

IVS NIGHTJAR

IMO No: 9303429 GENERAL CARGO 2004 / 20283 GT

COMPANY:

New Ocean Shipmanagement Pte
Ltd, Singapore

YARD INFORMATION:

Naikai Zosen Corp.
Setoda (Japan) 691

DEMOLITION:



Lyttelton (N.Z) 2/6/2007 © A. Calvert



Aegean Sea 6/7/2016 © S. Wiedner

BASIC DATA:

GT: 20283
 DWT: 32316
 LOA: 172.90
 Bmd: 29.40
 Draft: 9.57
 Engine: 1x oil B&W 6S46MC-C
 Power: 6400 kW
 Speed: 14.2 kn
 Cranes: 4x30 t

OWNER & FLAG HISTORY:

IVS NIGHTJAR since 01/10/2004
 NAIKAI SETODA 691 2003-10-06 LRF
 Flag Date of record Source
 Singapore since 01/09/2009
 Panama during 2004
 Registered owner Date of record Source
 IVS BULK CARRIERS PTE LTD since 27/03/2009
 SUNNY ISLAND MARITIME SA since 28/02/2006
 DIAMOND ISLAND MARITIME 2003-12-30 LRF
 Ship manager Date of record Source
 SANDIGAN SHIP SERVICES INC since 05/09/2009
 GRINDROD SHIPPING PTE LTD since 27/03/2009
 NEW OCEAN SHIPMANAGEMENT since 01/10/2004

EX NAMES:

IVS NIGHTJAR	2004-06	Diamond Island Maritime S.A., Panama
IVS NIGHTJAR	2006-09	Sunny Island Maritime SA, Panama
IVS NIGHTJAR	2009-	IVS Bulk Carriers Pte Ltd, Singapore

GENERAL VESSEL INFORMATION:

2004: m.v. **IVS NIGHTJAR, the latest handysize (32 500 mt deadweight) bulk carrier for long term timecharter to IVS** was launched at the Naikai Zosen Shipyard at Ikuchishima in Japan on 3rd July.

(www.grindrod.co.za/readonly/docs/Making%20Waves%20Dec04.pdf)

Naikai Shipbuilding Corporation has completed construction of the 32,000DWT general cargoship, IVS NIGHTJAR (HN: 691), for Diamond Island Maritime S. A. at the Setoda Works. The IVS NIGHTJAR is a unique dry cargo ship consisting of five holds protected with double hull construction of the shipsides and bottom. The double hull construction increases the hull strength and improves ship stability against external damage. This also eases maintenance in the cargo holds and prevents the outflow of cargoes even if the outer shell is damaged. The ship has a wide beam and shallow draft, which permit entering ports with shallow waters as well as navigating rivers, channels, and lakes. A special stern form was designed to maintain the course despite the wide beam hull, even under seagoing conditions or within a harbor. The cargo holds can accommodate grain, coal, ore, and steel products. Moreover, timbers can be loaded inside cargo holds and on the exposed deck. The Nos. 2 through 4 cargo holds are of the box-shaped type. Cargoes can be handled with four 30t deck cranes. The wide hatches facilitate loading and unloading of lengthy products. The longitudinal hull strength allows loading of heavy cargoes in every other hold. If Nos. 2 and 4 holds are empty, the Nos. 1, 3, and 5 holds can load cargoes to the full load waterline. The IVS NIGHTJAR is an ECO-SHIP employing a low fuel consumption propulsion system based on a low-speed main diesel engine and large diameter propeller.

(www.jsea.or.jp/VariableE/Sea309.pdf)

Last update: 9/7/2016