

Black Sea fire ship reportedly had been turned away from port due to US sanctions fears

By admin On January 24, 2019 January 23, 2019 In Insurance Marine News, Keep, Marine Hull, Marine Liability, Political Risk, Credit & Finance

The **Maestro** (IMO: 8810700), which along with the **Venice** (IMO 9005479) was one of two Tanzania-flagged LPG tankers that caught fire on Monday January 21st in the Sea of Azov during a ship-to-ship fuel transfer, reportedly had been previously turned away from Temryuk port in southern Russia by Maktren-Nafta, the owners of the port's only gas terminal, reported *Reuters*, citing two unnamed sources.

Maestro had previously loaded LPG of Russian and Kazakh origin at Temryuk for export to the Middle East.

Maestro and Venice were included on a US sanctions advisory note last year for delivering fuel to Syria. Initial reports on the Venice called it the Candy or Kandy, although this has never been its official name.

STS fuel transfers — a risky manoeuvre if flammable fuel is involved — if they do not have access to a port for loading.

The death toll rose to 14 on Tuesday after three more bodies were recovered. Twelve crew members have been rescued while a further five remain missing. There were 17 crew members aboard the Venice – nine Turkish and eight Indians – and 14 aboard the Maestro, seven Turkish and seven Indians

The ships were adrift about 15 miles off the Krim coast. Both gas tankers are former Danish shipping company Kosan tankers – the Maestro previously known as Greta Kosan and Venice known as Gerda Kosan.

The Spasatel Demidov started extinguishing the fire on January 22nd, while tug Merkury took the rescued crew and recovered bodies to Kerch.

The Venice was reported to be serving as a cargo collector in Russian Ports such as Temryuk, while the Maestro was a shuttle, transporting LPG to Syria.

Both tankers reportedly belonged ultimately to a Turkish company, Milenyum Denizcilik Gemi, with an Anguilla PO Box address. Russian shipping registers indicated that both tankers had recently made repeated calls at Russian ports recently.

The Venice is 1992-built, Tanzania-flagged, 3,593 gt, owned and managed by Milano Shipping Ltd of a PO Box 727 in Anguilla.

Meanwhile, 1990-built, 4,086 gt LPG tanker Maestro is owned and managed by Maestro Shipping Ltd, also of PO Box 727 in Anguilla.