

TWIN SCREW STEAMER "ARABIC" ex "BERLIN" No. 77454 in  
Register Book Supplement.

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Rule dimensions:- 590.2 x 69.53 x 41.72 to upper deck  
x 50.22 to shade deck.

Scantling Nos:- 111.25 & 65659

Proportions:- Length = 11.75 depths to shade deck.

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This ex-German Steamer was built at Bremen in 1908 by Akt. Ges. Weser and received the highest class in the Germanischer Lloyd Register Book, together with the distinguishing mark for bulkhead subdivision and strengthening for ice forward.

The Germanischer Lloyd class expired in May 1917.

The vessel has now been purchased by the White Star Line and the new Owners desire that she might be classed with this Society.

A plan of midship section, together with an outline profile is submitted by the Southampton Surveyors.

The vessel is of the shade deck type and the shade, upper, second, and third decks are of steel and wood sheathed. There is a steel fourth deck fitted clear of the machinery space. There are three tiers of deckhouses amidships above the shade deck.

The scantlings and arrangements as indicated on the plans 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  $59\frac{7}{8}$ " apart, whereas the Rules require these beams in a vessel of this length to be spaced 31" apart.

In view, however, of the decks being of steel and wood sheathed, it is considered in the circumstances the arrangements might be approved.

The shade deck beams are somewhat deficient in scantlings, but the plan of midship section shows them to be supported equivalent to 4 rows of pillars.

In view of this, and of the second, third, and fourth deck beams (which are fitted to every frame) being considerably in excess of the Rule requirements, it is considered the beams as ~~approved~~<sup>above</sup> could 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.

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 <sup>double</sup> the ~~bottom~~, but as this girder appears to be fitted only 16" from an ordinary side girder, it is considered the arrangement might be approved, provided the Surveyors after a careful examination find no signs of weakness, in way of the heels of the widely spaced pillars, in the double bottom.

The Surveyors should satisfy themselves regarding the efficiency of the panting arrangements and the strengthening of the bottom forward, and they should state the spacing of the widely spaced hold pillars and the principal scantlings of the bulkheads and tunnels,



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the hatch webs and fore and afters as quickly as possible.

It is submitted that provided the requirements of Section 48 of the Rules for vessels not built Survey be complied with, and a favourable Report be given from the Surveyors on the completion of the Survey, the vessel will be eligible to be favourably recommended to the Committee for the class 100A- "Shade Deck".

The Surveyors should forward particulars of the equipment at present on board the vessel.

The Owners should be informed that the plans should be returned to them as soon as copies have been taken for the use of the Society's Surveyors.

The Southampton Surveyors should also be informed as above.

*[Handwritten signature]*

1. 4. 21.

*CF.*

*freeboard assignment is desired  
Surveyors should forward full  
particulars on 116 form.*

*W.D. 2.4.21*

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