

# CHESAPEAKE TRADER

IMO No: 8008917 TANKER 1982 / 27894 GT

## OWNER & HOMPEPORT:

Attransco Inc., USA

## YARD INFORMATION:

National Steel & Shipbuilding 424  
San Diego (USA)

## SCRAPPING INFORMATION:



Paulsboro / Delaware River 11/5/1994 © J. Curdy

Photo at CD-ROM *Merchant Vessel Photos*

## GENERAL INFORMATION:

Name: S/R Galena Bay IMO No: 8008917  
Ex: Chesapeake Bay Built: 1982  
Type: Tanker Status: In Service  
SubType: Flag: United States  
DWT: 50,920 Draft: 12.07 Builder: National Steel  
GT: 24,669 LOA: 200.71 Owner: Attransco  
NT: Beam: 32.31 Speed/Cons: 15.00/38.00  
Class: AB Depth: 16.31 Engine Type: Sulzer

## OWNER & FLAG HISTORY:

S/R GALENA BAY 17-09-2001 LRF  
CHESAPEAKE TRADER 12-05-2000 LRF  
Flag Date of record Source  
U.S.A. 12-05-2000 LRF  
Registered owner Date of record Source  
GALENA TANKER CORP 21-02-2005 LRF  
ATTRANSCO 01-01-1992 LRF  
Ship manager Date of record Source  
SEARIVER MARITIME 17-11-2003 LRF  
ATTRANSCO 17-09-2001 LRF  
MARINE TRANSPORT CORP 14-05-2001 LRF  
PENN-ATTRANSCO 01-01-1992 LRF

## SALES, TRANSFERS & RENAMINGS:

CHESAPEAKE TRADER	1982-01	Attransco Inc., USA
S/R GALENA BAY	2001-04	Galena Tanker Corp., USA
GALENA BAY	2004-	Galena Tanker Corp., USA

**GENERAL VESSEL INFORMATION:**

Chesapeake Trader, a 50K ton product tanker run by Mormac Marine on the West coast. The ship is chartered to Tesoro oil company, which mainly uses her and her sistership as shuttle tankers between the crude oil loading platform off Drift River.  
<http://bell.mma.edu/~steel/chestrate.html>

Tesoro contracts for two double-bottomed tankers, the Chesapeake Trader and the Potomac Trader to bring North Slope crude from Valdez to the Nikiski complex in Cook Inlet for refining. The vessels are hydrostatically loaded, in which tankers are only partially filled with crude so that if a tank were breached, the difference in pressure would cause sea water to flow in rather than the oil to flow out. Other features that may reduce the risk of oil spills during transport include on-deck cargo piping, inert gas system for all cargo tanks, approved vapor recovery systems for use during cargo transfer, and emergency towing packages at the bow and stern.  
[www.dog.dnr.state.ak.us/oil/products/publications/northslope/nsa1999\\_final\\_finding/87ch6.htm](http://www.dog.dnr.state.ak.us/oil/products/publications/northslope/nsa1999_final_finding/87ch6.htm)

However, when an oil sheen occurred in Cook Inlet behind the Chesapeake Trader in 1999, high winds and freezing spray prevented any response. All the oil spilled from the Trader was dispersed by wind and waves, and none of it was cleaned up.  
[www.inletkeeper.org/ACTION%20ALERT/TALKING%20POINTS.htm](http://www.inletkeeper.org/ACTION%20ALERT/TALKING%20POINTS.htm)

Last update: