

Steel Screw Steamer "PRESIDENTE MACHADO".

Dimensions: 280' x 40' x 19.5' to main deck
25.5' to awning deck.

Owners: Empresa Naviera de Cuba: Class 100A1 "Awning deck with freeboard"

This vessel was constructed in 1917 by Soc. Espanola Construcccion Naval, Cadiz.

On examination of the vessel for Special Survey No.3 at Havana, ^{in July 1929} a new oil fuel bunker was found to have been constructed which did not conform to the Rules, and action was deferred pending the receipt of a plan of the work done.

Plans of these bunkers were approved on the 11th March, the principal amendments required being as follows:- all seams, butts, boundary bars to be double riveted or reinforced by electric welding, side frames to be cut and bracketed at the tank top and the framing reinforced by horizontal girders, intercostal stiffening angles to be fitted to the inner bottom plating, the beams to be fitted on every frame at the tank top and instead of on alternate frames ^{and} quarter washplates to be fitted.

Revised plans embodying generally the requirements referred to above, submitted to the Havana Surveyor were forwarded by him and approved on the 23rd May, subject to slight amendments being carried out, and the Surveyor was informed by cable accordingly.

A letter, dated 26th May, in reply to this cablegram was received from the Surveyor stating that the question of alterations required to the bunkers would be decided by the Owners at a Meeting of the Directors to be held in the near future, ~~and~~ In reply to a further cablegram from this Office ^{JUNE 25th 1929} enquiring how the case stood, the Surveyor stated that the Owners had decided not to carry out the alterations asked for, as it was

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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 if they desired to maintain the classification of this vessel in the Society's Register Book, the requirements relating to the carrying of oil fuel in the bunkers must be carried out without further delay.

In a reply, ^{now received} dated 7th August, accompanying a letter from the Havana Surveyor, the Owners requested that the Committee's requirements for these bunkers be reconsidered. They stated that the tanks had proved satisfactory and had 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 stated 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 case has again been carefully considered, but in view of the fact that the amendments indicated on the plans submitted represent the Committee's minimum requirements, it is considered that these should be ~~fully~~ adhered to.

The case is submitted for the consideration of the Committee.

JW
27.8.30

R.B.S.

A.A.

G.B.



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