

AMERICAN BUREAU of SHIPPING

LOAD LINE CALCULATION

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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" B = 40'-0" D = 21'-0" D _f = 21.04'	FREEBOARD DEPTH: MOULDED D = 21.00 STRINGER = .04 $\frac{T(L-S)}{L}$ D _f = 21.04	DEPTH CORRECTION: D _f = 21.04 $\frac{219.83}{15} = 14.65$ $6.39 \times 130 = 10.80$	PORT OF SURVEY: SAN FRANCISCO, CALIF. DATE OF SURVEY: MAY 11, 1936. SURVEYOR'S NAME: C. D. MUES
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BLOCK COEFFICIENT AT .85 D: $\frac{35 \times 3513}{220 \times 40 \times 17.85} = .779$	COEFFICIENT CORRECTION: $\frac{.779 + .68}{1.36} \times 26.56 = 28.49$
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SUPERSTRUCTURE CORRECTION: PART OPEN FORECASTLE } = 21.5' + (15.5' x .5) BRIDGE POOP = 65'-9" TRUNK BRIDGE:	EFFECTIVE LENGTH HEIGHT = 29.25 7'-6" = 65.75 $\frac{E}{L} = \frac{95.00}{219.83} = .432$ PERCENTAGE ALLOWED = .2622 $\frac{100 \text{ PER CENT ALLOWANCE}}{\text{PERCENTAGE ALLOWED}}$ SUPERSTRUCTURE DEDUCTION = 27.98 x .2622 = 7.33
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SHEER:	STANDARD	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	
		287.82		87.23						
		87.23								
SHEER CORRECTION =		$\frac{200.59}{18} = 11.14$		$\times (.75 - \frac{.468}{2}) = 5.75$						

CAMBER: STANDARD $\frac{40 \times 12}{50} = 9.60$ VESSEL = 9.60 DIFFERENCE = $\frac{.00}{4} \times \dots = \dots$	FRESH WATER ALLOWANCE: $\Delta = 3496$ $T = 18.7$ $\frac{3496}{40 \times 18.7} = 4\frac{3}{4}$ INCHES
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MOULDED DEPTH D 21'-0" STRINGER PLATE 0 1/2" OR WOOD DECK 21'-0 1/2" FREEBOARD 3'-1 3/4" MOULDED DRAFT 17'-10 3/4" EXTREME DRAFT 18'-0 1/4"	T. & W = $\frac{17'-10\frac{3}{4}"}{4} = 4\frac{1}{2}"$ WNA = 4 1/2" + 2" = 6 1/2" TF = 4 1/2" + 4 3/4" = 9 1/4"
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FREEBOARD RECOMMENDED AMIDSHIPS FROM CENTER OF DISC TO TOP OF TROPICAL FRESH WATER LINE 9 1/4" INCHES ABOVE CENTER OF DISC. CORRESPONDING FREEBOARD 2'-4 1/2" FRESH WATER LINE 4 3/4" " " " " " " 2'-9" TROPICAL LINE 4 1/2" " " " " " " 2'-9 1/4" WINTER LINE 4 1/2" " BELOW " " " " 3'-6 1/4" WINTER NORTH ATLANTIC LINE 6 1/2" " " " " " 3'-8 1/4"	STEEL UPPER DECK: 3'-1 3/4" 2'-4 1/2" 2'-9" 2'-9 1/4" 3'-6 1/4" 3'-8 1/4"
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2021

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LOAD LINE SURVEY:

Has the vessel been surveyed in accordance with Paragraph II 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? YESHas 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" L3 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" L3 REVERSE BARSHas 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" L3 Spaced? 30" Bracketed or clipped? FREE Are openings closed with Class I or II appliances or less? CLASS IIAre 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? YESAre 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 fittedwith deadlight covers where required? YES Are scuppers and sanitary discharges fitted with proper valves where required? YESAre 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 FREEBOARD DECK; OPEN RAILSFREING PORTS: ON SUPERSTRUCTURE DECKS.Are freeing ports provided as required by rule? YES

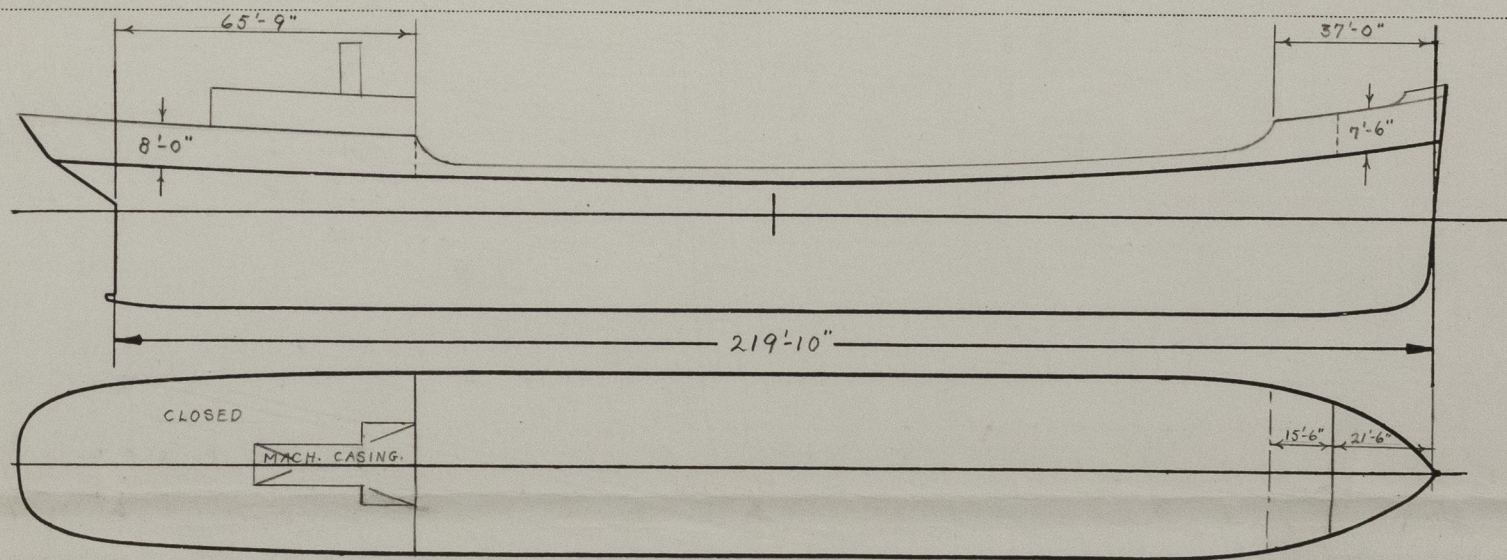
PROTECTION OF CREW:

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

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? DOES NOT APPLY.

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.

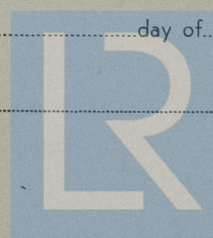
Show hereon arrangements of erections, location of their bulkheads and overhangs.

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 day of 19.....

.....Secretary.



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