a boat ahead in accordance with the instructions laid down in para 84 of the Marine Regulations but I consider that in the position his ship was, close to a place on the Chart marked with a rock P.D. with a dotted warning line and with a further warning that ships should not use the channels that Lt. Bruce should have proceeded dead slow.

I can find no reason for his steaming at full speed. In fact his answer to Q. 14 would appear to recognise the fact that he should proceed at slow speed while in his answer to Q. 4 he states he was travelling at full speed.

He however states in his answer to Q. 13 that his reason for steaming at full speed was to get important despatches through to Kisumu and that because he had navigated there at night he considered it safe.

I cannot think that the little time he would have lost by going slow would have caused any serious delay in the transmission of despatches.

The fact of his having been over the ground before no  
t made him over confident but he appears to have forgotten  
at he would probably pass over a different part of the  
channel.

4  
10

3. I agree with the finding marked 1,2,(3 para 1) 5 & 6  
cannot agree to 3 para 2 as justifying Lt. Bruce to use the  
channel for these dhows would know where rocks were situated  
areas Lt. Bruce would not be in possession of such information

3 para 3 This does not relieve him of the necessity of  
ing every precaution especially in view of the fact that the  
course lay so near to a place where rocks were known to exist

3 para 4 Vessels are allowed to use the Channel inside  
Koba Island because it has been surveyed in detail.

4. I cannot agree that Lt. Bruce used every precaution for  
as of opinion that he should have been proceeding dead slow.

4. I regret I differ in these details from the finding  
submitted to the Board and the accident happened in a  
place that there was no special warning about, I might, under  
the conditions Lt. Bruce was working, have admitted some justifi-  
cation in departing from the regulations but I can find no  
such justification and it appears to me that he might have per-  
formed his duties just as efficiently by proceeding at a  
moderate speed as by proceeding at full speed.

I recognise the fact, however, that Lt. Bruce was  
under instructions from the Military authorities and that  
he may have supposed that under these circumstances he was  
entitled to use his own discretion in proceeding at full speed  
This fact may have influenced the Court of Inquiry in their  
decision and Lt. Bruce has been exonerated by them and was not  
at the time under the control of the Marine Dept I feel that  
I have done my duty in confirming myself to bring to your  
notice the fact that I am not in agreement with the finding.

Sd/ R. M. Reynolds

Marine Superintendent

Uganda Railway.

40188/m Kenya

59  
22

24 August 1922

DRAFT

Sir,

In reply to your letter No.

0165/402 (Q.M.F.A.) of the

23<sup>rd</sup> of April, regarding the question

of the liability for the expenditure

incurred in connection with

the repairs of the S.S. "Lybil"

on her grounding in Nov<sup>r</sup>

1914, I must be transmitted

to you, to be laid before the

H.C., a copy of further con<sup>o</sup>

with the for<sup>o</sup> of things on the

subject.

I think Churchill is clear

the beg  
100

MINUTE

Mr. Bux Aug 21

Mr. Lamb 22/8

Mr.

Mr. Davis

Mr. G. Grindle

Mr. H. Hall

Mr. J. Spurgeon Smith

Mr. Wood

Mr. Churchill

3 days

40188  
2016/10K  
15/22  
40188

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43

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Koba Island because it has been surveyed in detail.

4. I cannot agree that Lt. Bruce used every precaution for  
an of opinion that he should have been proceeding dead slow.

4. I regret I differ in these details from the finding  
submitted by the Board and had the accident happened in a  
place that there was no special warning about, I might, under  
the conditions Lt. Bruce was working, have admitted some justifi-  
cation in departing from the regulations but I can find no  
such justification and it appears to me that he might have per-  
formed his duties just as efficiently by proceeding at a  
moderate speed as in proceeding at full speed.

I recognise the fact, however, that Lt. Bruce was  
under instructions from the Military Authorities and that  
he may have supposed that under these circumstances he was  
entitled to use his own discretion in proceeding at full speed.  
This fact may have influenced the Court of enquiry in their  
decision and Lt. Bruce has been exonerated by them and was not  
at the time under the control of the Marine Dept I feel that  
I have done my duty in confirming myself to bringing to your  
notice the fact that I am not in agreement with the finding.

Sd/ R. M. Reynolds

Marine Superintendent.

Uganda Railway.

Post 40188/22 Kenya

49

22

24 August 1922

DRAFT.

Sir,

With ref. to your letter of

MINUTE

0165/462 (Q.M.F.A.) of the

7<sup>th</sup> of April, regarding the question

of the liability for the expenditure

incurred in connection with

the repair of the Lybia

on her grounding in Nov<sup>r</sup>

1914, I am to transmit

to you, to be laid before the

A.C., a copy of further correspondence

with the Govt. of the Colonies on the

subject.

Mr. Bunn Aug 21

Mr. Jackson 22/8

Mr. Davis

Sir G. Grindley

Mr. H. Road

Sir J. Munro Smith

Mr. Wood

Mr. Churchill

3 May

656  
156  
40188

of opinion that the ~~cost~~ incurred  
is one which should be charged  
to the E.A. Common Charge  
Account (the joint account  
between the W.O. & the local  
Ports in E.A.) I am to express  
the hope that the Council  
will now be able to concur  
in this view.

3 I am to point out that  
the <sup>reference</sup> ~~reference~~ in my letter of April 25<sup>th</sup> & to  
~~you are made a misapprehension~~  
~~about mentioned~~  
~~in reference in your letter under~~

~~reference to the Uganda Ry Company~~  
~~is shown to be due to a misapprehension~~  
~~as the Uganda Ry is a joint~~

Ry and no question of a  
Company arises.

The enclosures to the Govt  
Staff should be returned to  
the Dept.

(Signed) G. GRINDLE

of opinion that the ~~cost~~ incurred  
is one which should be charged  
to the Ed. Cannon Charge  
Account (the joint account  
between the W.O. & the local  
Post in E.A.) & in my express  
I hope that the Council  
will now be able to concur  
in this view.

3 I am to point out that  
the <sup>reference</sup> ~~reference~~ in your letter of 21st 22<sup>nd</sup> & 23<sup>rd</sup> 10  
~~do not make an impression~~  
~~about material~~  
~~in reference to your letter under~~

~~reference to the Wanda Rly Company~~  
~~is not to be due to a misapprehension~~  
~~as the Wanda Rly is a joint~~

Rly and no question of a  
Company arises.  
The enclosures to the Govt  
Staff should be returned to  
the Dept

(Signed) G. GRINDLE