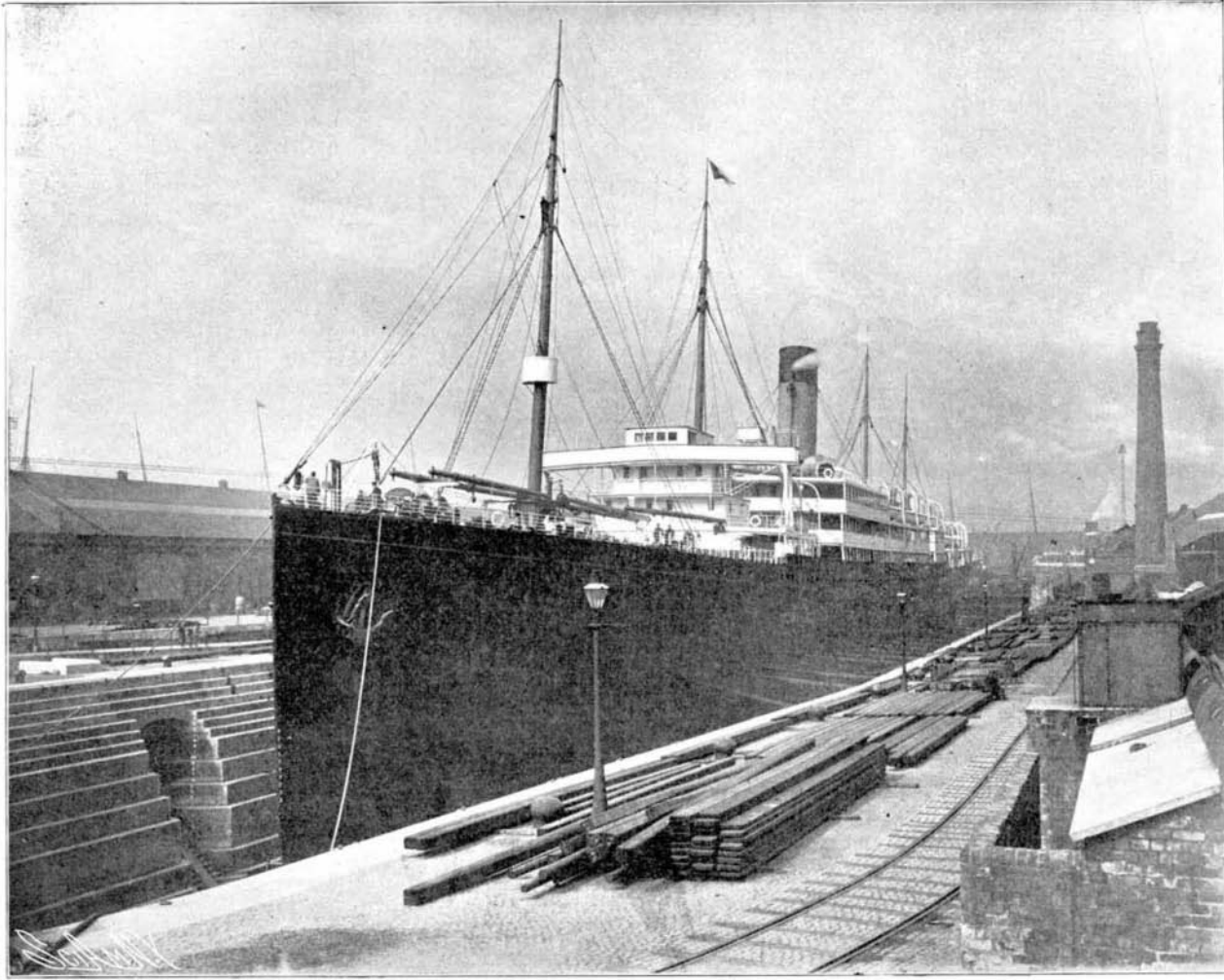


THE NEW LINER "ARABIC."

A notable addition to the fleet of great Atlantic passenger and cargo steamers is the "Arabic" of the International Mercantile Marine Company's White Star Line. The "Arabic" sailed from Liverpool on her maiden voyage on June 26, and reached New York after a passage of a little over seven days. The accompanying excellent photograph of the new steamship was made while she was in drydock at Liverpool shortly before starting on her first voyage. The "Arabic" is a representative of the type of Atlantic liner that seems to be becoming especially popular and profitable. In general her lines are like those of her giant sisters, the "Celtic" and "Cedric." She is excelled in size by these two vessels, which are of 20,000 and 21,000 tons respectively, by the 17,000-ton "Oceanic" of the same line and by two or three

of the swift German liners, but aside from these she is larger than any other vessel in the Atlantic trade. Her gross tonnage is 15,300; her length is 600 feet, her beam 65 feet, her depth 44 feet, and her cargo capacity 16,500 tons. In the design of the "Arabic" no effort toward attaining extreme speed was made. She was designed to make 16 knots, but on this her maiden trip she averaged over 17 knots for 24 hours, and was well over her contract speed for the whole voyage. She is equipped with twin-screws and two sets of quadruple-expansion engines of 10,000 horse power, and with her great cargo capacity is expected to be an exceptionally steady vessel. Her owners say that her engine power is ample to enable her to keep to her schedule requirements with thorough regularity. Her quadruple-expansion engines are arranged on the balance principle, and the vibration was scarcely noticeable. In the minor features of her construction and equipment the "Arabic" embodies a number of new and improved features. She carries a very complete elec-



Length, 600 feet; breadth, 65 feet; depth, 44 feet; cargo capacity, 16,500 tons; horse power, 10,000; speed, 17 knots.

THE NEW WHITE STAR LINER "ARABIC."

tric plant; her cabin staterooms are warmed by electric heaters, and she is ventilated throughout by electrically-driven fans. The very roomy staterooms, which are a conspicuous feature of the "Cedric" and "Celtic," are duplicated in the "Arabic." She has a continuous shade deck fore and aft, with three tiers of deck houses and two promenade decks above them.

after those of the new "Arabic." There are no open berths in the steerage, or third-class as it is now called, but the space is divided into two, three, and four-berth rooms, all thoroughly ventilated and kept as clean and well painted as the first-cabin quarters. The third-class passengers have a comfortable dining saloon, in which the tables are fitted with revolving

The first-class dining saloon is on the upper deck, and all the first-class accommodations are amidships. The second-class passengers—to whom more and more attention is being given in successive new Atlantic liners—have their quarters immediately aft of the first-class. The third-class passengers are provided for aft of the second-class, while there are also some third-class accommodations forward. Perhaps it is in the quarters assigned to third-class passengers that the greatest innovations are noticeable. When the reconstructed White Star liner "Majestic" returned to the Liverpool - New York service recently after an absence of more than a year, visitors who inspected her remarked that her third-class accommodations would have been a revelation of luxury to second-class travelers of no more than a decade ago. The "Majestic's" quarters were remodeled

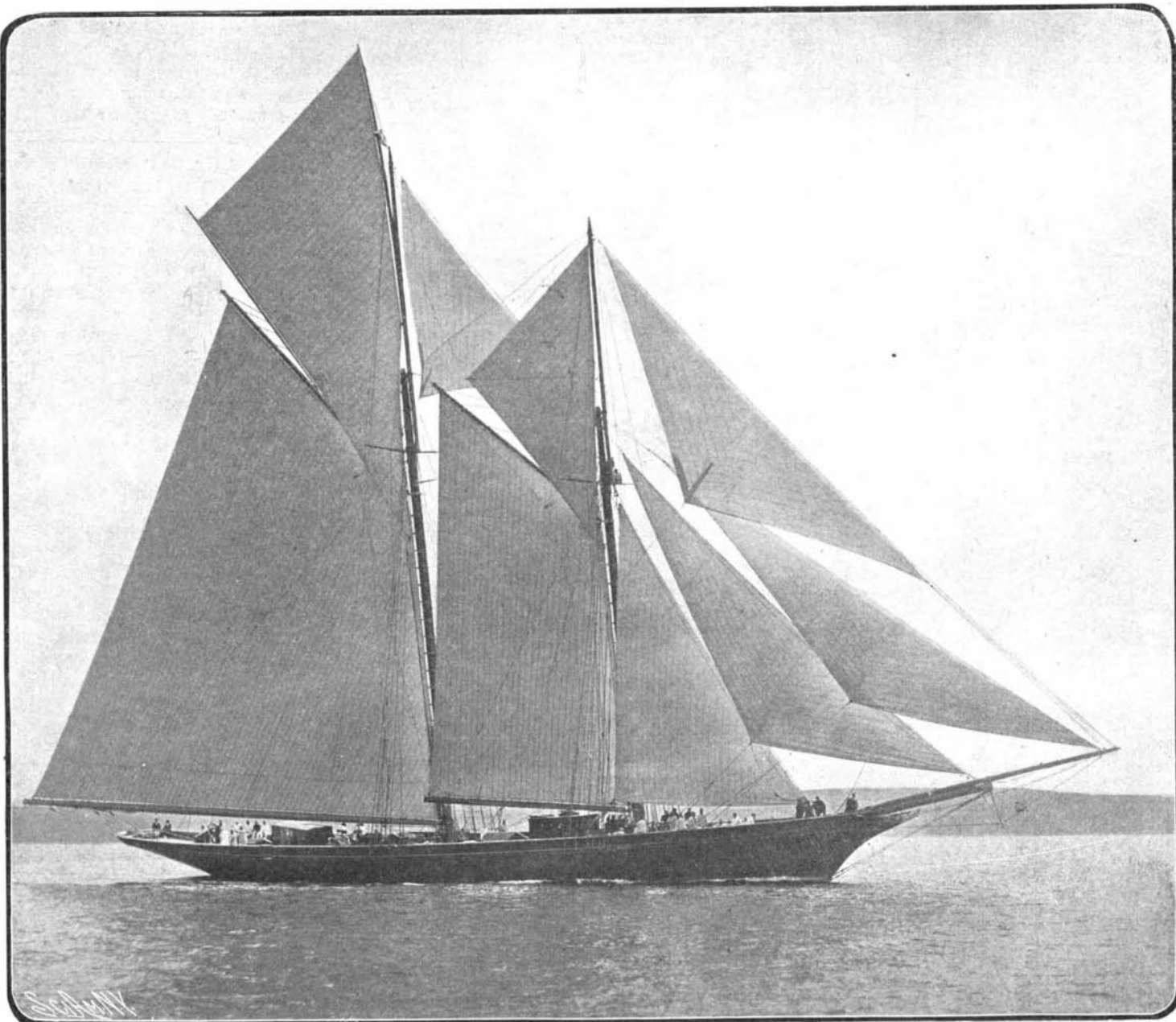
chairs quite after the accepted cabin fashion.

While the "Arabic" presents no striking departures in construction and equipment from her successful prototypes, the "Cedric" and "Celtic," she represents the steady advance in the direction of comfort, steadiness, and moderate speed which seems to be the trend of the times in big passenger ships. Like the other White Star ships, the "Arabic" was built in the Harland & Wolff yards at Belfast.

THE

"GLENIFFER,"
BY OUR GLASGOW
CORRESPONDENT.

Generally speaking, when a yacht owner or prospective owner sets out to break any of the designing or building records, he starts with a clear idea of what the appearance of the vessel is likely to be and with



Length on deck, 187 feet 6 inches; on waterline, 141 feet. Beam, 27 feet. Draught, 17 feet. Length from tip of boom to tip of bowsprit, 224 feet. Height from water to top of maintopmast, 141 feet.

"GLENIFFER," THE LARGEST AND FASTEST FORE-AND-AFT SAILING YACHT EVER BUILT. AVERAGE SPEED RECORDED FOR 100 KNOTS, WHEN REACHING, 16 KNOTS PER HOUR.