

# OIL AMBASSADOR

IMO No: 8014203 TANKER 1981 / 12758 GT

**COMPANY:**

China Chance Shipping Ltd.,  
Hong Kong

**YARD INFORMATION:**

Shin Kurushima Dockyard Co.  
(Japan)

**SCRAPPING INFORMATION:**

Alang 24/7/2008



Shanghai 18/1/2007 © S. Wiedner



Cochin 21/11/2007 © H. Rosenkranz

**GENERAL INFORMATION:**

IMO number : 8014203  
 Name of ship : OIL AMBASSADOR  
 Call Sign : 3EDX9  
 Gross tonnage : 12758  
 Type of ship : Chemical/Oil Products Tanker  
 Year of build : 1981  
 Flag : Panama  
 Oil Ambassador  
 DWT: 22.305  
 Length: 155,80 m  
 Beam: 25,00 m  
 Draught: 9,77 m  
 Built: 1981  
 Yard: Shin Kurushima Dockyard Co. Ltd.  
[www.nautik4ever.com/ships/info/001083.html](http://www.nautik4ever.com/ships/info/001083.html)

**OWNER & FLAG HISTORY:**

OIL AMBASSADOR 2003-11-17 LRF  
 GERMAN TRADER 2002-02-18 LRF  
 CHEMBULK TRADER 2000-05-12 LRF  
 Flag Date of record Source  
 Panama 2005-11-28 LRF  
 Liberia 2000-05-12 LRF  
 Registered owner Date of record Source  
 OIL AMBASSADOR SHPG PTE LTD 2004-11-22 LRF  
 MIGHTY LUCK 2003-12-01 LRF  
 RPTD SOLD UNDISCLOSED INTEREST 2003-11-17 LRF  
 SEATRANSPORT 1997-11-03 LRF  
 Ship manager Date of record Source  
 CHINA CHANCE 2003-12-01 LRF  
 RPTD SOLD UNDISCLOSED INTEREST 2003-11-17 LRF  
 JACOB E. 1997-11-03 LRF

**SALES, TRANSFERS & RENAMINGS:**

GLOBE ORIENT	1981-88	
RICCI	1988-88	
STOLT TRADER	1988-94	Trader Vessel Ltd. Partnership, Liberia
TRADER	1994-97	Trader Vessel Ltd. Partnership, Liberia
CHEMBULK TRADER	1997-02	Seatransport Ltd., Liberia
GERMAN TRADER	2002-03	Seatransport Ltd., Liberia
OIL AMBASSADOR	2003-08	Mighty Luck Maritime Inc., Liberia

**GENERAL VESSEL INFORMATION:**

Doch wehte seit dem Eintritt der jüngsten Jacob-Generation ein frischer Wind in der alteingesessenen Reederei. So konnten bereits 1996/97 zwei neue Schiffe erworben werden, die in langfristigen Zeitcharterverträgen eingesetzt wurden, PACTOL RIVER (32270 tdw) & CHEMBULK TRADER (22305 tdw).

[www.ernstjacob.de/fileadmin/press/Schiff-und-Hafen.pdf](http://www.ernstjacob.de/fileadmin/press/Schiff-und-Hafen.pdf)

London, Feb 8: Following received from the operators of chem.tank GERMAN TRADER (12758 gt, built 1981), dated Flensburg today: GERMAN TRADER, EX CHEMBULK TRADER, loaded palm oil, Belawan for Dumai to top off, grounded off Belawan yesterday. Vessel is still aground. Investigations in hand as to how to refloat vessel. Vessel will probably have to have some cargo lightered. However, vessel is in no danger and is not damaged

[www.ibiblio.org/maritime/Scheepvaartnieuws/Pdf/scheepvaartnieuws/2002/februari/12-02-2002.PDF](http://www.ibiblio.org/maritime/Scheepvaartnieuws/Pdf/scheepvaartnieuws/2002/februari/12-02-2002.PDF)

London, Feb 15: Following received from the operators of chem.tank GERMAN TRADER, dated Flensburg today: GERMAN TRADER refloated on the next high tide following her grounding. She was inspected by divers as per instruction from classification society and

was found to be undamaged. She has already continued her voyage.

[www.ibiblio.org/maritime/Scheepvaartnieuws/Pdf/scheepvaartnieuws/2002/februari/19-02-2002.PDF](http://www.ibiblio.org/maritime/Scheepvaartnieuws/Pdf/scheepvaartnieuws/2002/februari/19-02-2002.PDF)

THE UK's Maritime & Coastguard Agency has detained a heavily infested Liberian flagged, 22,305 dwt tanker **OIL AMBASSADOR** at London. The ship is owned by Singapore-based Oil Ambassador Shipping and managed by Hong Kong-based China Chance. It is classed by Germanische Lloyd and its safety management system is audited by China Classification Society.

The ship was initially detained on counts: defective radio equipment, very poor standards of cleanliness in engine room and galley and inoperative fire doors.

The MCA says a further inspection revealed serious deficiencies in the on-board Safety Management System and the vessel was further detained for: crew not able to operate planned maintenance system, not able to conduct satisfactory emergency drill, planned maintenance system not functioning.

Other deficiencies to be rectified prior to departure were: cockroach infestation; cold room over temperature and dirty; rotten provisions; no hot water available in the galley and accommodation and widespread deck corrosion.

[www.mgn.com/news/dailystorydetails.cfm](http://www.mgn.com/news/dailystorydetails.cfm) - 08 September 2005

Last update: 28/12/2008