

S.S. "TENYO-MARU".

Nagasaki Report No.603.

No.190. Alterations on Lloyd Plan (After finishing).

struction Profile.

- Lower deck stops at F.No.7 & 13/20" floor<sup>plates</sup> are fitted on webs of Stern frame casting at F.No.1 to 7.
- Small plate (32" x 24" x 7/20") fitted between F.No.14-15 and to lower deck.
- Upper deck wood plank to be 3" thick.
- Engine casing between upper & main decks at F.No.79 taken off, leaving 27" coaming on main deck & 8" below upper deck.
- 2 tanks (F.No.154-172 & 172-190) to be used for both oil and water ballast.
- Brackets to hold stringer at F.No.200 & 202 are added.
- Wash plate in fore peak stops at F.No.223 (top & bottom).
- No.4 hatches (numbering from bow) to be trunked between shelter and upper decks.
- Boat deck 2 1/2" teak planks.
- Additional stays<sup>from frame to beam</sup> in way of stern cant are provided from F.No.0 to F.No.10. (7" x 3 1/2" x 3 1/2" x 13/20" channel). (alternate frame).
- Height of fore boiler casing above boat deck 6'- 9".
- Main deck beam at F.No.81 whole beam & plated over F.No.80-81 (8/20" plate).
- Steel cofferdam (7/20" plate) is fitted on F.No.155 from tank top to main deck.
- 2 steel partitions, side to side, to be fitted at F.No.58 and 164 between upper and main deck (not watertight).



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Midship Section.

1. Boat deck plank  $2\frac{1}{2}$ " teak.
2. Shelter deck plate next to deck stringer not joggled.
3. " " sheer strake not bent at deck at side.
4. Lightening hole on margin bracket plate to be of 16" x 12" oblong circle.
5. Sparring in hold 6" x  $2\frac{1}{2}$ ".
6. Top of side stanchions on promenade deck are connected to beam and sheer plate with palm of two directions.

Oil Tight Bulkhead Plan (see revised plan).

1. Pipe tunnel (upper tunnel) extends to main deck and tunnel top plates dispensed accordingly.
2. Fore oil tank expansion trunk shifted to aft end of tank (F.No.143 to F.No.147).
3. Opening for passage (lower tunnel) narrowed to suit W.T. Door frame. (F.No.125).
4. 9/20" bracket plates fitted on every frame on passage top (2 tank).
5. Horizontal stiffeners on transverse bulkheads are fitted to latter with double intercostal angles  $3\frac{1}{2}$ " x  $3\frac{1}{2}$ " x 8/20" (lower 5 stiffeners).

Pillar Plan.

1. One  $6\frac{1}{2}$ " solid pillar fitted under Dynamo Engines at F.No.81 starboard side, 17'-6" about from centre line of ship; also 4 10" x  $3\frac{1}{2}$ " x  $3\frac{1}{2}$ " x 12/20" channel girders are provided under the same from F.No.80-83 with 3" wood filler and through bolts.




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2. At F.No.2. One  $3\frac{1}{2}$ " solid pillar at centre line of ship instead of two.
3. Pillars under shelter deck at F.No.131 (instead of F.No.130) & F.No.135 (instead of 134). and 1 on F.No.138 omitted (due to extension of steel house in galley) (all portside only).
4. Girder pillar at F.No.158 under main deck shifted 1 frame forward (centre line).
5. 2 5" tube pillars at F.No.170 are added by the hatches.
6. Shelter deck pillars at F.No.192 2 4  $1\frac{1}{8}$ " solid pillars at side instead of 3 of 3  $1\frac{1}{8}$ ".
7. 2  $3\frac{1}{2}$ " pillars at F.No.218 & girder  $4\frac{1}{2}$ "x 4"x 10/20" double angles from F.No.219-222.
8. 1 3  $1\frac{1}{8}$ " pillar at F.No.174 (19'-0" from centre line).dispensed with galley steel house.
9. Runner under shelter deck (portside) cut and omitted from F.No.127-130 and new runner fitted & shifted 3'-1" (about) to side, from F.No.126-131.
10. Engine room tween deck. 7 4" dia.solid pillars (4'-0" long) above girders spacing 3 frame spaces and under as approved.
11. Upper steering engine space. 3 3  $1\frac{1}{8}$ " dia.pillars &  $4\frac{1}{2}$ "x 4"x 10/20"  runners from frame A (2'-0" abaft F.No.0) to F.No.10
12. Lower steering engine space. 10  $3\frac{3}{4}$ " dia.pillars &  $4\frac{1}{2}$ "x 4"x 10/20" double anglesrunner from F.No.8 to 21 (F.No.13-17 intercostal plate).



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