

DISCLOSED

SECTION

No. 606

N/N CUBA

6

Steel Twin Screw Steamer "PRESIDENTE MACHADO"; No. 81809 in the Register Book; 2492 tons gross; Built 1917 - 1. Port: Havana
Owners: Empresa Naviera de Cuba.

Classed: 100A1.9,28 LMC.6,29
 Awn.Dk.with Fbd. TS(CL) 9,28
 S.S.Cdz.No.2-25 BS.6,30.

The Havana Surveyor reported in July last year that the vessel had been placed in dry dock and the requirements of the Special Survey No.3 complied with, but it appeared that some alterations had been effected to the bunkers with a view to carrying oil fuel.

In converting the coal bunkers into oil fuel tanks the Society's Rules had not been complied with, and the tank top was formed by the original part steel and part wood deck.

Plans of these bunkers, embodying the necessary amendments, were approved on the 11th March last. The Owners, however, submitted revised plans, embodying generally the requirements referred to, and these were approved on the 23rd May last and the Surveyor informed by cable accordingly.

A letter, dated 26th May, from the Surveyor in reply to this cablegram stated that the question of alterations required to the bunkers would be decided by the Owners at a meeting of Directors to be held in the near future.

In reply to a further cablegram from this Office on the 25th June, enquiring how the case stood, the Havana Surveyor stated that the Owners had decided not to carry out the alterations asked for as it was impossible to delay the vessel so long as would be required to complete the necessary work. The Owners also stated that the oil fuel bunkers had proved satisfactory in service.

The Owners were informed on the 8th July that in order to maintain the classification of the vessel in the Society's Register Book the requirements relating to the carrying of oil fuel in the bunkers must be carried out without

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further delay.

In a reply, dated 7th August, now received, the Owners request that the Committee's requirements for these bunkers be reconsidered. They point out that the tanks have proved satisfactory and have been constructed in accordance with their experience of oil fuel bunkers fitted in other vessels (not classed with this Society) in their service. They also state that the carrying out of the alterations required would involve loss of the vessel's trade and they preferred that her class in the Society's Register Book be removed.

The amendments indicated on the plans represent the Committee's minimum requirements, and the Chief Ship Surveyor submitted that they should be adhered to.

The case received the consideration of the Classing Committee on Friday, 29th ultimo, when in the circumstances it was decided to give instructions for the vessel's character to be expunged from the Register Book with a Red Line (—),
8,30
indicating non-compliance with the Rules, and the Owners have been informed accordingly.



4th September, 1930.



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