

DESPATCH

EAST AFR. PROT.

34859

No. 34859

No. 494

(Subject.)

1905

Lake Steamers.

7 Sept.

at previous Paper.

In report by managers of Uganda Ry. and recommends two proposals for providing a neat estimate for a 3rd class coach (per trip to be abolished) purchase of 2 or 3 engines and for three or four lights between M. ...

(Minutes.)

Mr. Read I don't think it is any use going to the Treasury about these things unless we submit the estimates

(1) Difference of the ... same for the purposes mentioned in the estimates for submission to the Treasury (2) Ask C. ... to make other changes & estimates for the lights

10/10

W. Antrobus

So proceed?

H. J. R.

See now minute on

3279

above.

10/10

Copy to Secy. 18 Dec 44432  
And 11 Jan 44438

31793

C. O.  
34859

Commissioner's Office

Mombasa

September 7th 1905.

EAST AFRICA PROTECTORATE.

No. 404

Sir,

I have the honour to transmit to you herewith a copy of a despatch which the Manager has addressed to me regarding the working of the Lake Steamers and reporting various provisions which he proposes making in the estimates for their maintenance during the coming financial year. These provisions which I recommend for your favourable consideration include:-

- (1) The appointment of a third officer for each ship at two hundred and forty pounds per annum in place of the post of First Superintendent (to be abolished).
- (2) The purchase of two or three lighters.
- (3) The provision of three or four lights between Fort

Florence

M. Principal Secretary of State

for the Colonies,

Downing Street,

LONDON.

Florence and Antebos.

Seeing that the late traffic is the most valuable asset of the Railway, I agree with McCurrie in thinking that we should do all we can to foster it.

I have the honour to be,

Sir,

Your most obedient,

Humble servant,



(In the absence of H. S. Commissioner)

C. O.  
34858  
REL 30 SEP 65

No. 160  
74

Manager's Office,  
Kailash, 31/10/1965

SIR,

I shall have to prepare my Working Estimates for 1966-7 within the next few weeks so I take this opportunity of laying before you a general review of the working of our steamers on the Victoria lake and my views as regards the provisions I propose making in the Estimates for working and maintaining them during the coming financial year.

In my letter No. 197/161 dated 26th July 1964 regarding the provision of a third vessel I explained how the vessels were then being operated. Since writing that letter I have taken the old "Perry Anderson" to the lake and she is now running the service, with a lighter, Deceak, Katabba and Mnyonyo and thereby relieving the larger vessels of this work.

The "Winifred" and "Sybil" are employed as follows:-

One vessel leaves Port Florence at 12 noon on Mondays, calls at Katabba and Jinja and returns to Port Florence early on Friday morning; the other makes the circuit of the lake by alternate routes via Farunga, i.e. east about, and Katabba, i.e. west about, taking 12 to 15 days on each voyage.

There are no lights on the lake and moreover

Yours faithfully,  
S. O. S. S. S.

(4)

Members

SIR D. STEWART

SECRET

10/10/65

10/10/65

10/10/65

10/10/65

10/10/65

10/10/65



we have only single crews so, with the exception of a few hours on moonlight nights, no night running is allowed.

As explained in my letter No. 55/171.S. dated 20th March 1905, regarding the engagement of a spare Chief Officer, we find that with our present traffic it is as much as we can do to keep up this running and our crews are fully employed.

In the letter just quoted I asked for sanction to the engagement of Mr. Weller. This gentleman has taken up his duties on account of Captain Weston's services having to be dispensed with. Mr. Weller has been absorbed into the permanent cadre and there is at present no spare officer. When Lieut. Wright arrives he will, as soon as he has learnt the navigation of the line, have to relieve Captain Small who has earned and should take leave, and on Captain Small's return Captain Townsend should be allowed to go on leave so that for the next year at least we shall have nominally one spare officer so Small in reality have no one.

I mention this to show that with only one spare officer with nominal sanction, the service can not rest on having a spare officer with no sanction. It must also be remembered that

(a) Situated as we are away from any centre from which we can obtain trained men we must have a skilled staff sufficient to meet all eventualities.

(b) Although the Victoria Line has an elevation of 2,700 feet above sea level and a constant

5.

climate, it can not be called healthy and our staff periodically get severe attacks of fever which temporarily incapacitate them and therefore it is necessary that they should take leave to Europe every 3 or 4 years. If we have only 2 Captains and 3 Chief Officers for our 3 vessels we shall always have one officer absent on leave, on the average, it may be taken that each officer should be absent on leave for one-sixth of his service, consequently even with 4 officers we can not count on having a qualified man available in the event of loss of the persons incumbents being temporarily ill etc.

I am therefore led to the opinion that to efficiently run our vessels we should have 3 officers on each boat. The third officer would in the ordinary course be a "Deck Officer" and would look after the loading and unloading at ports; it would therefore be unnecessary to have the First Officer at Port Florence referred to in my letter No. 55/171.8, dated 20th March 1906. It should I think be possible to secure the services of qualified men at 2240/- per annum i.e. 28,800/- per annum; we can also provide our officers with free housing and they have to pay 25/- per annum for it so I doubt whether we could get candidates for less than 2240/- per annum the more so that it is essential that any man who comes out here must hold a Commander's Certificate.

I propose therefore having the following -

addition

addition in the same year's estimate:-

For each vessel:-

	Salary per annum	
	1905-6	1906-7
One Commander	£,360 - 480	£,500 - 480
One Chief Officer	£,300	£,300
One 2nd. Officer	-	£,240

OR FOR THE THREE VESSELS AN INCREASE OF £720/- PER

ANNUUM

FOR THE PAST few months, since the previous season, commencing on the Victoria Fair, our two steamers have been quite unable to cope with the traffic arising at the moment of sailing; there are over 500 tons of general cargo, and 100 tons of mail awaiting shipment at the moment of sailing. This increase may be only temporary, but I do not believe that it will diminish and if the reduction in open freights recommended in my letter No. 102/1006, dated 18th August 1906, are introduced will still further increase; it is evident therefore that we shall have great difficulty in dealing with the late traffic until the "Clement Hill" is launched. Having these facts in view I am of the opinion that the time has already arrived when we must look still further afield.

During the time that the "Bybil" was under repairs, after her recent accident, the mails and passengers between Port Moresby and Suva were conveyed by the "Hill" steamer which only sailed very infrequently and was very unreliable. The principal communication between our two ports was maintained for this time. The cargo was carried by the tug "Toby" and the passengers and the assistance was given and given to that end.

5.

could have on this lake a good one and available lighters  
 and the best of them, but for the sake of the present  
 lighters of this kind of work. The  
 "Percy Anderson", which has a registered tonnage of 100  
 tons and engines of 70 H.P., is a most serviceable boat  
 and quite capable of taking one 100 ton lighter any-  
 where out as will be seen from the accompanying ferro-  
 of our lighters they are built for harbour work only and  
 are not suitable of use for work in the open sea.

On the lake although rough weather never  
 comes but very fast, soon and frequently a periodical  
 and these lighters behave so badly in such weather that  
 we can never put more than 40 tons into them.

What I now beg to suggest is that at the end  
 of the current financial year if the balance was correct  
 a surplus over the current year's estimates, as I anti-  
 cipate will be the case, vide my letter No. 125/1000,  
 dated 18th August 1906, this sum should be utilized in  
 the purchase of a steam tug of say 200 tons register  
 and 100 H.P., capable of towing two 100 ton lighters  
 in tow, and also of two or three good seaworthy lighters  
 capable of towing 100 tons of cargo each. The draft  
 of these vessels to be limited to 7.0" when fully loaded.

Whereas our three steamers "Sanifed", "Bybill"  
 and "H. J. ...", which will be out of the ...  
 in addition to ... in a position to ...  
 and an increase in ...

3222

and which are sure to be frequent in the future. The "Perry Anderson" will continue to be fully employed as at present at Uganda ports. It is the decided opinion of our Commanders that a tug and lighters would be more efficient, under the special conditions of service on the lake, than a cargo steamer and in this opinion I agree.

That the actual cost of such a tug and lighters is likely to be 1 as not in a position to say but the Consulting Engineer will be able to advise the Colonial Office.

I feel sure that if these vessels are supplied we shall have full employment for them as well as for our existing vessels. That with new ports opening, surveys to be made, steamers to be ordered, etc., we will have ample work for them even during the slack months when cargoes may be expected to be light.

I would like the tug to be constructed to burn oil fuel. Although this fuel will be more expensive than wood it has the great advantage for vessels of this class that it renders the boat capable of steaming from end to end of the lake without fueling. With one or two lighters in tow during bad weather this might be a very valuable provision and consequently a considerable space available for cargo.

As already stated the lake has at present no lights and consequently night running is practically nonexistent. The provision of three or four lights, one each for the entrance and another would render night running very safe and we could then get



7.

a greater service out of our existing boats, but this  
might seem increasing expenses food and back  
staff.

Until I can secure Chief Engineers on whom  
I can implicitly rely, vide my letter No.156/181.S.  
dated the 14th August 1904, and have a 3rd officer on  
each boat I can not undertake to run at night but in  
the meantime I shall be much obliged if the Consulting  
Engineers will favour me with designs and estimates of  
the lights now wanted in use for such work. The first  
I would require would be fixed lights on being  
given the necessary elevation, or being seen 10 miles  
in clear weather. There would be no difficulty in getting  
unskilled labour to look after them and they could be  
periodically visited by our own boats of the "William  
MacKinnon".

The only other point to which I propose re-  
ferring at present is as regards the officer who must  
be placed in charge of the fleet at Port Florence. In  
this connection I would refer you to correspondence com-  
mencing with my letter No.351 Confidential dated 18th  
November 1904 and ending with my letter No.140/171000  
dated the 21st July 1905. I hope that I shall receive  
early intimation as to whether we want to continue  
at it in a matter of urgency that we should have a quali-  
fied officer at Port Florence and I am anxious to know  
who he will be. For the rest I shall make provision  
for the necessary subordinate staff required at Port  
Florence in my next year's estimates.

In recognition I do, to recommend-

- (1). That I be authorized to engage a 3rd Officer

*3224*

*This matter  
has been dealt  
with  
M*

at 2500/- per annum for each ship and that the post of Vice Superintendent at Port Moresby be cancelled.

- (4). That a tug and B or S lighters be ordered for use. The provision of these will in no way affect the necessity for the provision of piers at Lae and Jirua as estimated for in my letter No. 102/811 dated 15th May 1906.
- (5). That I be favoured with information regarding lights for the lake.
- (6). That I be informed at an early date who is coming to be our Marine Officer.

In conclusion I beg to refer you to the statement of earnings and expenditure of our steamers furnished to me on 15th October 1904 in response to Foreign Office despatch No. 804 dated 23rd September 1904 and to the further statement herewith appended.

During the financial year 1904-05 our steamers earned a clear 1.5% net profit on their capital cost. The lake traffic is our most valuable asset and I am most strongly of the opinion that we should do all in our power to foster it. I trust therefore that the Colonial Office will accord their sanction to all my proposals.

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

sd/- H. R. F. DUNN.

## STATEMENT SHOWING RECEIPTS AND EXPENDITURE OF STEWARDS

ON VICTORIA HARBOUR, FROM SEPTEMBER 1894 TO

MARCH 1902.

MONTH.	Receipts.	Expenditure.
	Rs.	Rs.
<b>1894.</b>		
September	18,575	18,078
October	19,867	15,962
November	18,923	18,099
December	20,224	18,278
<b>1901.</b>		
January	15,955	9,520
February	20,565	16,843
March	21,566	14,508
April	20,579	9,891
May	24,775	11,597
June	18,575	16,860
<b>Total</b>	<b>308,501</b>	<b>180,640</b>

C. O.  
34859  
30 SEP 55

The Manager, United States Navy

H. H. Commissioners

Inclosure

In Sir D. Stewart's despatch  
No. 494 of September 7th 1806.

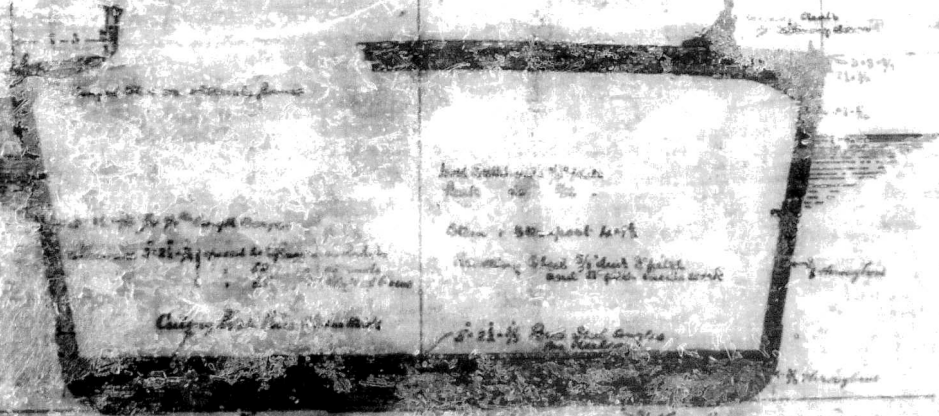


# UGANDA RAILWAY.

## INDENT N<sup>o</sup> 13

FIVE 100 T

3/16" Gine moulded

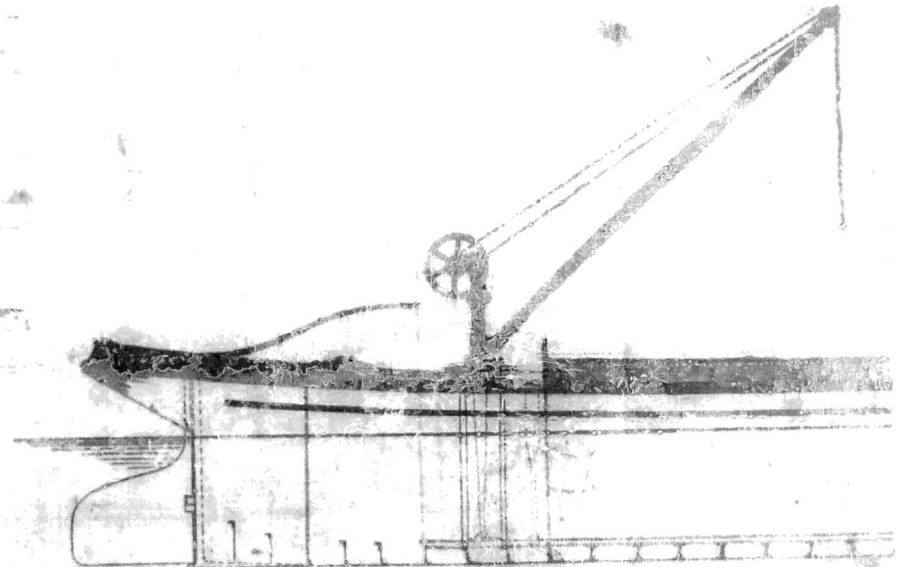


MIDSHIP SECTION

SCALE 7/8" INCH TO ONE FOOT

### Outlet and Fittings

one door - one door - two main deck doors  
 10 doors - one door - 7 doors - 10 doors - 10 doors  
 Water - door with 10 doors - 10 doors  
 10 doors - 10 doors - 10 doors - 10 doors  
 10 doors - 10 doors - 10 doors - 10 doors  
 10 doors - 10 doors - 10 doors - 10 doors  
 10 doors - 10 doors - 10 doors - 10 doors  
 10 doors - 10 doors - 10 doors - 10 doors  
 10 doors - 10 doors - 10 doors - 10 doors



10' Gine

PROF

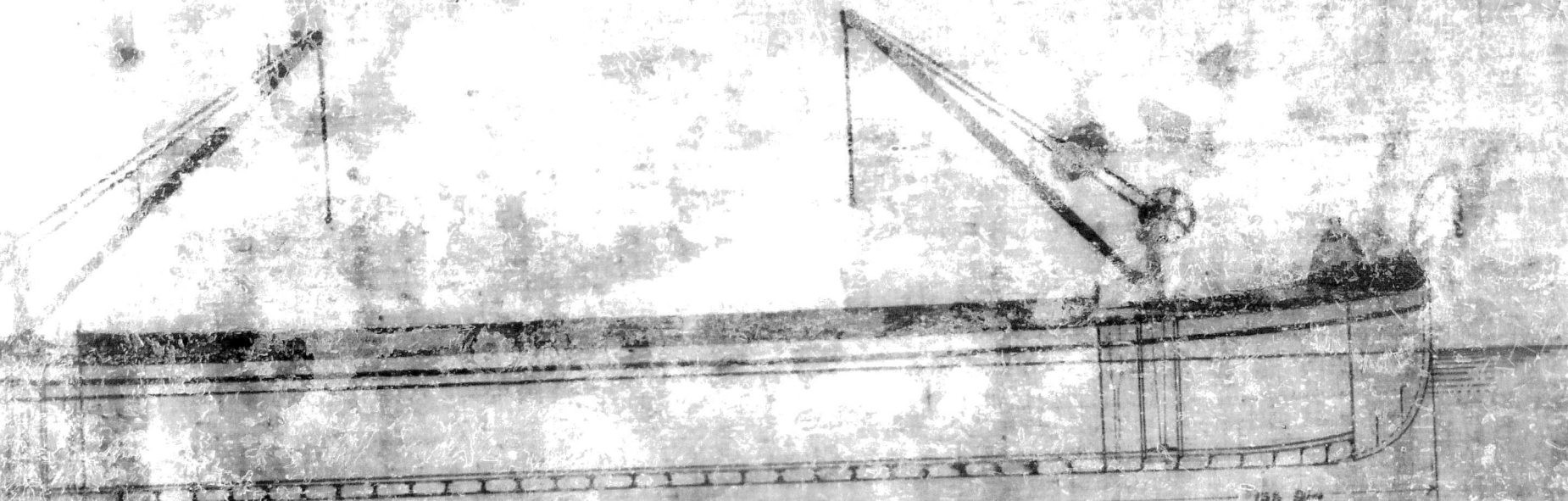


10' Gine

10' Gine



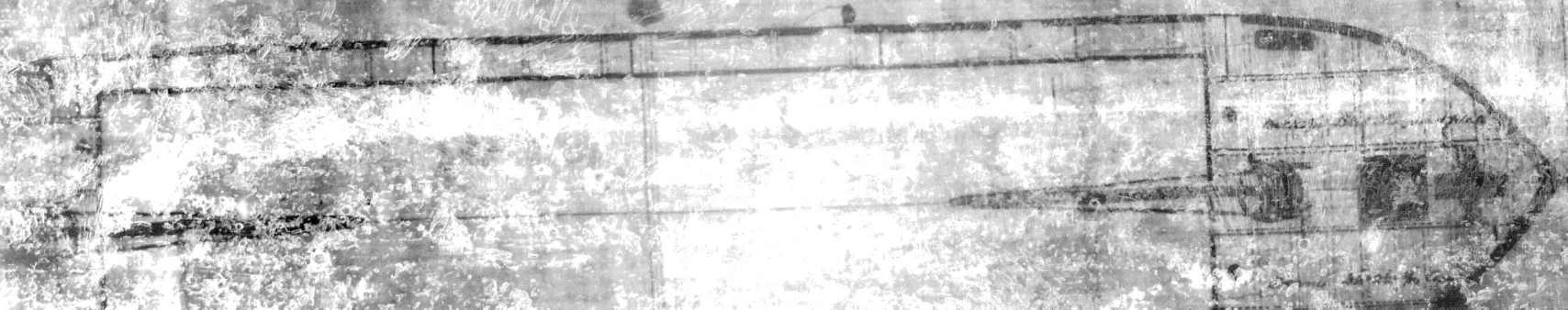
FIVE 100 TON STEEL BARGES FOR MOMBASA.



PROFILE

150' 3 1/2" Deck  
78' 6" Girth

15' 6"







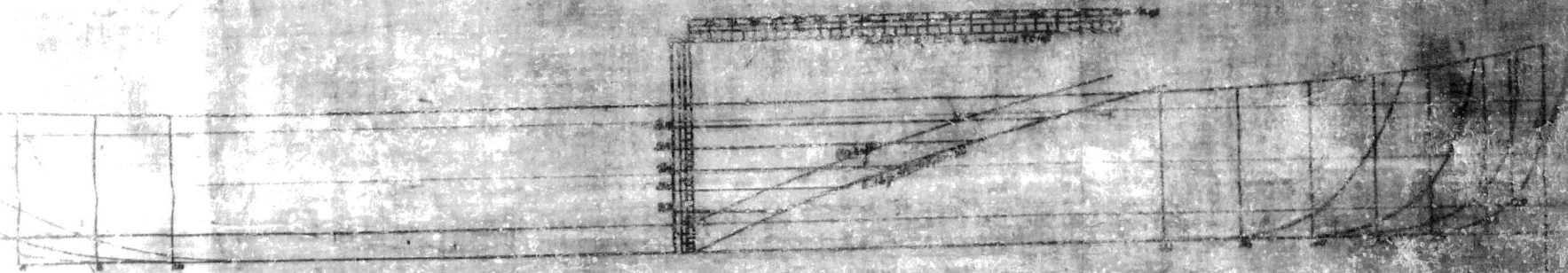


PROFILE

79 ft 6 in



PLAN - SCALE 1/4 INCH TO ONE FOOT



LINES - SCALE 1/4 INCH TO ONE FOOT

