

Mr. Currie considers that a fair sketch of a ship about 450 ft in length & with a draft of 27 ft to be alongside, as shown in the accompanying sketch, could be constructed for £80,000

3. I am to request that you will ascertain from the Consulting Engineers, whether they concur in the scheme proposed by Mr Currie, & whether they consider that sufficient data exist to enable the cost to be safely estimated at £80,000

with as little delay as possible

EAST AFR. PROT.
No. 15618

CO
15613
Recd
3 MAY 06

Individual.
1906
2nd May
Previous Paper.
15502

(Subject.)

Flags and Lighters for Lake Victoria

Thinks that a cargo boat of kind stated would be more useful than lighters and suggests that Cons. Engineers ^{submit} formulate drawing includes memo. by Eng. Managers on the cargo boat. It should be ordered as soon as possible (Minutes.)

Mr. Read

See 15502.

The position of this office is as follows. The Treasury (Spec 4 of 2928) agreed to the purchase of a lighter about £21500 inclusion of transport & erection & (Spec 4 of 2696) they further agreed on receipt of complete estimates to consider favourably the purchase of a larger & more lighters - all to be paid by grant of the Treasury in the working of the Railway for 1905-6. It is also to be noted that the estimates have now been prepared by the Consulting Engineers

City and of Road Com. of 26. 20. 06
 was July 18
 City Council has no objection 25. 11. 06

2394

of the Probate authorities for the
buying 2 lighters, and they amount
to £12,000 including transport &
erecton

Now Mr Currie prefers to substitute
for the 3 vessels one cargo boat
which he thinks will be more useful
than the 3, and could be obtained
for the same figure. He speaks of
amount of ~~450~~⁵⁰⁰ tons. but Mr
Sandiford speaks of one of 450
to 500 tons.

1 First ~~asking~~ ask C. H. to
obtain from C. H. estimates of
the cost of a Cargo Boat of from
450 to 500 tons to draw 4 feet
of water, telling them to consult
Mr. Currie if they need further
details of what is required.

W. H. 4/5

3/4. for answer

at once.

W. H. R

8/5

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Now Mr. Currie prefers to substitute
for the 3 vessels one cargo boat
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details of what is required.

W.C. 4/5

5/11 for answer
at once.
P.S.R
8/5

Tug & Lighter for Victoria Harbor

REC'D
REC-3 MAY 06 1906

Trans
2028/70

In reply to Colonial Office despatch dated 2nd March 1906 the Acting Manager has submitted an estimate amounting to £12000 for the provision of a tug & two lighters. I enclose a copy of this letter which will reach the Colonial Office shortly if it has not done so already. Mr Grant reached Kumbana as I was leaving and he showed me a drawing of a cargo boat capable of carrying 700 tons, which he said could probably be got for about the same cost as the tug & lighters.

On reconsideration I am of the opinion that such a boat would be more useful to us than the tug & lighters and I would suggest that Messrs Sir John Rendel & Robertson be asked to obtain estimates & drawings of such a boat.

The traffic at Unawa & Jinga is increasing
so fast that it is very wanted that
whatever further tonnage is to be given
should be ordered as soon as possible.

It should reach E. Africa in time to
be put on the ship immediately the
"Claret Hill" is launched so that
the labour we have detained to erect
the latter can be transferred to the
former. This will save considerable
expensiture.

I also enclose a memo by Mr. Sandford
on the camp boat, and I will give
in Stan Babel any further information
he may require.

W. G. G.

2. 5. 06.

The traffic at Musanga & Jinya is increasing
so fast that it is very wanted that
within further time is to be given
should be ordered as soon as possible.
It should reach E. Africa in time to
be put on the ship immediately the
"Claret Hill" is launched so that
the labour we have obtained to erect
the latter can be transferred to the
former. This will save considerable
expenditure.

I also enclose a memo by Mr. Sandiford
on the cargo boat, and I will give
in when should any further information
be may require.

W. L. Sandiford

20.10.18

C. O.
15618

REC'D
REC'D 3 MAY 06
633

TUG VERSUS CARGO STEAMER.

Mr. Grant tells me he discussed this question with you and exhibited a design of a vessel to carry 700 tons. She however draws 9 feet and there is no reliable data to estimate on and as the Treasury say they will not sanction any than a complete estimate to supply which would take too much time and probably miss the opportunity of securing a grant in 1906-07.

But I see no good reason ~~money sanctioning~~ why you should not if satisfied get it transferred from Tug and Lighter to Cargo Steamer to give you a chance the sum demanded is enough to get a small Cargo Steamer.

I did not like the two small Tugs offered by Armstrong and Ronaldson they are little better than the Forey Andersen, while the big Tug by Row. Mc. ^{L. Helms} Helms is none too large for the service but raises the doubt if so much is to be spent is it the best way to utilize the money? Honestly I am in favour of the Cargo Steamer and even if we go in for a small Tug now we must multiply the Barges and so finally incur perhaps as much as for a Cargo Boat but I see no good reason why the Cargo Steamer should not do a certain amount of towing and so combine the two systems.

After having settled to ask for Tug it would appear peculiar for me to chop round the moment your back was turned if any change is made you had better effect it. I do not hesitate from any distrust I only believe it is the wisest plan.

There should be no passenger accommodation just sufficient for the Officers and Crew, a rough common tramp class of vessel and as she may have to penetrate into new harbour I would keep the draft down to 22ft. fully loaded.

I should like her divided by water tight bulk-heads the \$ 12,000 I asked for in the estimate for Tug and Lighter should give a vessel of 450 to 500 tons cargo capacity and would I believe be more useful than the Tug and 2 to 4 or even 5 Barges.

The suggestion that she should be able to tow might be specially mentioned in the order-also the lifting gear two derricks to each Hatch that is 4 off one mast also good holding gear she must anchor in all sorts of place.

I enclose a copy of the estimate also of my note to Rendel and Robertson. I am sorry to trouble you but think it just possible you may care to put an ear in.

Manager's Office,

110007.

Sir,

In compliance with the instructions contained in Colonial Office despatch No. 106 of the 2nd March 1906, I have the honor to submit to you with the estimate called for by the Secretary. The reasons for the selections made are fully explained in the accompanying notes in the guidance of Messrs. Lancel and Coleridge. Some of the recommendations should not be in view of the fact and figures. It would expedite the preparation of the estimate if the account given for the same were to be made up and returned to you with the estimate.

I have the honor to be,

Sir,

Your obedient servant,

Stanford

Asst. Manager,

General Railway

(2)

S. A. COMMISSIONER,
 East African Protectorate,
 D. A. I. B. S. I.

Estimated cost of one tug & two lighters

Prime cost of Tug	2,6750
" " " 2 lighters	" 2,500
Sea Freight and Insurance	" 485
Carriage to Lake	" 510
Erection at Lake	" 1,475
	<hr/>
	2,11,510
Contingencies	" 400
	<hr/>
TOTAL	2,12,000
	<hr/>

Tug and two lighters.

Notes for information of Messrs. Daniel & Robertson, London
re: their letter of 14th December 1905.

As stated in the original proposal we desire a larger vessel than our Tug "Peroy Anderson" and a more sea worthy class of lighter. Of the three designs submitted and exhibited in the form-types sent out, those by Messrs. G. and W. Rasmussen, are not much larger than the "Peroy Anderson" which is 66 feet long by 14 feet beam and 7.5" draught although the tonnage and horse power of the Tugs offered is rated higher than the "Peroy Anderson" still they are very much the same class.

The fittings in the 3 Tugs offered are incomplete and the equipment insufficient as pointed out by the Consulting Engineers, which if provided will raise their total cost. The Tug offered by Messrs. G. W. Molechian is nearer the class of vessel sought and considering that she will have to tow barges over long distances in the open Lake which is subject to storm and often very rough I do not think she is much too large and recommend her acceptance with such modifications as are considered desirable by the Consulting Engineers and in doing so offer the opinion that only slight substantial work is necessary.

Any space that can be made available after providing that necessary for Engine, Fuel space, and Crew will be utilized for cargo and special care devoted to preventing it from bilge water.

The cabin for Master and Engineer who shall live in the vessel also for the crew (10 bunks) shall be well ventilated

ventilated and commodious. No table appliances need be sent out, they will be provided here, but the full complement of tools, towing gear and cordage, also a liberal provision of "spare" and duplicates, in a country like this where nothing is procurable on the spot it is necessary, but nothing superfluous; nor is the high class British given in the "Tobii" and "Winifred" needed.

Two boats, one specially strong, are required.

I agree in thinking simple compound engine preferable to triple expansion for a vessel of this sort, the simpler and more substantial the better.

I notice the boiler pressure is only 120 lbs. I should like 140 if practicable and I think one boiler preferable to two (with our appliances 20 tons can be handled out 10 ft. 12 diameter is as wide as we care to carry on a truck). The furnaces must be large enough for wood fuel which at first must be used at any rate for some years but it is suggested that the few accessories required to burn oil shall be provided and fitted and removed and packed separately for future use.

In this connection I may add the lower part of the hoppers (which should be as large as possible for the carriage of wood fuel) must be so constructed as to be capable of easy conversion into tanks for the storage of liquid fuel the upper part can then be used for cargo.

Steam reversing gear is not required.

The lighters should be rocky as all our cargo is unpressed cotton, skins, fibre, etc. etc. and very bulky, and as rain and rough sea is common, special care must be taken to make the hatches tight.

Spare tarpaulins to be provided.

The Crane will must lower on top of hatch and the lighter be provided with holding gear as they will often have

late to be anchored and must be capable of riding secure.

I notice that the lighter offered by Messrs. How
Mottachlan is a good deal shorter than our present barges
in which the hold is 50 ft. it is also shorter than that
offered by Armstrong and by Kennoldson.

I do not think the suggestions I have made should
go to increase the prices quoted in the letter under
reply, on the contrary I believe they may tend to lower
them.

Yours,
C. SANDFORD.

Actg. Manager,

Uganda Railway.

NAIROBI,

5th April 1904.



C 66P

15618

A 699

DRAFT.

C. Light

and 23403

May 23rd

23rd May 1906

Gentlemen

With refer to

your letter W
dated W
14th April 1906

of the 13th Dec, I am
directed by the Earl
of Elgin to inform
you that he considers
that a suitable cargo
boat would be of more
value for the development
of trade on Lake Vic-
toria than the

buy of lighters which
formed the subject
of that letter
I am in a high degree
satisfied that you

MINUTE.

Mr. W 8/5
Mr. W 19/9

* Mr. Anrobus. 19/8

Mr. Cox.

Mr. Lucas.

Mr. Graham.

Mr. H. Manney.

Mr. Churohill.

The Earl of Elgin.

for comment

44129

Copy Com 266. 24 May 1906

Copy Com 25047

Copy of 15618 of the ... with
copy of the ... for
... with ref. 615502