

# GRETA KOSAN

IMO No: 8810700 TANKER 1990 / 4086 GT

**COMPANY:**

Lauritzen Kosan A/S,  
Denmark

**YARD INFORMATION:**

Hyundai Heavy Industries Co Ltd  
(South Korea) 657

**DEMOLITION:**



Rotterdam / Europoort 01/08/2002 © S. Wiedner



Istanbul / Marmara Sea Anchorage 05/07/2016 © S. Wiedner

**Named MAESTRO** owned by Maestro Shipping Ltd, Anguilla (British West Indies) / Milenyum Denizcilik Gemi, Turkey.

**2017:** Flag changed from Mongolia to Tanzania. (2018: Flag not known according to [www.equasis.org](http://www.equasis.org))

**2019:** Severely damaged near Kerch Strait (Black Sea) after it had caught fire because of an explosion occurred 21/01/2019.



Istanbul / Haydarpaşa Port 10/2/2020 © Oğuzhan Hüsünbeyi (S. Wiedner collection)

#### **BASIC DATA**

LPG Tanker  
Pressurized  
Double bottom  
GT: 4086  
DWT: 4811  
CBM: 4327 (liq) / 4415 (g)  
Loa: 98.30  
Bmd: 16.20  
Draft: 6.71  
Engine: 1x oil MaK 6M551Ak  
Power: 3310 kW  
Speed: 14.0 kn

#### **OWNER & FLAG HISTORY:**

MAESTRO since 01/09/2015  
GREEN LIGHT since 01/02/2015  
GRETA KOSAN 12-05-2000 LRF  
Flag Date of record Source  
(Not Known since 01/10/2018) ?  
Tanzania since 01/10/2017  
Mongolia since 01/09/2015  
Panama since 01/02/2015  
Isle of Man since 01/07/2003  
Denmark 12-05-2000 LRF  
Registered owner Date of record Source  
MAESTRO SHIPPING LTD since 23/09/2015  
GREEN SHIPPING LTD since 19/02/2015  
VM I AS since 02/06/2008  
LAURITZEN KOSAN SHIP OWNERS 30-11-2004 LRF  
LAURITZEN SHIP OWNER 19-10-2004 LRF  
LAURITZEN J 19-05-2003 LRF  
LAURITZEN SHIP OWNER 25-04-2000 LRF  
Ship manager Date of record Source  
MAESTRO SHIPPING LTD since 23/09/2015  
MILENYUM DENIZCILIK GEMI since 19/02/2015  
LAURITZEN KOSAN A/S since 09/01/2009  
LAURITZEN KOSAN A/S 2006-04-10 LRF  
TESMA I.O.M. 19-05-2003 LRF  
LAURITZEN KOSAN 25-04-2000 LRF

**EX-NAMES:**

GRETA KOSAN	1990-	
GRETA KOSAN	-03	J. Lauritzen, Denmark
GRETA KOSAN	2003-04	Lauritzen Kosan Ship Owners A/S, Isle of Man
GRETA KOSAN	2008-15	VM I AS, Isle of Man
GREEN LIGHT	2015-15	Green Shipping Ltd, Panama
MAESTRO	2015-17	Maestro Shipping Ltd, Mongolia
MAESTRO	2017-	Maestro Shipping Ltd, Tanzania

**GENERAL VESSEL INFORMATION:**

**2008:**

**TradeWinds**

Viken Marine of Bergen is expanding its fleet with the purchase of another two gas carriers from Lauritzen Kosan of Denmark.

The company is paying \$24m en bloc for the 4,000-cbm *Gitta Kosan* and *Greta Kosan* (both built 1990). The ships are reportedly being chartered back to the seller for four years at an undisclosed rate.

(www.tradewindsnews.com - June 26th, 2008)



**WEEKLY**

Vessel	Cbm	Type	Built	Buyers	Price	Misc
Greta Kosan	4 415	S/R	1990	Viken Marine	Abt USD 24 mill en bloc	3 years back to Sellers
Gitta Kosan	4 415	S/R	1990	Viken Marine		

(Weekly Market Report - 2th July, 2008)

**2015-15:**



The Effectiveness of the Maritime Sanctions in Relation to the Occupation of Crimea.

<p><b>GREEN LIGHT</b></p> <p>New Name: <b>MAESTRO</b></p> <p>New Flag: Mongolia Old Flag: Panama</p> <p>New MMSI: 457268000 New Call Sign: JVCF6</p> <p>Vessel type: Lpg Tanker</p> <p>Former name(s): <b>Green Light</b> (2015-09-01). Greta Kosan (2015 Mar)</p>	<p>IMO: 8810700 MMSI: 353982000 Callsign: 3FIR</p> <p>Gross tonnage: 4,086 tons Summer DWT: 4,811 tons</p> <p>Length: 98 m Beam: 16 m Draught: 5 m</p> <p>Build year: 1990 Builder: Hyundai Heavy Industries Ulsan, South Korea</p>	<p>Class society: Bureau Veritas</p> <p>Manager: Milenyum Denizcilik Istanbul, Turkey  (website isn't operational)</p> <p>New owner unknown, possibly a fictitious one.</p>	<p>Kerch:</p> <p>03.03.15 17.03.15 23.04.15</p> <p>Since May, 2015, after the black list publication, regularly turns off the AIS transmitter in the Kerch Strait, while lists the route to Temryuk with the AIS.</p>
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(www.blackseanews.net - 20.12.2016)

2019:

## Ukraine's ministry: Two LPG tankers that sink near Kerch illegally supplied gas to Syria since 2016

At least 14 sailors were reported dead.

Ukraine's Ministry of Temporary Occupied Territories and Internally Displaced Persons says that the two LPG tankers, the **Maestro, built in 1990, and the Venice (formerly the Candy), built in 1992, that sank near the Kerch Strait in the Black Sea after they had caught fire because of an explosion, were involved in illegal gas supplies to Syria since 2016.**

"According to the Office of Foreign Assets Control of the U.S. Treasury (OFAC), the Venice and the Maestro had been involved in illegal gas supplies to Syria since 2016," the ministry said late on Monday, January 21.

"Now it is difficult to establish the origin of the gas that was transported, but according to the available information, the Venice and Maestro vessels were involved in the supply of gas both produced [by Russia illegally in] the Ukrainian shelf and delivered from other countries," it said.

According to the ministry, the said vessels used to enter the ports closed by Ukraine in occupied Crimea and they were thus violators of the regime of the temporarily occupied territories.

As UNIAN reported earlier, the two vessels caught fire after an explosion. The violation of safety rules during a ship-to-ship fuel transfer is said to be the cause behind the incident, according to one of the preliminary theories.

The fire occurred on the two ships flying the flag of Tanzania at 18:00 Moscow time on January 21. The vessels were anchored in the neutral waters, outside Russia's territorial waters. The scene is located 15 nautical miles from Cape Takil.

Both vessels later sank. **(Both vessel did not sink but were severely damaged by the fire)**

(www.unian.info - 22 January 2019)



(<https://www.dw.com/en/fincen-files-dubious-oil-deals-with-syria-turn-fatal/> - 22.09.2020)

## Offshore, sanctions and two burning tankers: what are the causes of a new catastrophe in the Black Sea

16:21 Join Date 25.01.2019

Black Sea

Finding the ultimate owners of burned tankers is not an easy task. Both of them have repeatedly changed their names. Yes, Candy during the last inspection in August 2018 was called Venice, and before that - Green Energy, and Maestro has changed its name nine times in the last four years. Both tankers flew under the "comfortable" flags of Tanzania, and until 2017 - Mongolia, a country that has no access to the sea. A system of "convenient" flags usually provides shipowners with low registration and port dues and the same requirements for crew qualifications.

The official owners of Candy and Maestro are Milano Shipping and Maestro Shipping from Anguilla, the UK's overseas territory in the Atlantic Ocean, a well-known offshore zone. However, behind the offshore registration lies the Turkish company Milenyum Denizcilik Gemi - it is listed as the ultimate owner of tankers in the sanctions list of the US Treasury Department, where the vessels were last year for supplying liquefied gas to the government of Syrian President Bashar Assad.

The circumstances of the catastrophe give reason to believe that this time, too, gas tankers were involved in the illegal transportation of fuel, says Russian maritime expert, editor of fleetmon.com Mikhail Voitenko. The first evidence of this is the fact that both vessels were moving with the identification systems (AIS) switched off before the fire.

In an interview with DW, Andriy Klymenko also draws attention to the place where the fire broke out. "This area in neutral waters south of the Kerch Strait is known as Tortuga, a popular place for transshipment from side to side. It is usually used to avoid Crimean ports or to circumvent other sanctions," he said. Andriy Shevchenko, a spokesman for the Assol Ukrainian Seafarers' Fund, also confirmed that the sailors mentioned the area in private conversations as a place of illegal transshipment. It was in this place during the grain transshipment in 2017 that the Turkish dry cargo Geroi Arsenalak sank.

According to Russian rescuers, the fire on Candy and Maestro began when they were standing side by side. This gives reason to believe that there was an overload of gas from one tanker to another - an extremely dangerous and, apparently, illegal operation, says Mikhail Voitenko. According to navigation systems, the day before the fire, Candy left the Russian Temryuk for the Lebanese port of Zahrani. In the Russian port, the ship took on board 5.8 thousand tons of liquefied gas with a design capacity of five thousand tons.

The Ukrainian Ministry of the Temporarily Occupied Territories has suggested that Candy and Maestro may have transported gas illegally extracted on the Ukrainian shelf by Chornomornaftogaz, a state-owned enterprise "nationalized" by Russian authorities in Crimea. However, Andriy Klymenko considers it impossible, as tankers are designed to transport liquefied hydrocarbon gas (LPG), which is supplied to terminals in Kerch and Temryuk from Kazakhstan. "I don't fully understand the reasons for this dangerous transshipment on the high seas: both tankers and their shipowners have nowhere to be stigmatized because of sanctions. And if one ship went into port and accepted cargo, why couldn't another?" - he thinks.

The director of the gas terminal in Temryuk, Anatoly Mizalo, told Russia's TASS news agency that he was unaware of the tankers' plans. He places all responsibility for transshipment of gas from side to side on ship captains. According to Russian media, both of them survived, but have not yet commented.

(<https://www.blackseanews.net/> - 25.01.2019)

CANDY \* (9005479) (Venice -18, Green Energy -15, Ocean Primus -15, Gerda Kosan -05, Tarquin Mariner -02). 3,693/02 - Tanzania flag LPG tanker owned by Milano Shipping, Anguilla, caught fire on 21/01/2019 during STS fuel transfer with the LPG tanker MAESTRO (8810700) in the Black Sea eighteen miles southeast of Takil Cape, Crimea, Ukraine in position 44.51.20N, 026.35.05E. It is reported one of the vessels sustained an explosion and the fire spread to the other vessel. Nine crew died, three are missing and five rescued. Both ships have severe damage.

MAESTRO \* (8810700) (Green Light -15, Greta Kosan -15), 4,086/90 - Tanzania flag LPG tanker owned by Maestro Shipping Ltd., Anguilla. Detail as per CANDY above. Seven crew were rescued but seven are missing and one dead.

(WSS Marine News 04/2019)



**MAESTRO** at Istanbul / Haydarpaşa Port 10/2/2020 © Oğuzhan Hüsünbeyi (S. Wiedner collection)



(<https://www.dw.com/tr/fincen-files-petkime-esad-y%C3%B6netimiyle-ticaret-yapt%C4%B1-su%C3%A7lamas%C4%B1/a-55010370>)

Last update: 4/6/2021