

VESSELS OTHER THAN TANKERS

HOLDS

Cargo Space	Capacity Grain cft.	LCG about ⊗	Cargo Space	Capacity Grain cft.	LCG about ⊗	Cargo Space	Capacity Grain cft.	LCG about ⊗
HOLD No. 1			TWEENS No. 1			LOWER TWEENS No. 1		
" 2			" 2			" 2		
" 3			" 3			" 3		
" 4			" 4			" 4		
" 5			" 5			" 5		
" 6			" 6			" 6		
BRIDGE DECK								

Any other Deadweight spaces etc. above 5 tons weight (i.e. Mailrooms, stores, etc.)

IMPORTANT

A General Arrangement plan and a MIDSHIP SECTION showing scantling should be provided.

Kelvin & Hughes (Marine) Limited accept in good faith the accuracy of the information provided for them on this form.

KELVIN & HUGHES (MARINE) LIMITED

99, FENCHURCH STREET, LONDON, E.C.3

Information required for Calibration of
KELVIN HUGHES STRESS FINDER

NAME OF SHIP "REGENT JAGUAR" **DATE BUILT** 19:3:1941
DIMS : Length BP. 460' - 0" Breadth Mld. 61' - 0" Depth Mld. 33' - 3"

PARTICULARS OF HULL & MACHINERY

Weight of Steel & Outfit 4308 tons. L.C.G. about ⊗ 1.415 ft.
 (" " Machinery & Boilers 722 tons. L.C.G. about ⊗ 173.9 ft.
 (" " Shafting & Prop. tons. L.C.G. about ⊗ ft.
 Lightship 4830 tons. L.C.G. about ⊗ 27.26 ft. AFT
 Lightship Draught (Mean) corresponding to zero deadweight 8 ft. 9 ins.
 " L.C.B. about ⊗ 12.5 ft. FORD L.C.B. fore body about ⊗ 92.35 ft.
 " M.C.T. 1" 1265 ft. tons " aft " " " 82.35
 Load Draught 27 ft. 0 1/2 ins. L.C.B. about ⊗ 6.95 ft. F fore " " " 96.36
 " Deadweight 11955 tons " aft " " " 92.50

IMPORTANT

Are the above figures final as given by the Inclining Test YES ?
 If not please advise when final figures will be available

HYDROSTATIC PARTICULARS

DRAUGHTS	DISPLACEMENTS	L.C.B about ⊗	L.C.B. OF FORE BODY about ⊗	L.C.B. OF AFT BODY about ⊗	M.C.T. 1'
4'-2"	2075	13.58' F	39.6	48.5	
8'-2"	4465	12.61' F	42.0	51.8	1246
12'-2"	6957	11.62' F	43.5	54.1	1345
16'-2"	9514	10.64' F	44.5	55.3	1424
20'-2"	12127	9.64' F	45.3	57.0	1513
24'-2"	14809	8.12' F	45.9	59.4	1655
28'-2"	17567	6.41' F	46.5	63.85	1791

Give Displacements etc. for each 4 feet of draught and also nearest draught below and above the Light draught and Load draught.

NOTE:

The above drafts are measured from bottom of Keel (to Extreme) and the displacements given include the shell.



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003706-003711-0203

DOUBLE BOTTOM DEEP TANKS, Etc.

OIL FUEL TO BE TAKEN AT 40 c.ft. per TON

NOTE—Where tanks are intended for O.F. and W.B. give W.B. capacity, otherwise score out descriptions which do not apply.

TANKS		TONS	LCG about ⊗	TANK		TONS	LCG about ⊗
Fore Peak	FW WB OF	149	213.92 F	Deep P. & S	FW WB OF	254 222	195.35 F 195.35 F
XXXXXX No. 1 DB. FRESH WATER D.B.	FW WB OF	40.3	196.54		FW WB OF		
XXXXXX 2 " Lub. Oil D.B. (P. & S.)	FW WB OF	22	171.56A		FW WB OF		
XXXXXX 3 " D.B. OIL FUEL P. & S.	FW WB OF	94.3	154.45A		FW WB OF		
4 "	FW WB OF				FW WB OF		
5 "	FW WB OF						
6 "	FW WB OF						
AFT COPPERDAM	FW WB OF	160	125.75 A				
FORD " (P. & S.)	FW WB OF	54	183.42F				
MAIN DK. P.W. P. & S.	FW WB OF	81.4	226.2 A				
LUB. OIL MAIN DK. P. & S.	FW WB OF	20.0	147.2 A				
CROSS BUNKERS P. & S.	FW WB OF	428	132.75A				
After Peak	FW WB OF	94	22 0.25A				
O.F. SETT. TANKS P. & S. O.F.		75	132.75A				

Particulars of detached tanks above 5 tons capacity to be given (i.e. drinking water, O.F. settling, lub. oil, etc.)

TANKERS

TANK	TONS AT 35 cft/ton	LCG about ⊗	TANK	TONS AT 35 cft/ton	LCG about ⊗
No. 1 Centre	752	106.75 A	No. 1 Wing P & S	994	108.43 A
" 2 "	739	77.75 A	" 2 " "	1068	77.67 A
" 3 "	732	46.75 A	" 3 " "	1444	41.58 A
" 4 "	728	2.17 A	" 4 " "	1080	2.17 A
" 5 "	733	28.83 F	" 5 " "	1086	28.83 F
" 6 "	742	59.83 F	" 6 " "	1100	59.83 F
" 7 "	760	90.83 F	" 7 " "	1126	90.91 F
" 8 "	796	135.42 F	" 8 " "	1480	129.91 F
" 9 "	828	166.42 F	" 9 " "	840	165.11 F
" 10 "			" 10 " "		
" 11 "			" 11 " "		
" 12 "			" 12 " "		
NOTE: All cargo tanks and Oil Fuel Tanks assumed 100% Full.					
FORE HOLDS	Cub. Ft. 15380	195.3 F	HOLDS		
FOCLE SPACE	5400	214.0 F			
STOREROOMS					

Capacity and LCG of storerooms etc. should be given if ever 5 tons deadweight.

Particulars of double bottom, deep tanks, oil fuel bunkers & detached tanks etc. to be given on previous pages.

IMPORTANT

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