

Maritime Management recently announced its affiliation to the Tesma network of professional shipmanagers. Tesma, the world's sixth largest shipmanagement company, with global headquarters in Copenhagen, is a subsidiary of Camillo Eitzen & Co, the Norwegian company.

Tesma currently has over 100 vessels under full technical management and manages the crewing for over 175 vessels worldwide.

Founded in Dublin in 2002, Maritime Management is a leading supplier of shipmanagement and consultancy services to the international maritime and shipping industry in Ireland, particularly those companies who are looking at Ireland as a base for their maritime operations.

Three distinct service lines are defined as follows: shipmanagement, maritime consultancy and marine surveying.

Maritime Management's policy to shipmanagement is that it can provide a base for any owner wishing to take advantage of Ireland's beneficial tonnage tax scheme. The company started this service with the management of the 16,000 dwt chemical carrier Freawhich switched to Irish flag.

However, this vessel was subsequently sold and its new owners, due to company policy, re-flagged to Norwegian flag. Its latest management venture, for which it undertakes full technical management, is for a completely different type of vessel.

The vessel, Christina O, is possibly one of the most famous craft in the world having been Aristotle Onassis' private yacht, but following an extensive refurbishment, is now classified as a passengership for the top end of the charter market.

The experience gained with this has encouraged the company to examine other related areas, including the development of a floating hotel in Dublin. A Russian inland shipyard has already been identified to construct the low air draught vessel, which will be designed on super yacht lines with a 90 room capacity plus a 200 seat restaurant.

While this flotel concept has been proposed previously for Dublin, the plans tended to come from property developers whereas Maritime Management is approaching this from a marine perspective. Discussions have been held with both Dublin Docklands Development Agency, which controls the quayside, and Dublin Port Co, responsible for the river, with tentative agreements in place.

With an 18 months build and delivery time, Maritime Management considers the flotel could be moored in Dublin within 18 months.