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# Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

4th April, 1921.

Dear Sirs,

With reference to Mr. Elliott's letter of the 14th ultimo, respecting the S.S. "ARABIC" ex "BERLIN", I have to inform you that the scantlings and arrangements as indicated on the plans of midship section and profile, forwarded by you, have been carefully examined and compared with the rule requirements.

It is found that the frames are spaced 30" apart instead of 31" as set forth in the Rules.

The scantlings of the framing and double bottom are equivalent to the requirements of the Rules.

The shade and upper deck beams are fitted to alternate frames and spaced  $59\frac{1}{2}$ " apart, whereas the Rules require these beams in a vessel of this length to be spaced 1" apart. In view, however, of the decks being of steel and wood sheathed the arrangements will in the circumstances be approved.

The shade deck beams are somewhat deficient in scantlings but the plan of midship section shows them to be supported equivalent to four rows of pillars. In view of this and of the 2nd, 3rd and 4th deck beams (which are fitted to every frame) being considerably in excess of the Rule Requirements the shade deck beams will be approved. The upper deck beams are equivalent to those required by the Rules.

The top side plating and stringers of the three uppermost strength decks, taken collectively, are in excess of the Rule Requirements.



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The shade deck plating is .09 deficient in thickness but the deck is wood sheathed and an additional steel deck is fitted throughout the vessel above the number of steel decks required by the Rules.

The plan of midship section shows the additional intercostal girder in the double bottom in way of the widely spaced hold pillars to be only half the depth of the double bottom, but as this girder appears to be fitted only 16" from an ordinary side girder the arrangements will be approved provided after a careful examination you find no signs of weakness in way of the heels of the widely spaced pillars in the double bottom.

You should satisfy yourselves regarding the efficiency of the panting arrangements and the strengthening of the bottom forward, and state the spacing of the widely spaced hold pillars and the principal scantlings of the bulkheads and tunnels and of the hatch webs and fore and afters as soon as possible.

I have further to state that provided the requirements of Section 48 of the Rules for vessels not built under survey be complied with and a favourable report be received from you on the completion of the survey, the vessel will be eligible to be classed 100A- "Shade Deck".

Particulars of the equipment at present on board the vessel should be forwarded for consideration.

If a freeboard assignment is desired you should forward full particulars on report Form R&B.

Copies of the plans forwarded by you are being taken and will be sent to you in a day or two for your information and guidance in the survey of the vessel, together with the original plans for handing back to the Owners as desired.

I am, Dear Sirs,  
Yours faithfully,

Secretary.

The Surveyors,

SOUTHAMPTON.



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