



M.S. „JALANTA”

Signal letters: LDAY
Port of registry: Sandefjord, Norway

OWNERS: *Aksjeselskapet Kosmos, Sandefjord*
Managing owners: Anders Jahre, Sandefjord, Norway
Telegrams: Pelagic, Sandefjord

BUILT 1965 BY:

Kaldnes mek. Verksted A/S, Tønsberg, Norway. Yard no. 164

CLASS:

Det norske Veritas  1. A. 1. T. IS. «C»

DIMENSIONS:

Length over all	541' - 0"	=	164,89 metres
Length between p. p.	520' - 5½"	=	158,63 metres
Breadth mld.	70' - 0"	=	21,34 metres
Depth	44' - 0"	=	13,41 metres
Draft on summer load line	32' - 9"	=	9,98 metres
Deadweight capacity with car decks	20 020 tons		
Speed on trial 85 % eng.output	15,5 knots		

CAPACITIES:

Capacity of cargo holds + no. 1. Deep, wing tanks	959 586 cu.ft.
Water ballast	6 138 tons
Fuel Oil	1 652 tons
Fresh Water	378 tons

TONNAGE:

	International	Panama	Suez
Gross	13 313,11	13 393,98	13 358,56
Net	7 732,44	9 828,77	10 788,51
Under deck	11 558,61	11 558,61	11 569,27

MAIN MACHINERY:

One single acting two stroke diesel engine Götaverken type V.G. 7. U. 9800 EHP. 120 RPM.

AUX. MACHINERY:

3 — single acting four — stroke Bergen Diesel type RTG, 6. Coupled to 3 generators NEBB 410 KVA. AC. each generator.

HEATING COILS:

In heavy oil tanks pipe 57/4 mm dia. per 1 ton oil 1.0 sq.ft./ts heating surface. In heavy oil settling tanks pipe 57/4 mm dia. per 1 ton oil 1.5 sq.ft./ts heating surface.

REFRIGERATING PLANT:

A freon refig. engine plant with two Kwærner/Stal compressors type P 24 T2M 610/1450 RPM.

HATCHES:

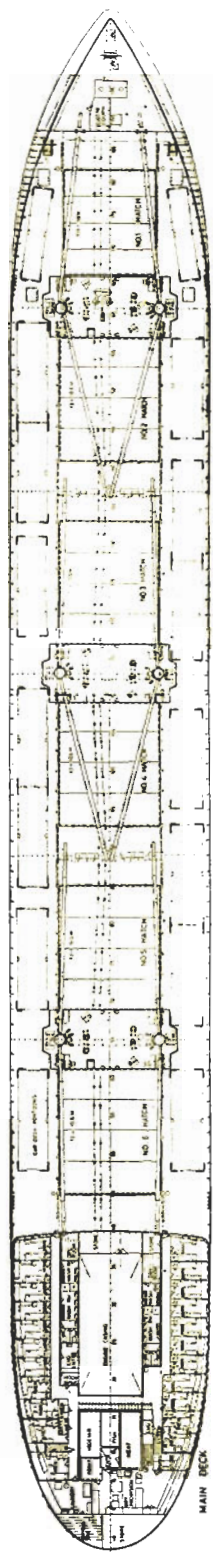
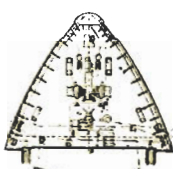
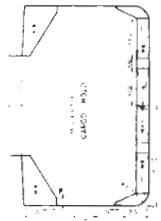
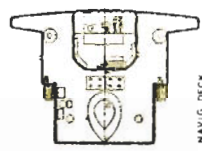
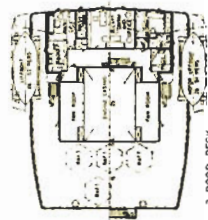
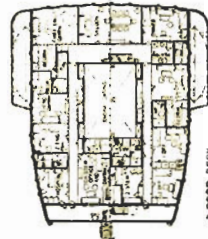
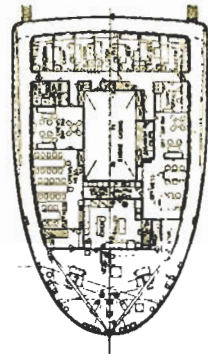
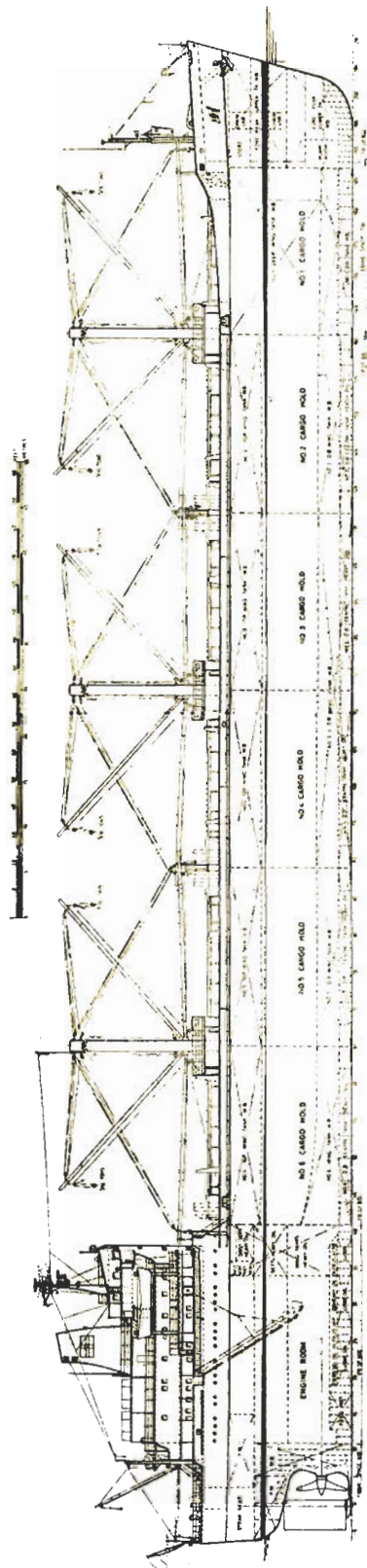
No. 1	Size 11,19 × 9,8 m	36' - 8½" × 32' - 2"
No. 2, 3, 4, 5, 6	Size 13 × 10,6 m	42' - 8" × 34' - 9"

DECK MACHINERY:

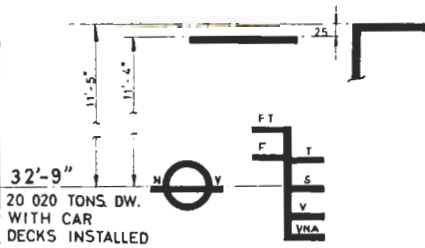
One PUSNES windlass 62 mm cha'n. four 10 tons PUSNES automatic mooring winches 12—5 tons PUSNES cargo winches,

DERRICKS:

12 HATLAPA topping winches and 18 HATLAPA guy winches. 12 derricks of 5/10 tons. 2 derricks of 1 ton.



LOADING SCALE							
MOMENT TO ALTER TRIM IN TONS M	TS PER INCH IMER $\times 1025$	DRAFT IN FEET	DEADWEIGHT IN TS. SPEC GRAVITY OF WATER				DRAFT IN FEET
			1025	1015	1010	1005	
		33		23000		33	
780	75	32		19000		32	
760		31		18000		31	
740	74	30		17000		30	
720	73	29		16000		29	
700	72	28		15000		28	
680		27		14000		27	
660	71	26		13000		26	
640	70	25		12000		25	
620	69	24		11000		24	
600	68	23		10000		23	
580	67	22		9000		22	
560	66	21		8000		21	
540	65	20		7000		20	
520	64	19		6000		19	
		18		5000		18	
		17		4000		17	
		16		3000		16	
		15		2000		15	
		14		1000		14	
		13		0		13	
		12				12	
		11				11	
		10				10	
		9				9	
		8				8	
		7				7	



32'-9"
20 020 TONS DW.
WITH CAR
DECKS INSTALLED

MARK	FREEBOARD		DRAFT		DEADWEIGHT	
	FT	INCH	FT	INCH	$\gamma = 1.020$	$\gamma = 1.025$
F T	9'	11 3/4"	34'	2 1/2"	20 637	
F	10'	8"	33'	6"	20 030	
T	10'	9"	33'	5"		20 615
S	11'	9"	32'	9"		20 020
V	12'	1"	32'	1"		19 411
VNA	12'	6 1/4"	31'	7 1/2"		19 017

DEADWEIGHT ON SUMMER DRAFT WITHOUT CAR DECKS INSTALLED 20 830 TONS

LIGHT SHIP 6406 TONS

DEADWEIGHT SCALE WITH CAR DECK INSTALLATION

WEIGHT OF CAR DECK INSTALLATION INCLUDING STOWING RACKS AND GUARD PLATES FOR DECKS IN HOISTED POSITION - 810 TONS

CARGO HOLD CAPACITIES

FRAME	COMPARTMENT	GRAIN		GRAIN Car Decks Stowed	
		M ³	CB.FT.	M ³	CU.FT.
161—187	No. 1 Cargo Hold	2 336	82 500	2 247	79 356
137—161	No. 2 Cargo Hold	4 695	165 811	4 385	154 863
113—137	No. 3 Cargo Hold	4 786	169 025	4 468	157 795
89—113	No. 4 Cargo Hold	4 786	169 025	4 468	157 795
65— 89	No. 5 Cargo Hold	4 777	168 707	4 459	157 476
41— 65	No. 6 Cargo Hold	4 551	160 726	4 241	149 778
161—187	Total Holds	25 931	915 794	24 268	857 063
	No. 1 Deep Wing Tanks	1 240	43 792	1 240	43 792
	Grand Total	27 171	959 586	25 508	900 855

OIL BUNKERS, FRESH WATER AND WATER BALLAST CAPACITIES

FRAME	COMPARTMENT	M ³	Cubic Feet	Water ballast 35 cbf/ts	Fresh Water 36 cbf/ts	Heavy oil 40 cbf/ts	Fuel oil diesel 42 cbf/ts	Lub. oil 40 cbf/ts
161—187	No. 1 D.B. Tank P + S	344,2	12 252	347,2				
137—161	No. 2 D.B. Wing Tank P + S	270,4	9 548	272,8				
89—137	No. 3-4 D.B. W. Tank —>	659,2	23 280	665,1				
65— 89	No. 5 D.B. Wing Tank —>	313,8	11 084	316,7				
41— 65	No. 6 D.B. Wing Tank —>	228,0	8 054	230,1				
5— 11	Aft Peak Tank	113,6	4 012	114,6	111,1	201,4		
187—ST.	Fore Peak	457,8	16 167	461,9				
161—187	No. 1 Deep W. Tank P + S	1 240,0	43 792	1 251,2				
137—161	No. 2 Top Wing Tank P + S	488,6	17 256	493,0				
113—137	No. 3 —> —>	493,4	17 426	497,9				
89—113	No. 4 —> —>	492,8	17 404	497,3				
65— 89	No. 5 —> —>	492,2	17 382	496,6				
41— 65	No. 6 —> —>	489,6	17 286	493,8				
11— 18	D.B. Feed Water	39,8	1 406		39,0			
1— 15	FW. Tweend Aft. P + S	173,5	6 128		170,0			
ST.— 5	Stern Tank	59,4	2 099		58,3			
137—161	No. 2 D.B. Cent. Tank	204,6	7 224			180,6		
113—137	No. 3 —> —>	204,6	7 224			180,6		
99—113	No. 4 —> —>	204,6	7 224			180,6		
65— 99	No. 5 —> —>	204,6	7 224			180,6		
41— 65	No. 6 —> —>	198,1	6 996				166,6	
19— 40	No. 7 D.B. Tank P	80,6	2 846			71,2		
34— 41	No. 7 Wing Tank P	213,4	7 536			188,4		
	No. 7 Wing Tank S	170,2	6 011			150,3		
	Daily Service Tank P + S	72,8	2 571			64,3		
19— 40	No. 7 D.B. Tank S	81,8	2 889				68,8	
	Daily Service Tanks	22,6	798				19,0	
	D.B. System Tanks P + S ..	59,2	2 091					52,3
	Lub. oil Store Tanks	38,4	1 357					33,9
	Total Tanks 100 % Full			6 138,2	378,4	1 398,0	254,4	86,2