

AMERICAN BUREAU of SHIPPING

LOAD LINE CALCULATION

TIMBER DECK LOAD

NAME OF VESSEL: S.S. "NOYO" GROSS TONS 1484 OFFICIAL NUMBER 220,755 PORT OF REGISTRY SAN FRANCISCO, CALIF. YEAR BUILT 1920 CLASSIFICATION B.C.

TYPE: CARGO VESSEL

OWNER: UNION LUMBER CO. BUILDER: J. F. DUTHIE + CO. HULL No. 37

L = 219'-10" FREEBOARD DEPTH: MOULDED D = 21.00 = DEPTH CORRECTION: $D_f = 21.04$

B = 40'-0" STRINGER = .04 $\frac{T(L-S)}{L} =$ $\frac{219.83}{15} = 14.65$ $\frac{219.8}{6.39 \times 130} = 10.80$

D = 21'-0" $D_f = 21.04$

PORT OF SURVEY: SAN FRANCISCO, CALIF.

DATE OF SURVEY: MAY 11, 1936.

SURVEYOR'S NAME: C. D. MUES.

BLOCK COEFFICIENT AT .85 D:

$$\frac{35 \times 3513}{220 \times 40 \times 17.85} = .779$$

COEFFICIENT CORRECTION:

$$\frac{.779 + .68}{1.36} \times 26.56 = 28.49$$

SUPERSTRUCTURE CORRECTION:

$$\text{PART OPEN FORECASTLE} = 21.5' + (15.5' \times .5)$$

BRIDGE

POOP = 65'-9"

TRUNK

BRIDGE:

EFFECTIVE LENGTH

$$= 29.25$$

HEIGHT

$$7'-6"$$

$$= 65.75$$

$$8'-0"$$

$$\frac{E}{L} = \frac{95.00}{219.83} = .432$$

$$\text{PERCENTAGE ALLOWED} = .65$$

100 PER CENT ALLOWANCE PERCENTAGE ALLOWED

$$\text{SUPERSTRUCTURE DEDUCTION} = 27.98 \times .65 = 18.19$$

SHEER:				VESSEL				RULE		
STA.	HEIGHT	ORDINATE	MULT.	F (A)	ORDINATE	MULT.	F (A)	ORDINATE	MULT.	F (A)
A. P.	.1 L + 10	31.98	1	31.98	20.88	1	20.88		1	
1/6	.0445 L + 4.45	14.23	4	56.92	1.25	4	5.00		4	
1/3	.011 L + 1.1	3.52	2	7.04	0	2	0		2	
—	—	—	4	—	—	4	—		4	
1/3	.022 L + 2.2	7.04	2	14.08	0	2	0		2	
1/6	.089 L + 8.9	28.46	4	113.84	4.87	4	19.48		4	
F. P.	.2 L + 20	63.96	1	63.96	41.87	1	41.87		1	

SHEER CORRECTION =

$$\frac{200.59}{18} = 11.14 \times (.75 - \frac{.468}{2}) = 5.75$$

CAMBER:

$$\text{STANDARD} \frac{40 \times 12}{50} = 9.60$$

$$\text{VESSEL} = 9.60$$

$$\text{DIFFERENCE} = \frac{0}{4} \times \text{---} = \text{---}$$

FRESH WATER ALLOWANCE:

$$\Delta = 3496$$

$$T = 18.7$$

$$\frac{3496}{40 \times 18.7} = 4 \frac{3}{4} \text{ INCHES}$$

TABLE AT 219.83 FT. 26.56CORRECTED TO .779 28.49DEPTH + 10.80
39.29SUPERSTRUCTURE - 18.19
21.10SHEER + 5.75
26.85CAMBER 26.85OTHER CORRECTIONS (IF ANY) 26.85FREEBOARD 2'-2 3/4"MOULDED DEPTH D 21'-0"STRINGER PLATE 0 1/2"OR WOOD DECK 21'-0 1/2"FREEBOARD 2'-2 3/4"MOULDED DRAFT 18'-9 3/4"EXTREME DRAFT 18'-11 1/4"

$$T = \frac{18'-9 \frac{3}{4}"}{4} = 4 \frac{3}{4}''$$

$$W = \frac{18'-7 \frac{3}{4}"}{3} = 6 \frac{1}{4}''$$

$$TF = 4 \frac{3}{4}'' + 4 \frac{3}{4}'' = 9 \frac{1}{2}''$$

$$WNA = 11'' + 6 \frac{1}{2}'' = 17 \frac{1}{2}''$$

Difference

$$3'-1 \frac{3}{4}''$$

$$2'-2 \frac{3}{4}''$$

$$11''$$

TIMBER FREEBOARD RECOMMENDED AMIDSHIPS FROM L.S. CENTER OF DISC TO TOP OFSTEEL UPPER DECK: 2'-2 3/4"TROPICAL FRESH WATER LINE 9 1/2 INCHES ABOVE L.S. CENTER OF DISC. CORRESPONDING FREEBOARD 1'-5 1/4"FRESH WATER LINE 4 3/4 " " " " " " " 1'-10"TROPICAL LINE 4 3/4 " " " " " " " 1'-10"WINTER LINE 6 1/4 " BELOW " " " " " " " 2'-9"WINTER NORTH ATLANTIC LINE 17 1/2 " " " " " " " 3'-8 1/4"

LOAD LINE SURVEY:

Has the vessel been surveyed in accordance with Paragraph 11 of the Regulations? YES

Was the general structural condition found satisfactory?

PROTECTION OF OPENINGS:

Are weather deck hatchways efficiently constructed and equal to rule requirements? YES If not, wherein are they deficient? —

Are flush bunker scuttles to rule requirements? NONE FITTED Are companionways to rule requirements? YES

Has the poop an efficient steel bulkhead at fore end? YES Thickness of plating? 5/16" Coaming? —

Stiffeners? 5" x 3 1/4" x 3/8" L Spaced? 30" Bracketed or clipped? T + B Are openings closed with Class I or II appliances or less? CLASS I
+ 3 1/2" x 3 x 3/8" L REVERSE BARS

Has the bridge an efficient steel bulkhead at after end? NO BRIDGE Thickness of plating? — Coaming? —

Stiffeners? — Spaced? — Bracketed or clipped? — Are openings closed with Class I or II appliances or less? —

Has the bridge an efficient steel bulkhead at fore end? — Thickness of plating? — Coaming? —

Stiffeners? — Spaced? — Bracketed or clipped? — Are openings closed with Class I or II appliances or less? —

Has the forecastle an efficient steel bulkhead at after end? YES Thickness of plating? 5/16" Coaming? —

Stiffeners? 4" x 3 1/2" x 3/8" L Spaced? 30" Bracketed or clipped? FREE Are openings closed with Class I or II appliances or less? CLASS II

Are exposed parts of casings efficiently constructed? NOT EXP. Thickness of plating? — Coaming? — Stiffeners? — Spaced? —

How are exposed machinery casing openings on freeboard deck closed? NOT EXP. Height of door sill? — Have fiddle hatches strong steel covers? YES

Are ventilator coamings of proper height and strongly constructed? YES Means of closing? WOOD PLUGS AND CANVAS BOOTS

Are there cargo or coaling ports in side below freeboard deck? NONE FITTED Are doors watertight and efficient? — Are airports fitted

with deadlight covers where required? YES Are scuppers and sanitary discharges fitted with proper valves where required? YES

Are airpipes from ballast and other tanks of proper height above deck? YES Are they fitted with efficient closing appliances? YES

GUARD RAILS:

Are efficient open rails or bulwarks fitted on exposed portions of freeboard and superstructure decks? YES; BULWARKS ON FREEBD DECK, OPEN RAILS ON SUPERSTRUCTURE DECKS.

FREEING PORTS:

Are freeing ports provided as required by rule? YES

PROTECTION OF CREW:

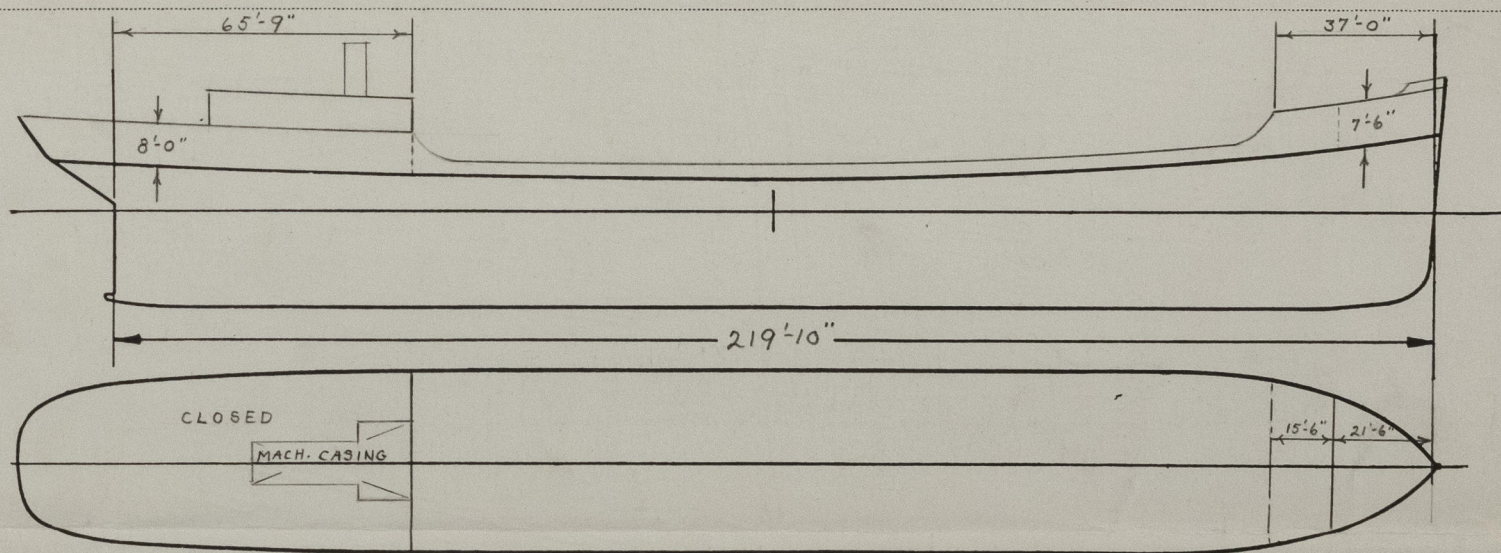
Where is crew berthed? IN FORECASTLE + POOP Are satisfactory means provided for the protection of the crew in getting to and from their quarters? YES LIFE LINE FITTED.

VESSELS CARRYING TIMBER DECK CARGOES:

Does the vessel comply with the supplementary conditions for vessels carrying timber deck cargoes, as set forth in Sec. 43.77a to 43.91 of the Regulations? YES, EXCEPT NO SOCKETS. FITTED FOR UPRIGHTS, SEE NOTATION ON CERTIFICATE.

TANKERS AND SPECIAL TYPES:

Does the vessel comply with the supplementary conditions for tankers, as set forth in Sec. 43.92 to 43.106 of the Regulations? DOES NOT APPLY.



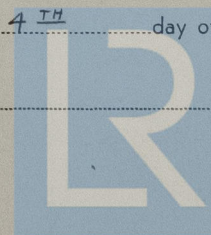
Show hereon arrangements of erections, location of their bulkheads and overhangs.

The Freeboards, as stated on the other side, being in accordance with the Regulations, it is recommended that the same be assigned.

Chief Surveyor.

Approved at a meeting of the Committee of the American Bureau of Shipping on the 14TH day of SEPTEMBER 1931.

Secretary.



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