

## HARREN VESSELS TO JOIN MARIDA

### *Tradewinds*

German owner Harren&Partner is placing more ships from its 20-strong newbuilding programme in a fledgling Heindenreich Marine (Heidmar) pool.

Harren's two 16,400-dwt double-hull chemical/oil products tankers, part of a series of eight at Jiangnan Shipyard in China, are to join UK-based Marida Tankers.

Heidmar commercial boss Tim Brennan says the entries maintain the company's shared commitment with Harren to the pool. Heidmar is taking one of the new Harren units on charter for its own account, while Harren is submitting the other directly, he adds.

With the additions, Heidmar has four chartered-in units set to enter the pool in 2006 and Harren four newbuildings arriving in 2007.

In addition, one of the two Marida ships currently on the water, the 12,000-dwt Attikos, is owned by an entity called Canterbury Tankers, in which Heidmar holds a controlling interest.

The 12,000-dwt Watford (ex- Skansen , built 2005) operates in the pool under the ownership of Waterfront Shipping SA. It was reported sold in March by Bryggen Shipping&Trading of Norway to a Greek buyer.

Harren has already committed, along with German KG (limited partnership) company HCI Capital AG, six 15,000-dwt ice-class 1A products tankers to the same pool, although some have been taken on Heidmar's own account. Romania's Aker Braila shipyard is building the ships.

The latest Marida recruits involve IMO-II and IMO-III tankers set for delivery from Jiangnan in October and December. Another pair of sisters is due for delivery in 2008. Bremen-based Harren has yet to decide on how the duo will be deployed.

The newbuildings are understood to have cost around \$25m each when ordered.

Marida was formed last July to focus on tankers of between 10,000 dwt and 18,000 dwt.

The first four ships in Harren's Jiangnan series have been delivered and are on charter to Maersk Tankers. They are the Maersk Nordenham (built 2004), Maersk Naantali and Maersk Newport (both built 2005) and Maersk Nairn , which arrived this week.

The two units joining Marida are slated to be called the Marida Paterna and Marida Patnos .

Harren only entered the tanker market in 2002 but is best known for its heavy-lift vessels, container feederships and bulkers.

Meanwhile, work has finally begun on the hull of the first of two 4,400-dwt multipurpose (MPP) ships for Harren.

Talks began around 18 months ago and a deal to build was agreed in mid-2005. But there have been long delays in enforcing the contract and securing slots in Romania to build the hulls.

The order was placed with Dutch shipyard group Bodewes.

Harren currently has a fleet of 36 ships. Shipmanagement boss Peter Groenwoldt says the company does not intend to sell any of them while its 20 newbuildings are delivered.

By Geoff Garfield, London  
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