

2023  
ISSUE NO.

12

# Briese News



**Ships in Operation**

**Sale and  
Purchase**

**Ships in Operation**

**Newbuilding  
Projects**

**Rules and Regulations**

**GHG  
Emission**



***Dear Masters,  
Dear Seafarers,***

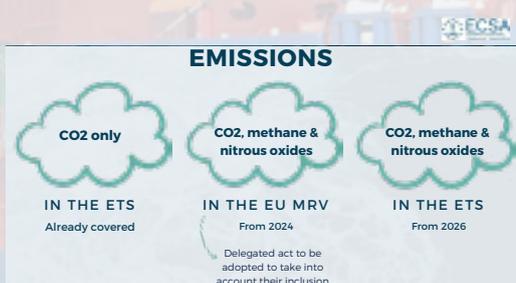
Twelve economic 1.850 TEU ships will hit the ocean for us in 2023. They will replace our aging 1.400 TEU ships that were built between 2004 and 2010. The 1.400 TEU container ships, on which many of you have worked, were our successful entry into the Container Feeder segment. Our masters, seafarers and shore staff have taken great care of these ships over the years. These units successfully survived difficult shipping cycles between 2011 to 2020 whereby our German competitors and even their corresponding shipping banks ended up in bankruptcy. This achievement gave us the courage to invest again into a complete fleet renewal. The first new Container Feeders will start to sail for Europe's top liner companies CMA CGM and Hapag Lloyd this spring.

Our modernization program after 2023 will continue. Starting early next year 2024 we will receive 20 modern MPP and Heavy Lift ships. We decided not to wait until the "methanol no emission ship" is invented. While politicians from Europe express great environmental goals for shipping, unfortunately they only manage to erect modest amounts of wind turbines, which generate the envisioned emission free energy for us. We want to transport wind turbines with our specially designed ships in the coming years.

Many regards from our headquarters in Leer,

*W. Briese*

**Wilke Briese**



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# Anniversary

A company is a living organism. It has its age, values, stages of development and future plans.

Life of each company is filled with the work and contributions of its employees. This is how companies breathe and develop. Their lives contain short and long term contributions of each who worked or is working there. A company helps people to grow, and people do the same to it.

Sometimes a company is already developed and strong on the market and the employee is young, only starting his way with the support of the company. Sometimes it's the opposite - the company is in need of a new step, improvement or support from the more experienced person.

There are also special cases when the life of an employee and life of the company are the same age. Then it's a real adventure for both.

This long and exciting journey of 35 years is shared by Briese Schifffahrt and Angelika Rieken, sales and purchase manager. Angelika came to the company for her apprenticeship and in July 2022 celebrated the anniversary!

Dedication, devotion, and energy are the features Angelika impacts in her work in Briese company.

**We are inspired and proud to congratulate Angelika, sending the warmest wishes for the next exciting years!**

We would also like to congratulate and emphasize the successful work of 11 trusted and fully dedicated employees who celebrated in 2022 their anniversaries at Briese.

**We are grateful for their contribution and are happy to be a part of their lives all these years.**



Angelika Rieken

Name	with Briese since
Angelika Rieken	35 years
Sabine Kruse	25 years
Holger Börchers	20 years
Verena Duhm	20 years
Michael Harms	20 years
Alexander Zhukovsky	20 years
Ann-Katrin Rademacher	10 years
Christian Beutler	10 years
Frauke Roelfs	10 years
Sonja Poppen-Nagel	10 years
Jan Janßen	10 years
Tatiana Bykova	10 years



From left to right: Tatiana Bykova, Sonja Poppen-Nagel, Michael Harms, Sabine Kruse, Ann-Katrin Rademacher, Holger Börchers  
Missing: Verena Duhm, Alexander Zhukovsky, Christian Beutler, Frauke Roelfs, Jan Janßen

# Gallimarkt

## Important events don't happen often.

After the 2-year break, in October 2022 we were back with the most famous and bright event for all our partners and employees - Gallimarkt 2022.

What is the event and how it started?

Gallimarkt is almost an ancient event in Ostfriesland. It has been started in Leer since 1508 after Count Edzard I. granted the market right to the Leer district.

In the early beginning the market at "St. Gallus" was a place for buying and selling livestock. From near and far, crowds of merchants came to Leer to offer their goods for sale. In 60s of the 19th century, the first merry-go-rounds found their way into the market.

Now Gallimarkt is the largest public festival in East Frisia with a lot of entertainment, music, food, and fun together with the livestock market. It begins on the second Wednesday in October with the traditional cattle market in the early morning and welcomes visitors by around half a million people every year.

Being close to tradition and focused on building long-term business relationships, Briese came up with the idea of welcoming business partners and employees to their own Gallimarkt evening to introduce them to the traditions of Ostfriesland, bring them a positive experience and highlight the value of business communication.

The Gallimarkt evening started once by Briese has been successfully organized now for more than 20 years.

Gallimarkt 2022 was a special one - dedicated to the 25th Anniversary of BBC Chartering. It was a pleasure to congratulate our partners which had grown from a small company of less than 20 people to a world leader transportation company with a huge experience and high customer loyalty!

**We are proud of BBC Chartering and wish them a future growth and success!**





## BBC Chartering 25th Anniversary

2022 marked a milestone in the still relatively young history of BBC Chartering, as we celebrated our 25th anniversary.

The company was founded in September 1997, with the acronym BBC meaning "Briese Bischoff Company". Bremen-based Reederei Bischoff was seeking for strategic partners which were found in Mr. Roelf Briese, who had established Briese Schifffahrt thirteen years earlier. All multipurpose cargo chartering activities as well as fleet and employees of Reederei Bischoff related to this business were transferred to the newly formed company BBC Chartering & Logistic, which successfully started its operations in Bremen in October 1997. After just two years, Briese took over the shares of the partners in the joint venture. This made BBC Chartering a 100% Briese-

owned company in 1999, which is also when the head office moved to its current location in Leer.

From a small-scale start-up, BBC Chartering quickly developed into today's market leader in the multipurpose and heavy-lift segment, with an operated fleet of in total more than 140 vessels, of which more than 50% are managed by the Briese Group. More than 300 employees are working in 30 different BBC offices around the world, taking care of more than 6,000 port calls and the safe and secure transportation of more than 1.5 Million freight tonnes annually.

The anniversary was celebrated properly and in style during the Gallimarkt week in October 2022 with a big party in the Alte Kesselschmiede in Papenburg, the former boiler smithy at the

old location of Meyer Werft, nowadays mainly known for building huge cruise ships. The hall, much older than us celebrants, generated a perfect backdrop and atmosphere for our party which hosted the largest gathering of BBC colleagues in one place ever, there were exactly 200 of us.

The anniversary party had several memorable moments on offer. Clearly one of the highlights was the video which had been prepared with greetings from almost every office of BBC Chartering. Repeated applause and unmissable enthusiasm during the presentation of the video were a formidable demonstration of what we call our "BBC Spirit". The show by the excellent magician Mr Pat-Trick on stage created excitement just as his tricks when mingling with us at the tables. The ingenious band EVERS



provided for a good atmosphere and a full dance floor. The excellent kitchen of Hotel Alte Werft, together with their bar team and a coffee mobile from the coffee roasting company Baum from Leer, ensured physical well-being and staying power until two o'clock the following morning.

The 25th anniversary also reflected in a special attraction to BBC Chartering's and Briese Schiffahrt's Gallimarkt party in Leer on 13 October. Altogether four ship models of four different but significant vessel types in service at BBC Chartering were plying a model basin in front of the shipyard hall, greeting 600 guests upon arrival to the party. Throughout the evening, the model basin formed a popular spot where many stopped by to watch the ships manoeuvre in scale 1:100.



## Three Land Rats at Sea

As Briese Schifffahrt is a leading service provider in the project cargo industry and connected with a wide variety of diverse businesses, some are very well known such as BBC Chartering while others are a lot less visible. One of the unseen establishments is the Zurich-based representative office in Switzerland. The main goal of this department is to secure the financing for the Briese Group's newbuilding efforts or for second-hand purchases.

On a daily basis, my colleague Patric Kaeser and myself are in constant communication with existing and potential new investors to inform them about the activities of our Group and the exciting investment opportunities we are offering to co-owners of the Briese fleet. Remarkably, investors are not only attracted by the appealing returns we offer but even more by something we call "Experience Capital". Co-owning a ship with the Briese Group provides people the opportunity to identify themselves much more with their investment. Ironically, whenever something goes wrong on the technical side, they are less worried about the off-hire days and more concerned about the wellbeing of the crew and the measures needed to get the ship back on track.

Regrettably, between Patric and myself, we did not have any substantial firsthand experience on board a vessel, which therefore led me to approach the Fleetmanagement team in Leer and was later given the opportunity to join a vessel on one of its voyages through the Baltic Sea. Luckily, Captain Oleg Naumov was willing to take the 'difficult' task upon himself to introduce me to "Life at Sea".

However, as the summer holiday was soon approaching, my two kids, Marianne and Alexander insisted on joining me on this journey ahead. As I spend so much time with our investors, visiting Briese ships, they wanted to witness firsthand what the fuss was all about! Captain Naumov was kind enough to grant us this wish and on 15th July, all three of us flew to Hamburg to join the M/V BBC St. Petersburg in Cuxhaven.

Once arrived, the adventure began when attempting to explain our destination to the taxi driver. The gentleman insisted on driving us to the ferry terminal and not the Siemens-Gamesa terminal (where the ship was berthed.) Only upon my continued insistence, we finally headed into the right direction and were soon at the gate. Fleetmanagement had previously sent our passport copies in advance, so we were whisked through the gates without delay – leaving the taxi driver to remain outside.



On board, we were received with a warm welcome and the vessel immediately took to sea –where I saw for the first time how beneficial a working bow thruster is during maneuvering. Soon the three of us were on our way to Skagen and were introduced to the modern marvels of navigation on the bridge. There is not even a paper chart used anymore!

Later, upon arriving for dinner in the mess, a very pleasant surprise waited for us. The crew had prepared handmade Pelmenis for us. Having myself worked for four years in Moscow, in the beginning of the 2000's, this brought back very fond memories of one of the best times of my life. Even the kids now prefer the Russian version to the Italian variant.



The next morning, it was time to undertake a proper exploration of the ship. Shortly, we were all properly kitted-out with PPE and started to the bow with an inspection of the cargo hold – now even I understand what a tweendeck is and how it greatly increases storage capacity. Thereafter we climbed onto the crane towers and observed from the cabin how the seagulls were sprinkling the deck with their white offerings.

After lunch we continued our tour through the lower parts of the ship, mainly in the engine room and control section. We were all highly impressed by the working conditions in extreme heat and the varying skills needed, to keep this steel monster running. Luckily, the crew was just in the process of taking apart one of the seawater pumps, so we could directly see all the debris that the various filters had collected.

Speaking of filters – for some time now, we have been explaining to investors the significant expense they have to carry, to retrofit “their” ships with ballast water treatment systems. Therefore, it was fantastic to see one finally at work.

The kids really enjoyed climbing up the chimney all the way to the bridge and observing all the maritime traffic as we continued our way towards Skagen.



The second day was spent more in holiday mode. Alexander found his preferred spot on the bridge “lookout” and dived into his latest adventure novel, while Marianne was instructed by the Captain to keep a straight course. Well, the wake showed some slight tramlining, but nobody seemed to notice. I was beginning to get worried that boredom would start to spread, but luckily first officer Illia Kalachov reprogrammed the PlayStation in the crew leisure room to German from Russian. The rest of the day, the kids, who were deprived of their daily dose of internet, could play their favorite FIFA world cup game as if they were at home.

All too short, the night had quickly set in, and we were off to bed early as we were to depart the ship at 0330, and Fleetmanagement had organized one last special treat for us. In the morning, the kids were making all kinds of jokes about ‘Papa being too fat to climb the ship board’, however, the chattering stopped and their eyes grew wide once they donned their emergency vests and walked in pitch darkness to the pilot station boarding site. We spotted the headlight of the tugboat that had come all the way from Korsoer to bring us back to the Danish coast. Following the short journey walking over the gangway, we were helped by the crew on board of our new means of transport and soon thereafter waved goodbye to the M/V BBC St. Petersburg as the vessel continued her course towards Raahe to deliver a set of windmill pylons that had been loaded in Vietnam.

Dear Captain Naumov, dear crew, we all would like to thank you again for this fantastic experience. Rest assured, whenever today I describe life on board of a Briese ship to our investors, my stories have become a lot more colorful.

Philipp Leibundgut, with Marianne and Alexander



# Briese Research

## METEOR IV

The new research vessel METEOR IV will be built in Rostock, Papenburg and Berne / Germany and is expected to be delivered in April 2026. After delivery BRIESE Research will start the management of the vessel for 15 years.



Some of the details of the vessel:

<b>Class</b>	+1A SPS [Research Vessel] BWM(T) NAUT(OC) Ice(E) DYNPOS(AUT) RP(3, 50) E0ER(SCR, Tier III) Silent(R) Battery Safety		
<b>LOA</b>	125 m	Width: 21,3 m	
<b>Draft</b>	6,40	Total installed power: approx. 8.000 kW	
<b>Drive/energy concept:</b>	diesel-electric with 4 diesel generators, battery-supported DC voltage network, two electric Voith-Schneider drives		
<b>Propulsion systems (main drive)</b>	2 x 2525 kW Voith-Schneider cycloidal propellers		
<b>Propulsion systems (auxiliary drive)</b>	1 x 1650 kW Voith-Schneider VIT bow thruster 1 x 995 kW Schottel retractable rudder propeller		
<b>Test drive speed</b>	15 knots	Service speed	12 kn
<b>Date of keel laying</b>	expected July 2023	Date of delivery	expected April 2026
<b>Crew</b>	36 people	Scientists	35 people
<b>Cabins</b>	61 (including 50 single rooms, 11 double cabins)		
<b>Social rooms</b>	approx. 370 sqm messroom : 115 sqm      Lounge: 85 sqm meeting room: 60 sqm      Library: 25 sqm fitness / sauna: 65 sqm      smoking lounge: 20 sqm		
<b>High Press. Compressors</b>	4x12 cubic meters / min 209 bar pressure		
<b>Hoists</b>	1 x 17 m / 12 t SWL knuckle boom crane working deck 3 x 15 m / 10 t SWL knuckle boom cranes working deck 1 x large sliding beam with crane function 35 t SWL (56 MBL) 1 x rear boom with 35 t SWL (56 MBL), 1 x small sliding bar with 7t SWL 1 x core setter with 10 t SWL 1 x hangar crane with 1.5 t SWL		
<b>Scientific winches</b>	2 x 56 kN 0-120 m/min single line winches for each 8000m 11mm coax / glass fiber cable, 2 x 150 kN 0-120 m/min friction winches for 18.2 mm ropes, 1 x 350 kN 0-120 m/min friction winches for 24.8 mm PE ropes, 2 x 25 kN 0-120 m/min storage winches for 12,000 m each of coax/optical/steel cables, 1 x 50kN 0-120 m/min storage winch for 11,000 m PE rope, 1 x 25 kN 0-36m/min 10' container rewinding winch for 12,000 m rope, 1 x 50 kN 0-30 m/min & 5 kN 0-120 m/min transportable, Horizontal capstan with 630 mm capstan head, 1 x 5 kN 0-60 m/min transportable storage winch for ø 1600 mm reel		
<b>Hangar</b>	approx. 138 sqm with a clear height of 5.5 m		
<b>Laboratories</b>	Dry: approx. 110 sqm      Wet: approx. 100 sqm 4 laboratories      2 laboratories Climate approx.: 41 sqm / 2 laboratories		

## Musana Ferry – Project in Uganda – Update

For the Musana Ferry project (we reported about it in the Brieese News September 2019), which is volunteered by Mr. Tim Schütte from the Research Department, we want to give a brief update.

Just a short reminder: Together with the voluntary non-profit organization “Islandschool Uganda e.V.” a team of students incl. Tim Schütte designed a solar ferry to transport students of the Uganda Bunyonyi Secondary School safely. Getting to school from around the lake requires boats since the school was setup on a small island in the middle of the lake in Southern Uganda.

The project was affected by the Corona crisis and paralyzed for a long time. But in the last 12 months a lot has happened again:

- After 2 years of closure, the schools in Uganda finally reopened in January 2022.
- A boat builder in Uganda was found who will produce a mould of the hulls which can then be used to build the actual hulls in fibreglass.
- The electric equipment that is not available in Uganda in the required quality was bought in Europe (solar panels, batteries, charging modules, inverter to have the solar power also available as alternating current).
- A camera team from the University of Karlsruhe has agreed to make a documentary film about the whole project.
- In May 2022, a core team of 7 people met in Emden to unpack and test all the purchased technology - the best news: it works (i.e. the propeller of one of the two electric motors turned in interaction with the complete equipment powered only by solar energy).
- Preparation of local training modules, i.e. putting together learning boxes for solar lessons at local Lake Bunyonyi school and writing a training plan.
- In May 2022 a company was found (Tarsus Distribution from South Africa and partner of HPE as main sponsor) that will finance the container transport from Leer to



*(The photo shows Tim Schütte during his visit in August 2022 with the Ugandan partners inspecting and accepting the mould).*

Uganda and provide logistical support (what documents are needed, etc.).

- In September, during Tim’s visit on site, an agreement was reached with the Bunyonyi Over-land Resort (BOR) and recorded in a “Memorandum of Understanding”. This hotel is located directly on Lake Bunyonyi. The shore of the hotel is to be the home of the ferry once, as it is the only place with an electrical shore connection and where the ferry can be safely moored. There are only two villages on the whole lake with electrical supply.

### Next steps:

- Compilation of all documents necessary for shipping by container.
- Production of the two hulls in Uganda.
- Construction of the ferry after the container arrives (hopefully in April 2023).

## R/V LITTORINA Quotation

BRIESE Research is going to continue with the management of R/V LITTORINA, a small research vessel which is based in Kiel/Germany. Together with the crew we are happy to be the partner of the scientific institute GEOMAR for this vessel until end of 2025.



# Trainees Experiences

## My journey to Briese

My name is Hammad Haider, and I am from Pakistan. I am delighted to share my experience at Briese.

Currently I am in the second year of my apprenticeship, and I am assisting the purchase department. As I moved to Germany the most challenging task was to learn a new and completely different language. But the familiarization with the English language helped me a lot to learn it.

So, my journey with Briese Schifffahrt began in 2021, when I got a chance to do a 2-week internship in this marvelous company and that experience has opened the doors. After the completion of Internship, I stayed in contact with the HR department and got an opportunity for an apprenticeship, which I availed.

Thanks to the rotation concept, I've been in various departments (e.g., Crewing, Inspection) and I will be deployed in some other departments in the rest phase of my apprenticeship.

What appeals to me about my work is its international scope and diversity. In this field, we collaborate with people and companies from across the world and each department is dealing with different kind of tasks, which allow us to enhance our knowledge and understanding.

Normally the trainees rotate between the departments after each 4 months, so we can become familiar with most of the field activities and can understand the jobs or tasks of each department.



It's a pleasure to work at the Briese office, each day is exciting in terms of learning. The colleagues are admirable, they assist us and lead us during the completion of our daily business.

For those who are now thinking about their apprenticeship in maritime business, I would say, it is a magnificent and multi-dimensional field. Several

other fields are interlinked with shipping, which diversify your choice after the completion of your apprenticeship, in terms of building your career and establishing your expertise in a particular field of your own choice.





Melina Weber with the team of Edge Brokers Ltd. London. From left to right: Alex South, Jack Fuller, Melina Weber, Frederick Freestone, John Murphy, Christopher Wylie

## Insurance training in London

My name is Melina Weber and I am currently in the third and last year of my dual study programme at the Briese Schiffahrts GmbH & Co. KG. Consequently, I'll finish my studies in "Business Administration" in July 2023.

As a result of great interest in the work of our "Legal Department" I had the opportunity to do a four-week training programme in the insurance industry at its finest, directly in the City of London with one of our long-term business partners - Edge Brokers (Ltd.) London.

During the time at Edge, I mainly received training on P&I Insurance related topics such as general information about P&I, underwriting and its specialties, the structure of the International Group (IG) and the related reinsurance programme as well as the corresponding claims handling. As P&I was the main but not the only purpose of this training, I also learned about the basic duties of a broker and Hull and Machinery insurance.

Nevertheless, the main topic was P&I Insurance, whereas I even had the chance to spend some time at two different P&I Clubs (The Standard Club Ltd. and West of England P&I Club). This experience granted me a direct insight into the world of P&I insurers. The training content basically consisted of Underwriting, Claims Handling, Loss Prevention, Strike and Delay and War Risk.

Due to the fact that everyone took good care of me getting to know as many people as possible, I met Mr. Preston, who offered me a day at Preston Turnbull LLP, a law firm with shipping as one of its core sectors - therefore, I am very thankful!

Whilst my time in London was primarily focused on the training programme, one might be surprised that I did not spend all the time learning about insurance. In order to give myself up to some typical English habits, I explored nice pubs after work and even supported the English national team

during the World Cup after Germany was kicked out.

Anyway, I am very thankful to everyone who was involved in offering me such a great experience at an early stage in my career! I am really looking forward to meeting all of you again once the time has come. Until then - all the best for you!

A special thank you goes to Mr. David Edwards and Mr. David Alwyn from Edge, who made lots of efforts to organize the whole training for me and therefore offered me a memorable time in London.



# Fresh Breeze for Briese Fleet

Briese Crew Management recently discovered a new source of professionals for the rapidly developing fleet and took the opportunity to open a new crewing office in Batumi; Georgia - a country with a rich history and shipping traditions.

Already in the begin of 20th Century Batumi connected the Caspian oil fields with the Europe and Far East through Suez Canal.

During a visit in February Managing Director Wilke Briese held a meeting with the Batumi State Academy where a contract for future cooperation was signed.

Today we are developing in cooperation with Batumi State Maritime Academy a new career program for young Georgian seafarers in the Briese fleet.



*Sergei Stoliarov in discussion with future seafarers*



*Alina Chikranova*

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*From left to right: Tatiana Bykova, Maxim Nester, Wilke Briese, Rector of Batumi State Maritime Academy - Murtaz Devadze*



## Meet the Crew of M/V BBC Bahrain

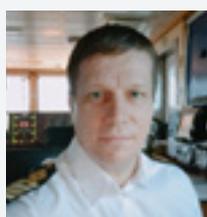
*Following questions have been asked during the interview:*

- ❶ Where are you from? Please tell us something about your home town?
- ❷ Since when are you working with Briese and how did you become aware of the company?
- ❸ In which country or port you felt most welcome as a seafarer and why?
- ❹ What was the most challenging experience at sea you had so far?
- ❺ Being at home, how do you spend your time?
- ❻ Taking this opportunity, is there somebody in the fleet you like to send greetings? Where did you meet each other?

*The interview on board M/V BBC Bahrain was carried out by E-Mail hopefully the last time after the world is returning to a normal state step by step. We would like to thank Captain Kolobrodov and his crew for the good support and the detailed answers.*

### **Andrey Kolobrodov**

❶ I'm from the city of Azov. It is a small provincial town, but with a rich thousand-year history, located in the South-East of Russia. The Great Norwegian adventurer and ethnographer Thor Heyerdahl visited the city at 2001 in search of the



**Master**

homeland of god Odin.

- ❷ I have joined Briese in 2012, as a Chief Officer on M/V Miramar. After three contracts on the coasters, I started working on ships with cargo cranes.
- ❸ Actually, there are a lot of friendly people around the world. I prefer Northern European ports, since the port calls are usually calm there, with pleasant people and beautiful towns.
- ❹ It was in the previous contract on this vessel, when we made some voyages with the cargo of steel coils from Finland to Greece and Italian ports. Due to very high GM and poor weather in wintertime, the vessel structure and crew courage have been tested for strength.
- ❺ Upon arrival at home first of all I have to perform some minor repair works such as fixing of electrical

sockets, blenders, etc. In addition, I like to read history books and travel with my family.

⑥ I want to send greetings to the Captains: N. Martynov, L. Prialgauskis, M. Sasnovskiy, R. Valikov and for all other people with whom I worked in the fleet! Wish you always at least one finger of water under keel!

**Dmytro Teplykh**

① I am from Crimea, small city Feodosia, located in the Southeast part. My city is very old with rich history and has very beautiful Gulf with a lot of wonderful beaches. I was born there and I love this city very much.

② I am working with Briese since 2009 where I started as Deck Cadet on M/V BBC Rheiderland. I learned about the company from my friends.

③ I like the Caribbean's, my favorite port is the island Barbados, the people there are very friendly especially the pilots.

④ The most challenging experience for me, loading and discharging cargo in ports, with high swell inside.

⑤ At home I spend most of the time with my family. We like to travel around many places.

⑥ I would like to say "HI" to all crew-member of M/V BBC Bahrain, and I wish all the best to all seafarers working at Briese.



**Chief Officer**

**Sergiy Mishchenko**

① I am from Kherson, located in South part of Ukraine, a city with a good climate, beautiful places around and river Dnipro.

② I started working at sea as Cadet in 2006. In 2021 I joined Briese Company as Second Officer on M/V BBC Ocean.

③ In every port, wherever you are, there is always something to see, a lot of old and nice architecture buildings and great places to look at.



**2nd Officer**

④ Difficulties are an integral part of our work. With each new contract, day by day I collect something new in my treasury of experience. Very big thanks to my colleagues; they always suggest how to perform any job on board efficiently and effectively.

⑤ Being at home I spend all my time with my family. My favorite time for the vacation is summer because it's warm and sunny. It's a good time for the seaside holiday.

⑥ I want to send greetings and best wishes to everyone. Be happy and be well.

**Jurij Simionenko**

① Hello I am from Klaipeda, Lithuania. This is the largest port in the Baltic States in terms of cargo turnover.

② Since 2015 I am working for Briese, always on M/V BBC Bahrain.

③ I like the south of Spain and the Caribbean.

④ The work at sea this is a challenge in whole.

⑤ At home, I spend time with my family, and river fishing. Also I like to travel.

⑥ I want to say hello to everyone who knows me. Dear all - good luck!



**Chief Engineer**

**Mykola Klyat**

① Hello everyone, I was born and live in the city of Kherson. It is a port city in the south of Ukraine.

② This is my second time working for Briese. My first vessel was M/V BBC Lima. I found this company, when send my application.

③ At this moment, I like ports in Europe. But in the future I want to try working in the USA.

④ One of the most challenging experience at sea for me is to be far from home for a long time.

⑤ I spend a lot of time with my wife.

⑥ I would like to send greetings to



**4th Engineer**

Chief Engineer Vladimir Chubarov, Junior Engineer Anton Volkov and all Crewmembers of M/V BBC Lima. Good luck for every seamen.

**Danil Selishchev**

① Hello, I am from Shahty. This is a town from Rostov Region with a long history.

② This is my first contract in this company. I heard about Briese in my institute.

③ I think that all countries are very friendly to all seafarers, because in many ports you may speak with interesting people and everybody will be friendly to you.

④ It seems to me that working at sea is the most challenging experience.

You should understand: What are you doing? How are you doing this and how it affects safety for me and other?

⑤ Being at home I spend my time with my family and girlfriend, play board games with my friends. I just enjoy my life!

⑥ I want to say hello to every seafarer and every people who work in this company and thank my crew for experience!



**Engine Cadet**

**Oleksandr Hrodsky**

① I am from city of Kherson. The city with a warm and mild climate, also known as a city of shipbuilders.

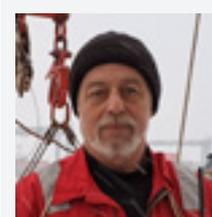
② I work for the third contract in Briese. I found information about Company from Internet and good reviews from my colleagues.

③ I like the southern ports of Italy. Ancient cities, friendly people and wonderful Italian cuisine.

④ My most difficult experience at sea was lashing of timber cargo in winter time.

⑤ Being at home I like hunting, fishing and spending time in the garden.

⑥ I send greetings to all seafarers.



**Bosun**

### Serhii Hinkul

① I'm from the city of Kherson, nice town of Ukraine! This city has beautiful nature and delicious watermelons.

② I got a call from crewing, they offered me a job. I have been working in the company since 2018.

③ Definitely Spain is the best country for me, because the climate is a good and there is very tasty jamon.

④ For me the most difficult thing at sea is to prepare the hold for a bulk cargo on multi-purpose ships.

⑤ At home I like fishing and playing volleyball.

⑥ I send a greeting to Volodymyr Polankov. We met on M/V BBC Belem. Take care of yourself.



AB

I spread my CV-application and Briese was first Company that invited me for work.

③ I like Europe, especially southern part, which attracts by nature and warm climate. There are nice prices for shopping. The northern part of Europe is also nice. My favorite cities are Antwerp and Amsterdam.

④ The most challenging for me is a fight with ice on the vessel.

⑤ I have a lot of hobbies: playing football, gym, camping, reading book, especially about historical moments. Also I spend a lot of time with my family and my friends.

⑥ I met a lot of nice guys and I'm glad that I worked with them. I want to say "Hello" to AB Andrey Nelaev and OS Ihor Kotelevych. God bless you.

### Anton Kryvonosov

① I am from Luhansk, it is a large industrial city in the east of Ukraine.

② This is my first time in Briese.

I have a few friends who work with Briese and they recommended me to send CV-application.

③ I like visiting Spanish ports. In Spain it is always warm, kind and people



OS

are smiling. There are many beautiful places for walking and relaxing.

④ Long parting from family and bad weather at the Bay of Biscay.

⑤ When I am at home, I spend time with my family and friends. Active holidays, sometimes travelling around the country.

⑥ I would like to say "Hello" friends from Sevastopol whom I have not seen for a long time. Pavel Lukin and Maksim Yakovlev. We studied together in the Nakhimov Naval University.

### Nikolay Lipin

① I was born and raised in Saint Petersburg. Saint Petersburg is a city that is better to see for yourself. Welcome!

② I work with Briese since 2002 after visiting the local office.

③ Most of all I like the small towns of the northern part of Spain. They have a spirit of history and tranquillity.

④ I think that the most difficult thing in our work is loneliness and parting from family.

⑤ With age, preferences have changed. I love "quiet hunting" as picking in autumn and reading a lot of books.

⑥ I send my greetings with best wishes to all those who remember me.

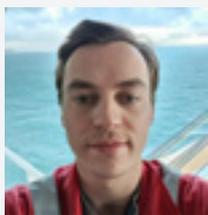


Chief Cook

### Danil Udovenko

① I was born in small town of Boguchar. My city was founded by Russian Emperor Peter the Great in 1704, who also founded Russian empire fleet.

② I'm working in Briese since 2019.



OS



# From Galley to Galley

This time featuring Chief Cook  
Mishchenko, Boris on board  
M/V BBC Elisabeth.



## 1 Salad "Spring"

Ingredients for 4 servings:

- Chinese cabbage — 150g
- Fresh cucumber — 100g
- Red radish — 80g
- Boiled eggs — 2 pcs
- Red sweet pepper — 30g
- Spring onion — 20g
- Parsley — 20g
- Mayonnaise — 70g



Cut all ingredients in small cubes and mix them together. Add mayonnaise in the last step. Decorate the top with parsley.

## 2 Cheesecake

- Butter cookies — 250g
- Butter — 180g
- Cream 30% — 200g
- Cream cheese "Philadelphia" — 350g
- Sugar — 40g
- Gelatine — 20g



Ground the cookies. Mix melted butter with cookie's crumbs. Put the mix into deep dish 20 cm in diameter and level up. Prepare the gelatine by adding sugar. Whip cream adding cream cheese "Philadelphia".

Put whipped cream and cheese into the dish on the top of previous mix and also level up. Decorate with fruits and strawberry syrup. Put into the fridge for 4 hours for cooling.

Enjoy your meal! :)

# Promotions

The first issue of this year is dedicated to the promoted Officers and Engineers within our fleet. Without this motivated crew Briese would not be able to run the steadily growing fleet according to the big quality standard. Again, a very big amount of crew made the next step and while the success already starts from the rank of Cadet, this would exceed the limits of this sections. Of course, every crewmember within the fleet that got promoted to the next rank can feel honoured and is an important part of the complete setup, but to keep this section of the Briese News still as compact as possible, we continue by mentioning the promotions in Top-4 ranks as from 15th of June 2022 until 29th March 2023 only.

**Briese Schiffahrt wishes all promoted crewmembers success in their new positions.**



## Masters

Promoted on	Name	Agency	Vessel
14.06.2022	Thomas Martin Liebscher	BCM	BBC Greenland
26.06.2022	Vitaliy Levchenko	BSS	BBC Citrine
31.07.2022	Andrej Dobrinevskij	BCM	BBC Sapphire
01.08.2022	Alexander Uspenskiy	BSP	Monika
04.08.2022	Anton Sokolov	BSP	BBC Pacific
11.09.2022	Evgeny Belashov	BSP	BBC Mars
20.10.2022	Kirill Shutko	BSS	BBC Regalia
04.11.2022	Yury Kachalin	BSP	BBC Caribbean
28.11.2022	Micheal John Sustituedo	Manila	Kurt Paul
07.12.2022	Vitaliy Kandul	BSS	BBC Virginia
20.12.2022	Denis Zolotarev	BSS	BBC Lisbon
03.02.2023	Alexander Sirotkin	BSP	BBC Africa
01.03.2023	Konstantin Spitsyn	BSP	BBC Sebastopol



## Chief Engineers

Promoted on	Name	Agency	Vessel
11.07.2022	Dmitry Vasin	BSP	BBC Virginia
16.07.2022	Vitaliy Krut	BCU	Lunamar
18.07.2022	Andriy Gorban	BSS	BBC St.Petersburg
27.07.2022	Oleg Lykov	BSS	BBC Adriatic
01.08.2022	Andrey Alyabyev	BSP	BBC Gdansk
03.09.2022	Aleksei Markov	BSP	BBC Amber
31.10.2022	Sergey Kozyrev	BSP	BBC Nile
02.12.2022	Vladimir Korelskiy	BSP	BBC Romania
12.12.2022	Dmitrii Emelianov	BSP	BBC Sapphire
24.12.2022	Ievgen Badika	BSS	BBC Citrine
20.01.2023	Sergei Baryshev	BSS	BBC Jade
11.02.2023	Ivan Blazhnov	BSP	BBC Rio
08.03.2023	Valentin Chibis	BSP	BBC Citrine
13.03.2023	Kim Anthony Perez	Manila	BBC Kwiatkowski
21.03.2023	Artem Oborin	BSP	BBC Emerald



## Chief Officers

Promoted on	Name	Agency	Vessel
10.06.2022	Oleksandr Dushilo	BSS	BBC Brisbane
21.06.2022	Leslie Valdellon	Manila	BBC Ruby
28.07.2022	Sergey Bazanov	BSP	BBC London
01.08.2022	Dmitrii Iatsentiuk	BSP	BBC Gdansk
03.08.2022	Dmitrii Gotovtsev	BSS	BBC Xingang
15.08.2022	Oleksiy Desyatnikov	BSS	Daxia
22.08.2022	Marsel Fatkhullin	BSP	BBC Manila
23.08.2022	Vladimir Shevchenko	BSP	BBC Iceland
02.09.2022	Dmyrro Shvedov	BSS	BBC Jade
03.09.2022	Ivan Tislenko	BSP	BBC Amethyst
13.09.2022	Bogdan Koval	BSS	Costamar
12.10.2022	Richard Bañaria	Manila	BBC Finland
07.12.2022	Maxim Lukyanenko	BSP	BBC Virginia
13.12.2022	Allan Inojales	Manila	BBC Manila
14.12.2022	Ivan Prokopenko	BSP	BBC Alberta
16.12.2022	Artem Muryy	BSP	BBC Parana
12.01.2023	Charles Bernard Guzman	Manila	BBC Ruby
13.01.2023	Jeffrey Caños	Manila	BBC Ocean
23.01.2023	Volodymyr Skorobogatov	BSS	Geise
28.02.2023	Dmitrii Chumachenko	BSP	BBC Australia
02.03.2023	Anatolii Chernikov	SMK	Jan
07.03.2023	Ivan Selivyorstov	BSS	BBC Seine
14.03.2023	Andrei Kalinin	BSP	BBC Hudson
17.03.2023	Sergei Markelov	BSP	BBC Alberta
17.03.2023	Valerii Orlov	BSS	BBC Emerald



## 2nd Engineers

Promoted on	Name	Agency	Vessel
20.07.2022	Sviatoslav Karpov	BSS	BBC Weser
26.07.2022	Oleksandr Buriak	SMK	BBC Jade
06.08.2022	August Robertson Patulot	Manila	BBC Gdansk
06.08.2022	Sergei Malchenko	BSP	BBC Rushmore
14.08.2022	Sergiy Serdyukov	BSS	BBC Aquamarine
27.08.2022	Denys Politsyn	BSS	BBC Denmark
03.09.2022	Aleksei Cherdakliev	BSS	BBC Amber
06.09.2022	Vagyf Kierimov	BSS	BBC Alaska
03.10.2022	Nikita Matveichenko	BSS	BBC Sebastopol
01.11.2022	Maksim Zhiron	BSS	BBC St.Petersburg
07.11.2022	Artem Kuchynsky	BSS	Cap Salia
25.11.2022	Aleksandr Rumiantcev	BSP	Sjard
01.12.2022	Serhii Sihitov	BSS	BBC Weser
03.12.2022	Roman Kyrylyshyn	BCU	BBC Russia
04.12.2022	Egor Samoilov	BSS	Neuburg
07.12.2022	Alexandr Perfilyev	BSP	BBC Virginia
14.12.2022	Alexander Timofeev	BSS	BBC Regalia
15.12.2022	Artem Vinogradov	BSS	BBC Sapphire
21.12.2022	Pavel Samorokov	BSP	BBC Saturn
30.01.2023	Gian Carlo Jayme	Manila	BBC Kwiatkowski
31.01.2023	Andrey Afanasyev	BSP	BBC Rheiderland
12.03.2023	Leoncio III Oliva	Manila	BBC Pacific
28.03.2023	Alexander Kurbakov	BSP	BBC Ocean

## Apart from Work - Dmitrii Orekhov

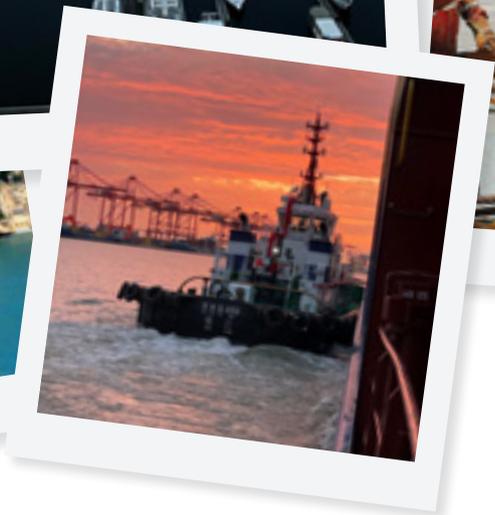
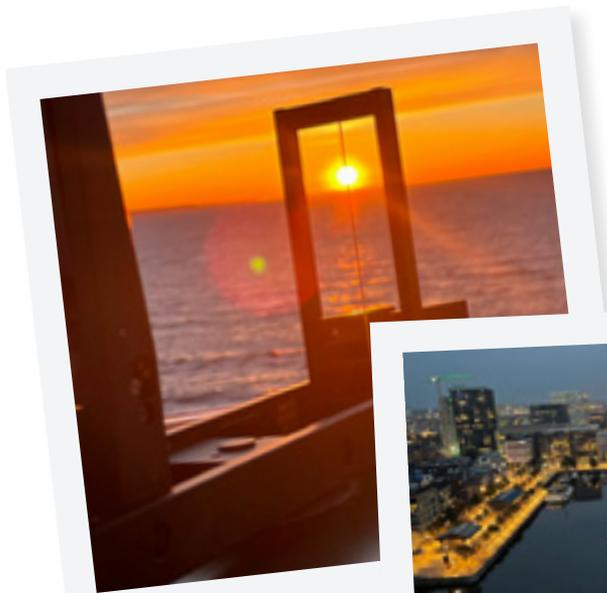
This time we would like to introduce another seaman who loves to take photos of special moments while on board. Dmitrii Orekhov is sailing as 2nd Officer on M/V BBC Ukraine at the moment. We became aware of his additional talent as he sent us some of his very artistic pictures by chance and we were very impressed. Now he should have the chance to tell something about his hobby and how he developed his passion for this kind of art.

*I'm 27 years old and live in Novorossiysk. This is the Black Sea Coast. I started 2014 on the Sailing Vessel MIR. It was first practice as seaman. I work for Briese Schifffahrt since November 2017, came from the position Deck Cadet to Second Mate. I don't have favorite vessel, because one vessel only in my Seaman's Book – BBC Africa. Always good crew and warm ambience there.*



*I like to participate in various activities such as science and art. My main principle – Work should not interfere with the hobby. In my life it is so.*

*My first hobby – Video-maker. Music inspires me. On my Instagram account you can find part of my works. Photographer is my additional hobby. I'm not a professional. I use mobile phone for taking pictures, because I think that nice moments are just seconds of life. There is no time to bring a portable camera.*





## Day Off in Rio de Janeiro

After a long time of lockdowns and restrictions it is time to enjoy the wonders again that our world offers. It is a good time to bring back the section "A Day Off" where ports all around the world are presented in cooperation with long time partner agencies. This time the port of Rio de Janeiro

was chosen and Amazon Crew Services, a long time partner in dealing with husbandry matter all over Brazil took the opportunity to support us with some information about places you should visit when you are in Rio de Janeiro.



We are a Maritime Agency whose main Mission is: To offer services in a Maritime Agency with efficiency and effectiveness, in accordance with the legislation and responsibility with the environment.

Driven by promoting effective and efficient work, we brought together a group of professionals with great experience in supporting maritime transport and necessities. Due to our diversity of professionals, we are prepared to serve all customers according to each need presented.

Our experience and know-how means that we have the recognition of our work and dedication on the part of our Clients. All of our technicians are available 24 hours a day, 7 days a week, equipped with the most sophisticated computer and communication technology. Our company has expertise in crew change in all Brazilian ports.

Our professionals personally greet your crew at the airport and arrange their transfer to their final destination port. We organize safe transportation, reserve hotels for crew members in transit and can arrange for cash to the master (CTM) services. By choosing AMAZON CREW SERVICES you will save



precious time spent on long visits to consulates, as well as time spent on the internet or on the phone to book hotels.

When you are in Rio de Janeiro, Brazil, we suggest some experiences that you will certainly keep in mind.

**Follow our suggestions of some places to know when you visit Rio de Janeiro. To know more places, click on: <https://riotur.rio>**

**Contact: 55 13 3285-5430 or 55 21 99133-3431  
amazoncrew.com.br**



### Copacabana Beach

With clear and fine sand, Copacabana is one of the best known beaches in the world and with its 4 kilometers of waterfront, it serves as a stage for major events such as beach soccer and beach volleyball championships, in addition to the very famous New Year's Eve party, which features a grand pyrotechnic show and free shows which are distributed on several stages and set up exclusively for events.

The "Princesinha do Mar", as it is also known, has an excellent infrastructure, with kiosks, patrolling, lifeguard service, showers, toilets and bike paths and its wide strip of sand, which extends from Avenida Princesa Isabel up to the Copacabana fort, it accommodate for people from all over the world, at any time of the day.

On the sand, tourists can find different products for sale. Drinks, food, sunscreens, jewelry and sarongs (i.e. towels that are used to lie on the sand) are on sale everywhere. The sea is usually calm with small waves, but it is good to avoid swimming far out. In summer and especially on weekends, the number of beachgoers increases considerably. It is worth visiting the Copacabana Fort at Posto 6, the stage of historical events in Brazil and the headquarters of the Army Historical Museum.



### Ipanema Beach

Ipanema beach is 2.6 km long and is close to the Leblon neighborhood. One of the most famous beaches in the city, it merely loses in popularity only to Copacabana beach, where the city's New Year's Eve is held every year. Ipanema inspired the composer Vinícius de Moraes and Tom Jobim when they released the song Garota de Ipanema. In addition to being a traditional meeting place for residents and tourists, the beach is used for the practice of various sports. Among the favorite activities are skiboard surf, frescobol, volleyball, soccer, footvolley.

The beach has a wide strip of sand (but not as wide as the Copacabana beach) that is usually crowded on sunny weekends. From the sand you can see the Arpoador rock, Leblon beach, Dois Irmãos hill, Corcovado and the Cagarras islands, which are right in front of the beach. The visitor does not need to walk to the sidewalk kiosks as it is on the sand and stalls that sell drinks and rent umbrellas and chairs.

#### Eat and drink

Sucolé do Claudinho - Famous artisanal ice cream is sold by street vendor Claudinho, which circulates on the beaches of Ipanema and Leblon.

Biscoito Globo - Biscoito de polvilho that has become a beach icon in the city.

Mate de Galão - Mate ice cream, sold in barrels. It is another classic on Rio's beaches



### Christ the Redeemer

At the top of the Corcovado Hill is the Cristo Redentor, one of the most popular tourist spots in Rio de Janeiro. The largest and most famous Art Deco sculpture in the world, the statue of Christ the Redeemer began to be planned in 1921 and was developed by engineer Heitor da Silva Costa over five years of work, from 1926 to 1931, the year in which the monument was inaugurated.

It is located in the Tijuca National Park, 710 meters above sea level, from where you can enjoy one of the most beautiful views of the city. Altogether there are 220 steps that lead to the feet of the famous statue, voted one of the Seven Wonders of the World in a vote organized in 2007 by the Swiss institution New 7 Wonders Foundation. The monument is accessible via train, van or car.

#### VALUES:

Full ticket - High Season: Average R\$ 75,00\*

Full ticket - Low Season: Average R\$ 60,00\*

Elderly (over 60 years resident in Brazil): Average R\$ 26,00\*

Child (5 to 11 years): Average R\$ 25,00\*

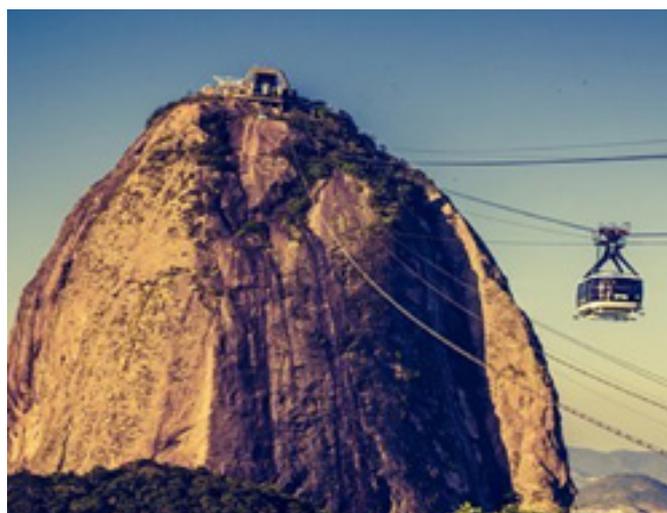
Children up to 4 years old do not pay, as long as they are in their parent's lap.

Proof of age required.

\* Includes round-trip transportation and access to the Christ the Redeemer monument.

\* All Saturdays and Sundays and holidays are considered high.

\* Prices are subject to change



### Sugar Loaf Mountain

Along with the statue of Christ the Redeemer, it is the largest monumental postcard of the city of Rio de Janeiro and one of the most famous in Brazil. It has, as a complementary attraction, the cable car ride, known as the Sugarloaf Cable Car, which was designed in 1908 and opened in 1912, becoming the first cable car installed in the country and the third in the world. Presenting more than one hundred years of existence, it has transported more than forty million people. At the last station of the cable car, there it has a panoramic view of the cities of Rio de Janeiro and Niterói.

From the top of the two hills, there is a stunning landscape of the city, including the Botafogo cove, the Copacabana waterfront and the entrance to Guanabara Bay. In summer, the amphitheater located at the top of Morro da Urca is the stage for concerts and evening events, combining fun with a beautiful view of the city lights.

Children and young people aged 6 to 21, students, the elderly and people with special needs are entitled to a 50% discount. Children under 6 do not pay.

Tickets start at R\$ 150,00\* and vary according to some entertainment options.

You can get more information about prices and times on the website: [www.bondinho.com.br](http://www.bondinho.com.br)

Boarding time: Daily, 8 am to 6 pm.

Payment method: Cash, debit and credit cards from Visa and Mastercard.

\* Prices are subject to change



### Lapa Arches

Lapa Arches is located in the Lapa region, in the Lapa neighborhood, in the Central Zone of the municipality of Rio de Janeiro. Considered as the largest architectural work undertaken in Brazil during the colonial period, it is today one of the postcards of the city, the most representative symbol of ancient Rio de Janeiro preserved in the bohemian region of Lapa. Its construction started in 1602 and was built by the labor of indigenous and African slaves.

Lapa - traditional neighborhood in the Center - is the main bohemian region of the city. If the grand arches from afar already welcome cariocas and tourists, there are also the stalls selling drinks, cold beers and barbecue food, the countless samba houses, restaurants and streets full of people from different states and nationalities set the tone for this tourist spot that is a true mosaic of cultural trends.

Lapa has a variety of root samba houses, chorinho, night-clubs that play pop and funk music of the moment, spaces for heavy metal, indie and pop rock and quieter bars. There are attractions for all tastes and moods in this space in Rio that - with its old houses - also breathes history.

Entrance fees to houses and consumption in bars vary according to each establishment. Many attractions are held outdoors, without charge for tickets.



### Botanic Garden

The Botanical Garden Research Institute of Rio de Janeiro, or just Botanic Garden of Rio de Janeiro, is a research institute and botanical garden located in the Jardim Botânico neighborhood, in the south zone of the municipality of Rio de Janeiro, in Brazil.

One of the most beautiful and well preserved green areas in the city, it is an example of the diversity of Brazilian and foreign flora. Over 6,500 species can be observed (some threatened with extinction), spread over an area of 54 hectares, outdoors and in greenhouses. The institution is responsible for coordinating the Flora do Brasil Species List and for assessing the risk of extinction of these species.

The institution also houses monuments of historical, artistic and archaeological value and the most complete library in the country specializing in botany, with more than 32,000 volumes and the largest herbarium in Brazil, which has 600,000 dehydrated samples (numbered in 2014, with an average of 20,000 new samples incorporated annually) completely computerized and available to the public on the institution's website.

The park is open to visitors from Monday to Sunday, every day of the year, with the exception of December 25, January 1. Visiting hours are: Mondays, from 12 pm to 6 pm, and from Tuesday to Sunday, from 8 am to 6 pm.

The ticket price is R \$ 15.00 cash and debit cards are accepted.



## Maracanã Stadium

Maracanã officially called Estádio Jornalista Mário Filho, is a stadium in Rio de Janeiro. The stadium is part of a complex that includes an arena known as Maracanãzinho, which means "O Pequeno Maracanã" in Portuguese. Owned by the government of the state of Rio de Janeiro, it is the Maracanã neighborhood in which it is located, named after the Rio Maracanã, a river now channeled from Rio de Janeiro.

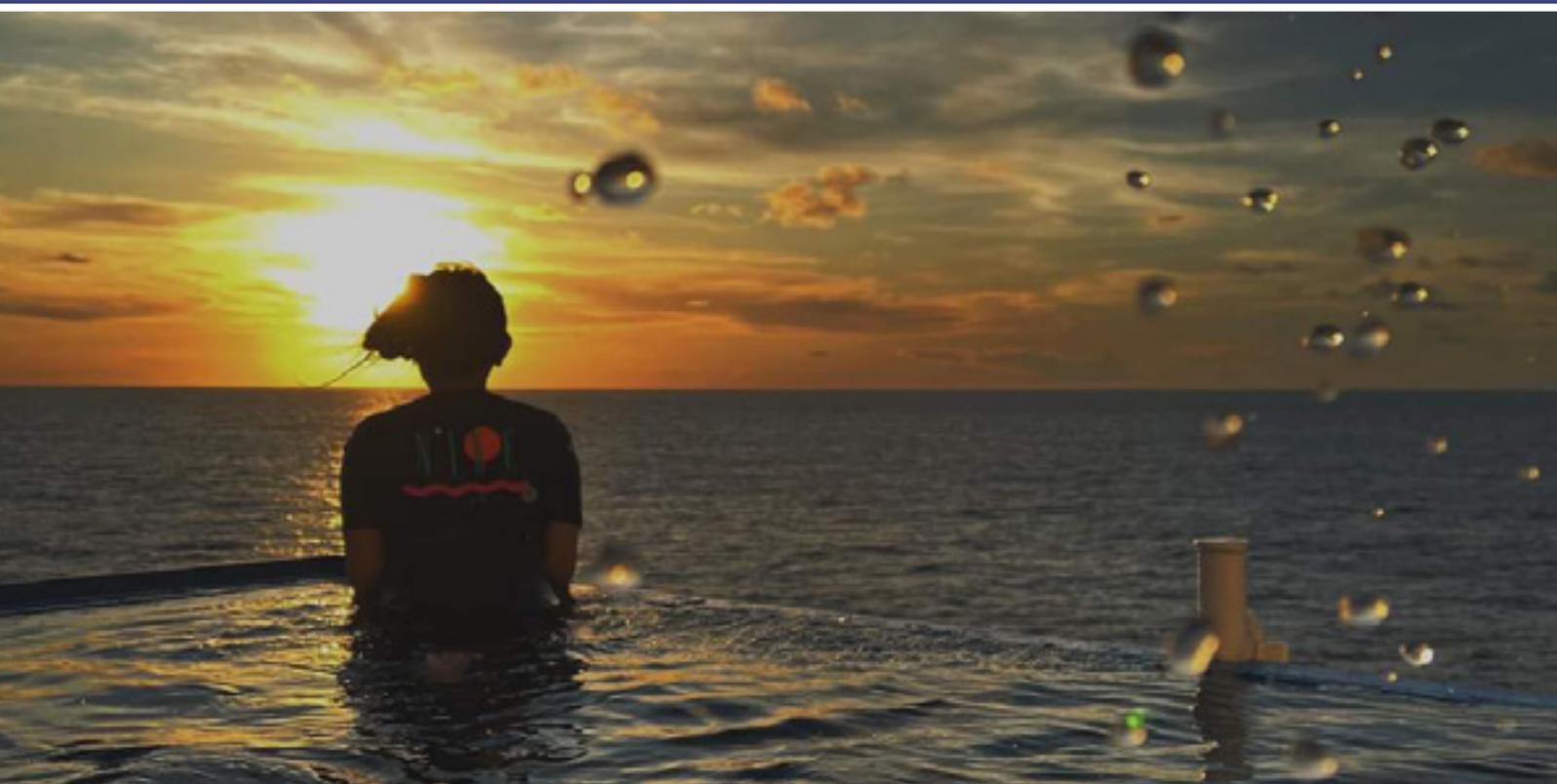
The stadium was opened in 1950 to host the FIFA World Cup, in which Brazil was defeated 2-1 by Uruguay. The venue received 150,000 spectators or more on 26 occasions, the last being on May 29, 1983, when 155,253 spectators watched Flamengo beat Santos 3-0. The stadium saw crowds of more than 100,000 - 284 times.

However, as the terrace sections have been replaced by seats over time, and after the renewal of the 2014 FIFA World Cup, its original capacity has been reduced to the current 78,838, but it remains the largest stadium in Brazil. The stadium is mainly used for soccer matches between the main football clubs in Rio de Janeiro. It also hosted a series of concerts and other sporting events.

The total participation in the last (and indeed decisive, but not definitive) game of the 1950 World Cup was 199,854, making it the largest stadium in the world in capacity when it opened. After the 2010-2013 renovation, the reconstructed stadium currently receives 78,838 spectators, making it the largest stadium in Brazil and the second in South America, after the Monumental Stadium, in Peru. It was the main venue for the 2007 Pan American Games, hosting the football tournament and the opening and closing ceremonies. The Maracanã was partially rebuilt in preparation for the 2013 FIFA Confederations Cup and the 2014 World Cup, for which several matches were played, including the final. It also served as a stage for the opening and closing ceremonies of the 2016 Summer and Olympic Paralympic Games, with the main athletics events taking place at the Olympic Stadium.

The value of the Tour Maracanã ticket is R \$ 65 (guided tour) and R \$ 55 (non-guided tour). For half-price it is R \$ 32.50 (guided tour) R \$ 27.50 (not guided). Children up to 5 years do not pay.

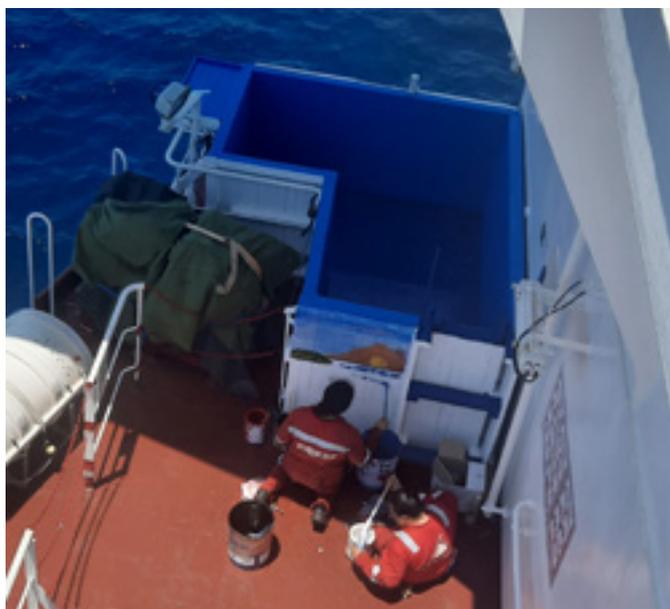
\* Prices are subject to change



## M/V BBC Ruby – Infinity Pool

Captain Sonny Vitalez and his crew approached the Brieze News Team with these wonderful pictures of the freshly installed Infinity Pool on M/V BBC Ruby.

The crew made this DIY project out of scrapwood they had on board. Impressive how something that beautiful can be created by a plan and some people interested in making their life on board even better.



# Introduction: Sale and Purchase Department

The renewal of the Briese Fleet goes along with a number of older vessels being sold for good prices due to their excellent condition.

In 2022 in total eleven vessels were sold to third parties and five vessels changed the ownership "in-house" and three secondhand vessels have been taken over. In 2023 already four vessels have been sold and further contracts have already been concluded.

The Sale and purchase of a ship is one important aspect of the shipping industry. It requires different kinds of professional knowledge, such as knowledge of particular type of ship and its function, legal knowledge as well as dealing and bargaining knowledge.

A standard form of contract - the Norwegian Sale Form called Memorandum of Agreement (the "MOA") - is used in over 80% of transacted business. Vessels are usually inspected before being negotiated for sale as the value is very much dependent on a vessel's physical condition.

There are three main stages for the sale and purchase of a ship which include the negotiation and contract stage, the inspection and the completion.

An important part is also an inspection of classification records which will show the history of the vessel since it was delivered. The MOA deals mainly with price, terms of payment, where and when the vessel is to be delivered, and the seller's obligation towards the status of class certificates, etc.

The final stage of sale and purchase is known as completion stage. It involves pre-delivery matters for example measurement of remaining bunkers, luboils

and greases on board, inspection of underwater parts by the classification society, exchange of delivery of documents and the physical delivery of the ship upon payment of the balance of the contract price.

For the documents (paper/legally closing) and physical delivery, it usually occurs in different places depending on the location of the ship.

For the final closing of transaction, the MOA specifies some necessary procedures which are usually sorted out



From left to right: Angelika Rieken, Daniel Ottersberg, Ines Prinz

more detailed in a further agreed closing memorandum. Some documents are required which include the minutes of meeting of the seller's directors and shareholders, a certificate of good standing, a power of attorney, the bill of sale, commercial invoices, declaration of class, any consents or licenses required by the government authority, a certificate free of encumbrances issued by the registrar of the ship's registry.

Of course, many parties have to be kept well informed about the intended sale/delivery of the vessel and asked to be prepared and stand-by for their necessary support on day of delivery, such as the ship registry for deletion of the mortgage and the vessel, the mortgagor for its consent of the deletion of the mortgage, the insurances for cancellation of their covers, the crewing

department for repatriation of crew on day of delivery etc.

When the vessel is physically and legally ready for its delivery to buyers, an advance notice of delivery - Notice of Readiness - will be serviced to the buyer and the buyer will arrange the payment of the purchase price, for remaining bunkers, luboils and greases on board and any further payment agreed in the MOA and instruct his bank to make the payment on the actual delivery date or pay the funds into an escrow account which will be released to the seller's account upon delivery of the vessel.

On the day of delivery, the paper/legally closing will take place in a personal meeting or since COVID-19 more often remotely between the buyer and the seller. Once the parties checked all agreed documents and sellers confirm that they are ready to deliver and buyers confirm that they are ready to take over the vessel, the parties sign a

Protocol of Delivery and Acceptance. Then simultaneously with the deletion of the vessel from the ship registry and the issuance of the deletion certificate the funds will be released to the seller's account.

The sale and purchase of ship is one of the most complicated procedures in the shipping: Briese Schifffahrt is pleased to have such a good team in this respect. Angelika Rieken and Ines Prinz are responsible for the handling of external sale and purchase matters whilst Daniel Ottersberg is mostly taking care for the "in-house"-sales.

All in all, the sale of a vessel is a joint effort by many departments involved within a shipping company (including the ship's command and crew on board) and only through good joint cooperation of all it is possible to sell a ship successfully.

# New to the Fleet

## M/V BBC Sebastopol and M/V BBC Kherson

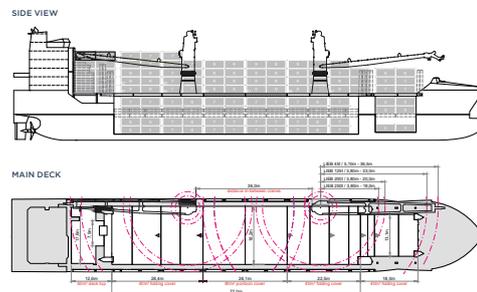
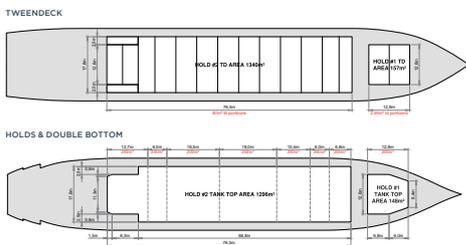
On 21st of September M/V BBC Sebastopol has been delivered to Brieše Schifffahrt and M/V BBC Kherson on 6th of December 2022. These two vessels rounding up a ship series of the 12.500 dwt MPV F500 wherefrom three further vessels will be delivered in the next years.

These vessels are able to sail open-top and the hatch cover is bigger, as the gaps between hatch covers and cargo rails have been closed.



### Facts and Figures:

- Classification:* DNV +1A Multi-purpose dry cargo ship BIS  
BWM (T) Clean Container DBC DG  
(B, P), E0 Grab (3-20t), Strengthened (IB),  
Hatchcoverless
- GT / NT:* 11,550 / 4,387
- Deadweight (summer):* abt. 12,435 mt
- Max. draft (summer):* 8.18 m
- Length o.a.:* 147.00 m
- Breadth moulded:* 22.80 m
- Service speed:* 15.0 knots
- Cargo hold capacity:* 17,600 cbm / 621,537 cbft
- Main hold dimensions:* 76.50 m x 17.60 m
- Floor space under deck:* 2,940 sqm / 31,646 sqft
- Floor space on deck:* 1,796 sqm / 19,332 sqft
- Crane capacity:* 2 Liebherr cranes situated portside:  
250 mt capacity at 18 m outreach each /  
500 mt combined; 125 mt capacity at 33 m  
outreach each
- Lifting height:* > 35 m at 10 m outreach
- Accommodation:* 24 Persons / 21 cabins  
21 single cabins (incl. Owner's and Pilot Cabin /  
excl. Suez Cabin and Hospital)  
Three cabins with additional foldaway bed,  
2 guest cabins for clients, Meeting Room  
incl. flat screen, Sauna, Gym





## M/V BBC Mars

M/V BBC Mars has been delivered on 14th of July 2022 which is the last of three new 40k dwt bulk carrier with a Tier II engine. The next two bulk carriers will be built with a Tier III system.

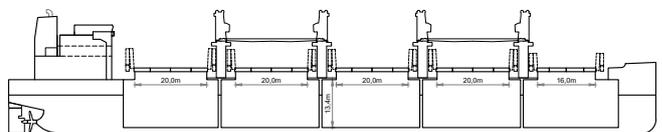
The vessels are built at Jaingmen Nanyang Ship Engineering shipyard in China.

M/V BBC Mars is sailing for BBC Chartering Carriers as an open hatch bulk carrier.

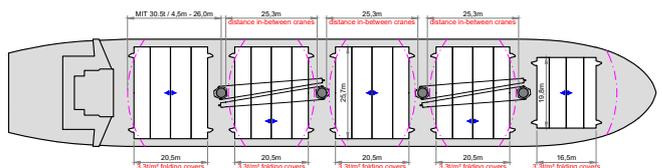
### Facts and Figures:

<i>Classification:</i>	I * HULL * MACH Bulk Carrier, CSR, BC-A (holds 2 & 4 may be empty) CSP (WBT), ESP, GRAB[25], BWT, LI-HG-S2, GREEN PASSPORT Unrestricted navigation * VeriSTAR-Hull, * AUTO-UMS, MON-SHAFT, INWATERSURVEY
<i>GT / NT:</i>	25,163 / 13,493
<i>Deadweight (summer):</i>	abt. 40,272.8 mt
<i>Max. draft (summer):</i>	10.80 m
<i>Length o.a.:</i>	179.90 m
<i>Length p.p.:</i>	176.85 m
<i>Beam:</i>	30.00 m
<i>5 Holds / 5 Hatches:</i>	Hold 2, 3 and 4 are fully box-shaped
<i>Cranes:</i>	4 cranes each up to 30,5 mt; max outreach 26 m

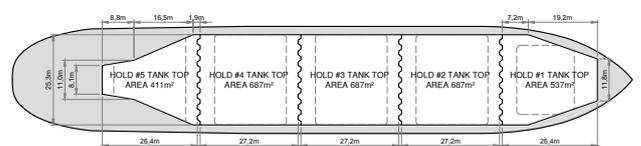
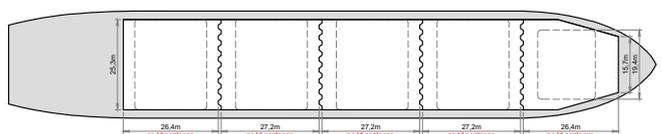
SIDE VIEW



MAIN DECK



HOLDS & DOUBLE BOTTOM



## M/V Mindoro

Mid of December 2022 (16.12.2022), the first modern 1800 TEU Container Ship M/V Mindoro has been delivered to the Briese Fleet. After final arrangements at the shipyard have been done the vessel started its maiden voyage on 24th of December 2022 under Timecharter of Hapag-Lloyd.

During seatrial and handover newbuilding manager Adrian Beckmann as well as Chief Engineer and former Superintendent Pavel Kurazov have been on site.

Mr. Kurazov decided to sail as Chief Engineer again instead of working in the office and Briese is happy to have him on board of the first newbuilding of this container series. Furthermore Mr. Kurazov accompanied the final construction of the vessel up to delivery.

Chief Officer Ilya Pertsev and 2nd Engineer Lukas Meyer were so kind to forward their first impression of M/V Mindoro:

### Facts and Figures:

<i>Classification:</i>	BV I + HULL, + MACH, Container ship, unrestricted navigation, + AUT-UMS, MON-SHAFT, CPS(WBT), BWT, COMF-NOISE 3, CPS(WBT), { AUT-UMS, MON-SHAFT, GREEN PASSPORT, BWT, CLEANSHIP, LASHING-WW, INWATERSURVEY, LI-HG-S2
<i>GT / NT:</i>	18,514 / 8,022
<i>DWT:</i>	24,400 mt
<i>Length o.a.:</i>	abt 172.00 m
<i>Length p.p.:</i>	abt 169.00 m
<i>Beam:</i>	abt 28.40 m
<i>Container Capacity Capacity</i>	20' + 40' / 40' + 20'
	Hold 654 / 316 + 22
	Deck 854 + 141 / 554 + 19
	Total 1,499 + 141,
	which is equivalent to 1.781 TEU
<i>TEU at 14 mt:</i>	equivalent to 1.380 TEU
<i>Reeferplugs:</i>	300
<i>Hold / Hatches:</i>	4 holds / 8 hatches

The first impression of the Chief Officer Ilya Pertsev:



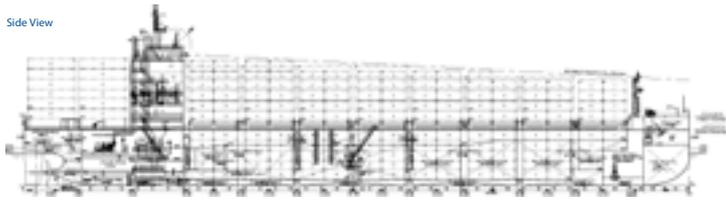
*"When we arrived on board 7th of January around midnight M/V Mindoro was in port of Singapore under cargo operations - loading for her first ocean passage to Europe. During whole night we had took-over the vessel from first Chinese crew, except Chief, 2nd and El. Engineers who are staying onboard since vessel construction on Shipyard.*

*Nevertheless, nighttime and tiredness after long trip first impression was very positive. The vessel has a lot of new modern equipment mainly different and better in building standards, quite spacious cabins with modern and comfortable interior.*

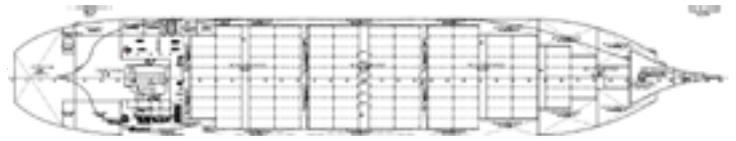
*It feels that all departments of the company worked hard as a single whole to get such result. At this moment, after 10 days on board, when main paperwork and stores more or less settled, accommodation is clean and the vessel is ready for routine work, I can say that it is a very good lady."*



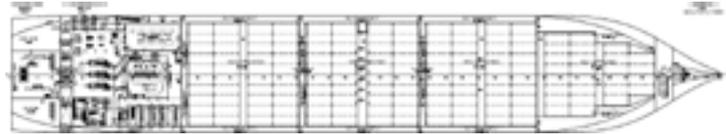
Side View



Tweendeck



Main Deck



Holds & Double Bottom



The first impression of the 2nd Engineer Lukas Meyer:



*"I got my first impression in the shipyard, when the vessel was still laying on the slip-way. Well, this let me have a close look to the arrangement.*

*The most striking part is the design of the bow. But for me the most important is the engine room. In general, all equipment is well-placed and easily accessible moreover the engine room is quite tall. This let you get an easy overview over the space. Furthermore, it's my first experience with CCTV on board. In the beginning I was a little bit skeptical, but my opinion changed in a positive way. It is a good tool to keep the engine room more save in operational way. The arrangement of the superstructure enables a quick access to the engine room. The engine room fans installed into the funnel and the construction reduces the noise significantly which is a real pleasant advantage.*

*So, we took over a nice new vessel and got a good crew to turn it in a brand-new vessel for our fleet. "*



## Sold Vessels



### *M/V Ameland*

End of February 2023 M/V Ameland was sold to new owners in Riga. Due to some minor damages the vessel was drydocked directly before sale. Florian Schepers, Nautical Superintendent was on site to manage the hand over.

M/V Ameland was built in China at Dalian Fishing Vessel Co and delivered in 2009. The newbuilding process was already supervised by Briese Supervision.

The vessel belongs to a 6500 DWT series of newbuildings without cranes.

### *M/V Amke and M/V Emma Janneke*

M/V Amke was sold on 5th of January 2023 whereas M/V Emma Janneke was handed over on 3rd of January 2023 to new owners.

Both vessels were named after Briese relatives. Amke is the daughter of Mr. Briese senior and Emma Janneke is the daughter of Amke.

Delivery from Taizhou Sanfu Ship Engineering Co., Ltd. shipyard took place in 2006 for both vessels. During hand over Nautical Superintendent Kai Groen and Asja Stomberg have been on site in Tuzla.



*During handover last crew on board was: Sergey Tekutov, Vitaly Snergirev, Vladyslav Aleksandrov, Sergey Shestakov, Aleksei Boiadin, Shakhbaba Samedov, Andrii Tsybin, Vladyslav Girchenko, Ruslan Andryushchenko, Timofei Berezin*

**Thanks to the crew for good commitment and dedication in the past for the vessels.**



*Last crew on board of M/V Emma Janneke was: Kostyantyn Xaroshenko, Igor Kochkin, Roman Gaichenia, Mikhail By-chkov, Hennadiy Sukhanov, Mykola Kravchenko, Vadim Ul-ianov, Sergej Egorov, Vladislav Maev, Ivan Fylymonov*

### M/V Adiante

M/V Adiante was taken over in Bordeaux 2015 after the vessel was laid up for about three years and withdrawal of class. After handover Inspection Group 4 together with the Briese workshop team, the crew and a couple of further students the vessel was reanimated and brought back to trade. Once M/V Adiante had been seaworthy again the vessel sailed to Emden, Cassens Drydock for final revival.

After being seven years in trade for Este Shipping and BREB GmbH & Co. KG M/V Adiante has been sold 07.12.22. Technical Superintendent Udo Zimmermann managed the handover of the vessel in Antwerp to new owners.

*During handover following crew has been on board: Nikolay Nikitin, Maxim Saponenko, Dmitrii Balabanov, Alexey Romanov, Volodymyr Baiko, Aleksandr Volchatov, Dmytro Kovbasa*



### M/V BBC Alberta

M/V BBC Alberta was sold on 16th of December 2022 after being five years part of the Briese Fleet. After the vessel was taken over in 2017 Inspection Group V took care until handover.

The sale was accompanied by Jens Otto Grever in Busan.

### M/V BBC Carolina

Beginning of September M/V BBC Carolina has been sold to new owners after the vessel was taken over in 2019.

Management was still done by Liberty Blue Management. Hand over was supported by Jens Otto Grever in Singapore.



**M/V BBC Delaware**

Beginning of October M/V BBC Delaware has been sold to new owners in Kobe after the vessel was drydocked at Nauta Shipyard for 3rd class renewal in June. In addition, the installation of a ballast water treatment system was done. Due to local regulations no representatives have been on site during hand over. Anyway, everything went fine.

**Thanks to the crew and Master for their commitment during hand over.**



**M/V BBC Lagos**

M/V BBC Lagos was sold to company SMS Schiffahrts GmbH & Co. KG on 17.02.2023 in Bremerhaven. The handover was managed by Slava Babychuk and Peter Edelenbosch.

The vessel was taken over in Emden 2019 after the company Flinter Groep B.V. went bankrupt in 2017. Since that moment, Duo Ship BV (with Briese Shipping BV and MF Group as parties) managed M/V BBC Lagos and M/V BBC Livorno for the bank.

The vessel is still under chartering of Briese Chartering and crew is managed by Briese Crew Management.

**M/V BBC Neptune**

M/V BBC Neptune was delivered to Briese Schiffahrt in 2010. Nearly 13 years later the vessel was sold to new owners in Tallin on 26th of January 2023.

The handover was managed by Nautical Superintendent Kai Groen. Since 2010 Captain Maciej Gagolewicz was Master on board constantly.



*Last crew on board was: Maciej Gagolewicz, Bryan Aupe, Gio Avergonzado, Baldomero Besinga, Ivan Bondarenko, Dmitrii Buzak, Jhun Cadavis, Serhii Dobriian, Mar Kemmeth Gorre, Mikhail Ivanov, Aleksandr Nazarov, Donald Allen Orbino, Pavel Pashkevich, Jose III Provido, Godwin Quilicot, Louie John Roquero, Aleksandr Rykalov, Andriy Shevtsov, Carl Kevin Soller*



### *M/V BBC Romania*

Bismark Maritime Limited bought M/V BBC Romania on 1st of March 2023.

Handover on site was managed by Kai Groen. Bismark Maritime is a well known business partner already, who took over several vessels from Briese Schifffahrt.



*Last crew on board was: Valery Mashtaler, Andrei Bamburov, Ricardo Bolo, Kemal Gurbuz, Maksim Kharitonov, Nikita Kochura, Vladimir Korelskiy, Andriy Krasnov, Kirill Muzyka*



### *M/V Saxum*

On 23rd of November the 22 years old vessel Saxum has been sold to new owners. The vessel was built in 2000 at Bodewes Volharding in the Netherlands. Hand over was managed by Udo Zimmermann as Technical Superintendent.

Especially Captain Bogdan Kowalski sailed on the vessel from 2004 until 2016 as constant Master.

**Thanks to the crew and Inspection Group IV for the long-lasting good cooperation.**

*Master Alexey Samalyus, Chief Officer Valeriy Ustimenko, 2nd Officer Mykyta Romanov, Chief Engineer Vitalii Kobeliatskiy, Cook Vitaliy Gonchar, A.B. Eldar Bashirov, O.S. Nikita Didorenko*



On the picture: Yury Griban, Mark Gordievskii, Dmytro Buletsa, Andrey Sidorov, Ihor Panchenko, Dmitry Berdyshev, Alexander Tsepelev, Ihor Shtelynskyi, Mykola Bezchastnyi

### M/V Ostermarsch

M/V Ostermarsch was built at Dalian Fishing Vessel Co., China and delivered to Briese Schifffahrt in 2008.

Since delivery the vessel was managed by Inspection Group IV. The sale has been organized by Technical Superintendent Udo Zimmermann and Nautical Superintendent Florian Schepers.

**Thanks to the crew and Master for their commitment.**

### M/V Norderoog and M/V Süderoog

On 21st September M/V Norderoog and on 11th November M/V Süderoog have been sold to new owners. Both vessels were operated by Inspection Group II since delivery from Weihai Shipyard in October 2004 (M/V Norderoog) and November 2005 (M/V Süderoog).

Despite the age of the vessels both ships have been in a very good condition during hand over. The sale has been accompanied by Nicolay Zhelonkin in Malta for M/V Norderoog and in Valetta for M/V Süderoog.

**Thanks to the constant crew, Master and Chief Engineers who kept the vessels in such a good shape.**



M/V Norderoog, from left to right: Chief Cook Mayorov, Mikhail; Electrician Sukhov, Leonid; Chief Engineer Plishkin, Artem; Bosun Kazantsev, Maksim; Captain Tereshenko, Oleg; Chief Officer Rabochiy, Andrey



M/V Süderoog, from left to right: Captain Wirth, Bodo; Chief Engineer Gadirov, Rizvan; Chief Officer Semenov, Igor; Bosun Torgashyn, Denys; Electrician Berkutov, Vladislav; 2nd Officer Sevostianov, Mikhail; Chief Cook Kolnichkov, Valery



## Newbuilding Projects

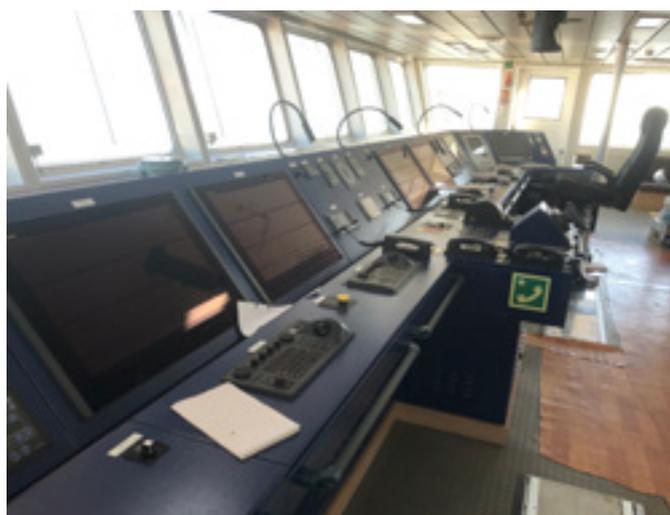
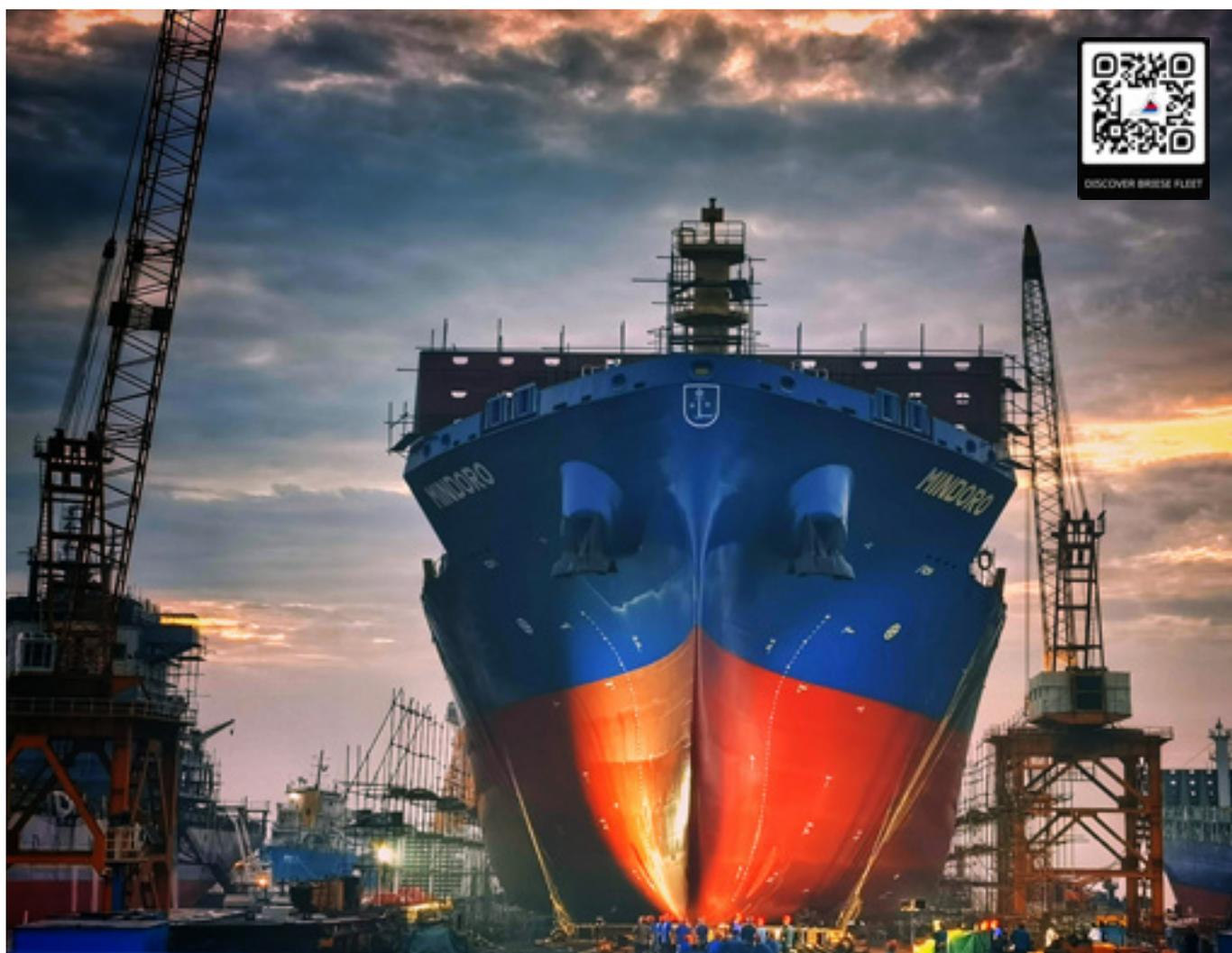
### Container Vessels

Due to new IMO regulations in respect of GHG emissions and the upcoming European Trading System for emissions, renewing the fleet has never been as important as today.

Hence, Briese Schifffahrt is proud to announce that M/V Mindoro has been delivered last December as the first vessel of German's most modern container feeder fleet. This vessel is the start of the new generation of container ships in the Briese fleet. In total another eleven 1800 and 1900 container feeder will be delivered in 2023.

Briese Schifffahrt is happy that they are working together with the world's reputable yards for feeder ships CSSC Huangpu Wenchong Shipyard and Huanghai Shipyard for these ships. The series of vessels is named after Philippine and German Islands and are propelled by MAN's modern electronic 6S60ME-C.





The design of these vessels is well-established in the market and convinced because of high fuel efficiency. The additional class notation “Green Passport” has been assigned to the ship for which an Inventory of Hazardous Materials contained in the equipment, systems, and/or areas on board the ship is developed and maintained.



Furthermore, the vessels are assigned with the Class Notation CLEANSHIP which focusses on the prevention of sea and air pollution. Hence there are additional design requirements in respect to waste management, hull antifouling systems, prevention measures of pollution by oil spillage and leakages, refrigeration systems and Fire-fighting systems.



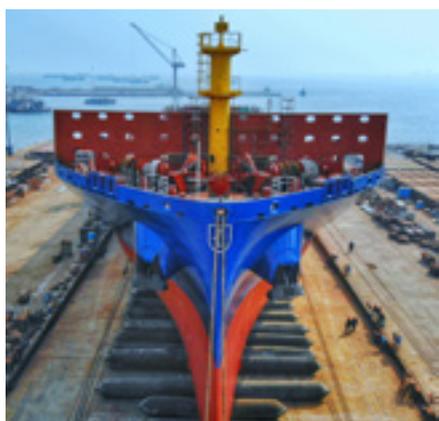
*Newbuilding H2412, Wenchong Shipyard, 1900 TEU – M/V Palawan Seatrial 17.02.2023; expected delivery 14.04.2023*



*Launching M/V Siargao – 22.11.2022 newbuilding HCY – 276, Huanghai Shipyard 1800 TEU, Delivery expected end of April 2023*



*Newbuilding H2413 M/V Cebu Wenchong Shipyard – Launching 28.02.2023 – Delivery expected end of May 2023*



Launching of MV SAMAL (HCY-277) was on 7th of March 2023

From left to right: Briese Supervision @ Huanghai Shipyard: Xu "John" Qiao, Li Zhicheng, Xu "Owen" Ou, Zhang Hui, Li Shungang, Lyu "David" MaoHai, Tang "Tom" Jian; Crew of M/V Siargao: 2nd Engineer Oleksii Datsiuk, C/O Yury Fedoseev, Captain Ihor Yuferov, C/E Maksym Kolbetsky March 2023

## MPV F500

At the end of 2023 one more 12.500 dwt MPV „F500“-multipurpose vessel M/V BBC Philippines is planned to be delivered. This is a sister vessel to M/V BBC Kherson etc.

Keel laying was celebrated on 16th of December 2022. Further milestones are scheduled roughly without guarantee.

Steel cutting of M/V BBC Philippines was on 31.03.2022. Keel laying was celebrated on 16th of December 2022.

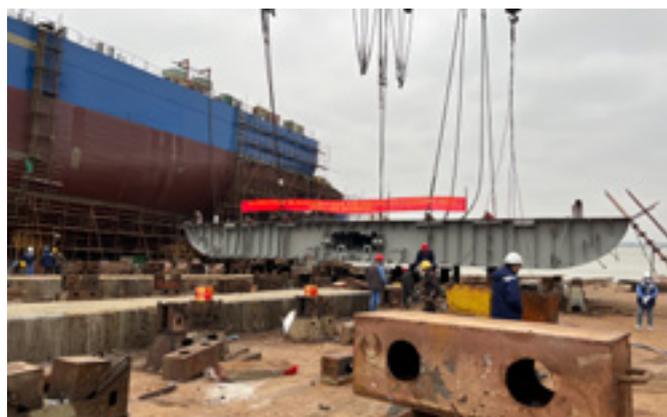


Further milestones are scheduled roughly without guarantee.

**Launching:** 14.07.2023

**Sea Trial:** 21.11.2023

**Deliver:** 21.12.2023



## OTECOs

At Dayang Shipyard, China the OTECOs are under production and the delivery of the first three vessels is scheduled for 2023. Several equipment from sub suppliers arrived at the yard in time and are ready for installation. The first three vessels will be M/V ECO Titan, M/V ECO Trust and M/V ECO Trophy.



SH104 / M/V ECO Titan (right side) and SH105 / M/V ECO Trust (left side) are under construction.



Beginning of 2023 main engine has been installed on M/V ECO Titan.

The building process of the ten OTECO newbuildings is going on well and in general according to schedule. Block construction with pipe assembling for four vessels is in full progress and block erection on the slipway is in progress for three vessels.

The first two vessels of the series are being build nearly parallel, as shown on the photo.

The first vessel will be named "ECO Titan", all subsequent vessels will also have "ECO T..." names. This refers to the very eco-friendly design of these ship type in terms of both ecological but also economical point of view.

## Bulk Carrier

Besides the OTECO series three Tier III Bulk Carriers are under construction whereof two are built at Onomichi Shipyard in Japan. The delivery of these two is scheduled for this year.

Construction stages of building are roughly schedules but may vary.

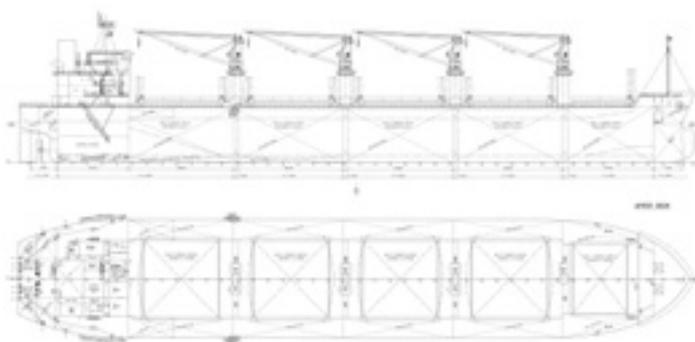
The delivery of new vessels will go along with a number of older vessels being sold for good prices due to their excellent condition.



	<i>M/V BBC Mercury (790):</i>	<i>M/V BBC Venus (791):</i>
Start of Steel Cutting:	17.10.2022	20.12.2022
Physical Keel laying:	10.02.2023	21.04.2023
Launching:	19.05.2023	02.08.2023
Sea Trial:	07.08.2023	03.10.2023
Delivery:	07.09.2023	23.11.2023

### Facts and Figures:

<i>GT:</i>	25.200 estimated
<i>Deadweight (summer) at ds:</i>	10.20M abt. 39.500 mt
<i>Length o.a.:</i>	179.9 m
<i>Length p.p.:</i>	174.0 m
<i>Beam moulded:</i>	32.0 m
<i>5 Holds</i>	
<i>Cargo hold capacity:</i>	94.500 m³ Gran und 48.500 m³ Bale



# Docking Impressions

2022 was a busy year again.

In total more than 30 vessels were drydocked. Main part of drydockings had to be done due to 5-yearly bottom survey whereas some minor dockings had to be arranged based on necessary or emergency repairs.

Nearly all drydockings took place in EU countries because of several reasons. On the one hand, the chance was taken to install necessary ballast water treatment systems. The Alfa Laval Treatment System are produced in Sweden / Denmark and transportation costs of same to non-EU countries would be immense.

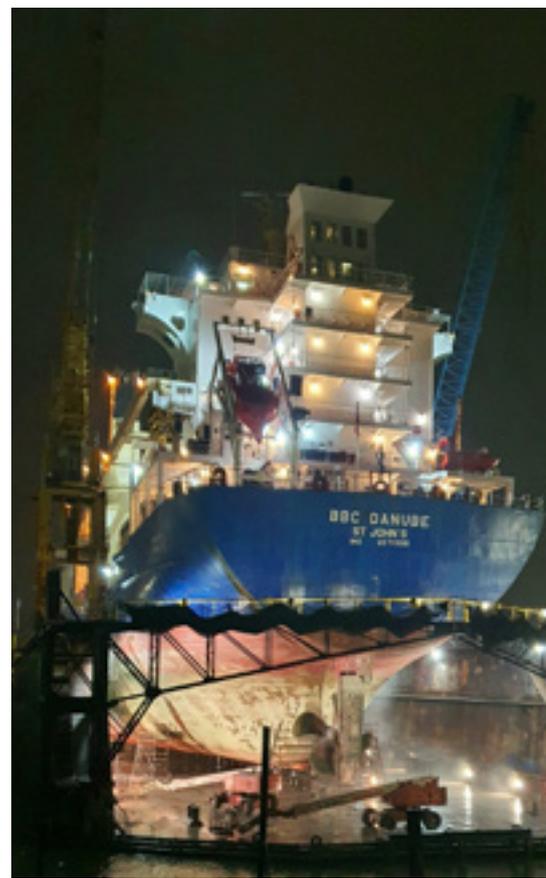
On the other hand, the Corona virus still had an influence on travel restrictions. The Chinese 'Zero Covid' policy had the biggest impact and caused an overload of other Asian shipyards including the East Mediterranean ones. Hopefully this can be left behind us now.

Furthermore, congestions in availability and transport of spare parts made it even more difficult to thoroughly plan and execute drydockings, as well as main engine overhauls or other maintenance jobs on board.



**Therefore, thanks a lot to the complete crew who are doing excellent jobs and great support during drydocking works, overhauls and repairs.**





# M/V BBC PEARL rescued 63 refugees in distress

**There are situations in life, which unmask and show people's true feelings and principles.**

On 06th September 2022 the Captain of M/V BBC Pearl informed Inspection Group 9, about a rescue operation of refugees in the Mediterranean Sea.

The vessel sailed to the Suez Canal when the Captain has been contacted by an authority of Malta. The crew of M/V BBC Pearl acted immediately and deviated to the position of the sinking boat.

The first details received were about a small boat with around 30 refugees in each age with different nationalities. Some people, including a pregnant woman, were injured and one four year old child was unconscious. After all refugees have been rescued the Master called and informed that it were not around 30 people but 63.



The Captain was in contact with the authorities of Malta and Cairo and asked for immediate medical support and for further instructions. There were no instructions given, so the vessel kept its course to Port Said. The Master continued to inform and insisted on sending a helicopter as the child was getting worse even with basic medical support. All other injured persons have also received first aid.

After hours the authority of Cairo instructed the vessel to change course to Crete as the vessel was very close to the island. But it became impossible as Greek authority prohibited the Master from entering Greek waters. Thus, the vessel turned again and continued in the direction of Port Said, further instructions were still awaited.

When the Master contacted the MEDICO Cuxhaven because the child stopped breathing the local authorities sent a helicopter to disembark the little girl and her mother. At the same time M/V BBC Pearl was allowed to sail to Crete so all refugees could leave the vessel.

All our team were regretful after the news from the hospital that the child was not saved. Unfortunately, such risky situations are unpredictable in their outcome.

**We deeply thank the Master and the crew of M/V BBC Pearl for their absolutely right and human attitude to saving people in trouble. There should be no question about whether people in distress can be rescued, but sometimes it's an issue.**

**We are proud and grateful that BBC and the cargo owners have the same human being principles and that all had an understanding for the delay of the vessel.**



# GHG Emission update

## Reduction of Greenhouse Gas (GHG) emissions from ships

Different greenhouse gas emission rules and regulations for the maritime industry came into force or are under construction. Mutual aim is to phase greenhouse gas emissions out in this century to zero.

Greenhouse gas emissions attributed to shipping contain carbon dioxide (CO<sub>2</sub>), from all fossil fuel engines, methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O). Methane is released by ship's using LNG. Nitrous oxide is generated during the combustion when ammonia is used as ship's fuel.

The reduction targets and ideas how to reduce CO<sub>2</sub> emissions differ between IMO and EU regulations.

The IMO / new MARPOL rules concentrate mainly on the CO<sub>2</sub> emission of fuel consumed per nautical mile and max. DWT.

Rule	In Effect	Impact / Restraint
EEDI	Phase II 2020	gCO <sub>2</sub> / tonne-mile for newbuildings
EEXI	2023	gCO <sub>2</sub> / tonne-nautical mile for existing ships
CII	2023	Ratio CO <sub>2</sub> emitted from all fuel consumed on board / transport work (DWT x distance travelled)
SEEMP III	2023	Explanation / Methodology how to achieve the CII

The general goal is to reduce CO<sub>2</sub> emissions per transport work, as an average across international shipping. The reduction targets of the IMO are compared to figures from 2008 and are expected to be revised in 2023.

IMO	
40 % reduction of CO <sub>2</sub> per transport work	2030
70 % reduction of CO <sub>2</sub> per transport work	2050
50 % reduction of the total annual Gashouse gas emissions	2050

In more detail the CII rule shall achieve the general goal (40 % in 2023 basis 2008) as a short-term measure. Each ship class e.g. bulker must reduce their CII by 11 % in 2026 compared to 2019.

The IMO already announced to revise the IMO GHG Strategy in 2023 with decision expected at MEPC 80. Also the IMO seems to propose to set a price for CO<sub>2</sub> emissions likewise to the EU Trading System (EU ETS) as well as a IMO GHG Fuel standard.

The EU Commission on the other hand is the most influential and ambitious regulator for ships. In July 2021, the EU proposed its Fit for 55 package including FuelEU Maritime proposals as well as the EU ETS (EU Emissions Trading System).

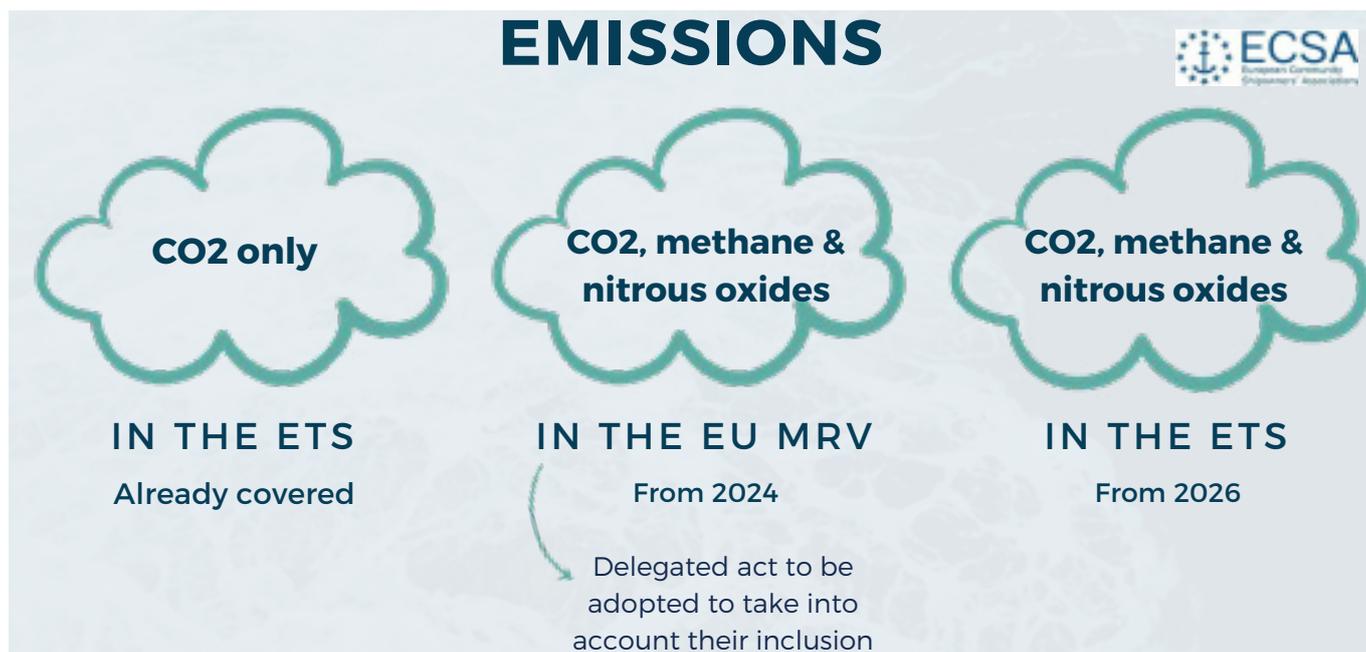
Rule	In Effect	Impact / Restraint
EU ETS	2024	Emission Allowances to be paid for each emitted CO <sub>2</sub> tonne while in the EU
FuelEU Maritime	Planned 2025	A fuel standard for ships to push the adoption of low-carbon fuels taking the full lifecycle of fuel into account.
	Planned 2030	Requirements for container and passenger ships to use on - shore power supply (OPS) while at berth

A new regulation on sustainable maritime fuels is called FuelEU Maritime. It includes reductions to start in 2025 with a 2% improvement compared to a 2020 baseline. This fuel standard would apply to all energy used on board ships in EU waters. Requirements would become increasingly stringent over time, with a 6% improvement required in 2030 and an improvement in 2050 that would lead to a 75% cut in reductions compared to the baseline. It aims to increase the use of carbon-neutral fuels.

The EU is also willing to expand the rules and regulations as further vessels shall be covered by the EUR MRV. From 2025 general cargo ships between 400 GT and 5000 GT and offshore vessels shall be included on the EU MRV and from 2026 it is planned to incorporate them into the EU ETS.

Furthermore, more gashouse gas emissions shall be priced from 2026 on.

Source: ECSA Webinar 20 January 2023, Inclusion of Shipping in the EU ETS – Outcome of the Negotiations



As can be seen the IMO and EU are trying to use different approaches to reach decarbonization in the maritime sector. Anyhow to meet these ambitious demands the shipping industry has to undergo a global transition to alternative fuels and energy sources. Future fuel supply for shipping has to rely on availability and price of the energy sources.

Using new fuels and fuel technologies also will require to develop and implement new safety regulations. Also, ports will play a key role by serving shore side electricity and for fuelling ships with new fuels. Significant investments in the complete shipping market are needed to enable the transition to carbon-neutral shipping.

Source: <https://www.itf-oecd.org/sites/default/files/docs/carbon-pricing-shipping.pdf>, DNV Maritime Forecast to 2050, Energy Transition outlook 2022

## EU Emission Trading System (EU ETS)

The EU created a market mechanism to give CO2 a price. Each tonne of emissions corresponds to 1 emission allowance (EUA).

The shipping sector will be included from 2024 onwards with a phase-in period in place.

Responsible for the registration and submission of the emission allowances are the shipowners, respectively DOC holder. However, the costs must be paid by the charterer or the commercial operator; a so-called Polluter Pays Principle. For this purpose, the EU allows the shipowner to claim reimbursement of costs from the charterer.



Source: ECSA Webinar 20 January 2023, Inclusion of Shipping in the EU ETS – Outcome of the Negotiations

Vessels effected by the ETS are ships > 5000 GT. Bunker consumption is used as a scale for emissions based on the Emission Report / EU Regulation (MRV). Below table gives

an overview of what was reported via MRV for one Briese vessel in 2022. Based on such information the amount of EU allowances to be purchased will be calculated.

Report	Fuel type	Amount [m tonnes]	At berth	Differentiating criteria	Emmission factor [t-CO <sub>2</sub> /t-Fuel]	CO <sub>2</sub> emissions [m tonnes]
Fuel consumption	LFO	2243.3			3.151	7068.64
Fuel consumption	MGO	190.5			3.206	610.74
Fuel consumption	MGO	70	✓		3.206	224.42

Parameter	Value
Totl fuel consumption	2503.80 m tonnes
Total CO <sub>2</sub> emissions	7903.80 m tonnes
CO <sub>2</sub> emissions from all voyages between ports under a MS jurisdiction	737.64 m tonnes
CO <sub>2</sub> emissions from all voyages which departed from ports under a MS jurisdiction	2194.42 m tonnes
CO <sub>2</sub> emissions from all voyages to ports under a MS jurisdiction	4747.32 m tonnes
CO <sub>2</sub> emissions which occurred within ports under a MS jurisdiction at berth	224.42 m tonnes

MS = Member State's jurisdiction

Included in the calculation are 100 % Intra-EU Emissions and 50 % of international voyages from/to EU.

following calculation for Carbon Tax Calculation have to be done. While an EU emission allowance cost a bit less than EUR 25 per ton of CO<sub>2</sub> on average in 2020, an average of EUR 80 was due in 2022.

Assuming above data are from a General Cargo Ship

Parameter	Value		Costs 80 EURO / m tonnes
CO <sub>2</sub> emission from all voyages between ports under a MS jurisdiction	737,64 m tonnes	737,64 m tonnes	59011,2
CO <sub>2</sub> emission from all voyages which departed from ports under a MS jurisdiction	2194,42 m tonnes	50% 1097,21 m tonnes	87776,8
CO <sub>2</sub> emission from all voyages to ports under a MS jurisdiction	474,32 m tonnes	50% 237,16 m tonnes	18972,8
CO <sub>2</sub> emission which occurred within ports under a MS jurisdiction at berth	224,42 m tonnes	224,42 m tonnes	17953,6
	<b>SUM</b>	<b>2296,43 m tonnes</b>	<b>183.714,40 €</b>

Coming back to the phase in period following EU allowances which would apply, if figures from the vessel would stay the same:  
 40 % for 2023 (to be paid in 2024) = 73.485,76 €  
 70 % for 2025 (to be paid in 2026) = 128.600,08 €  
 100 % for 2026 (to be paid in 2027) = 183.714,40 €

Presuming a CO<sub>2</sub> price of 340 € / tonne in 2030 the costs would be 780.786,20 € for only one vessel.

Stops of Container ships in a neighboring container transshipment to ports less than 300 nm from the EU are not considered as a port of call, but as part of the overall voyage.

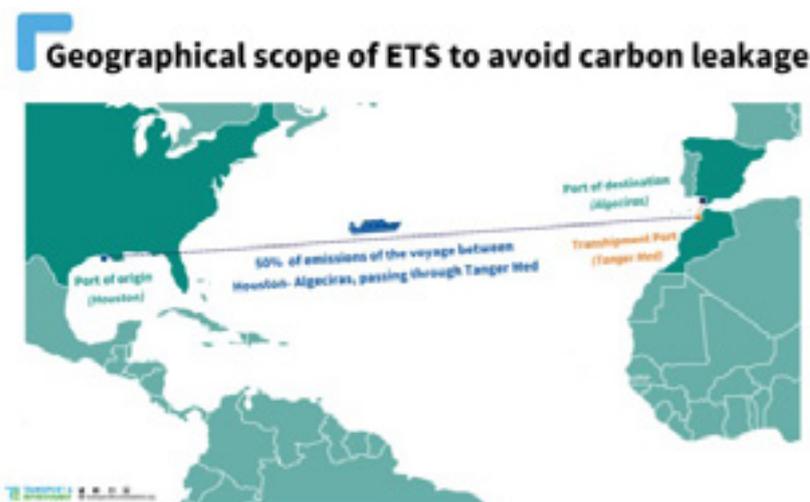


Figure 2: Geographical scope of ETS emissions to avoid carbon leakage. When a voyage from a non-EU port to an EU port stops in a non-EU intermediate transshipment port before proceeding to the EU port of destination, 50% of the emissions from the non-EU port of origin to the EU port of destination (passing through the transshipment port) will be counted, instead of just counting 50% of the emissions from the transshipment port to the EU port.

Source: How does the shipping ETS work? T&E explainer of the new carbon market for shipping, February 2023

It is certain is that the new surcharge will become a serious cost factor. Measured against market prices for freight, the cost of the “EU Allowances” for ship exhaust gases is a considerable amount. There is no doubt that the CO2 price on European routes will tend to make things more expensive for shippers in the future.

The pricing of emissions is considered to quicken the process of decarbonization with new fuels and technologies. Hence the majority of the ETS revenue will go to Member States and will be used for projects related to climate action. Around 600 million EU allowances will be transferred to the European Innovation Fund until 2030 to support low carbon technologies. In addition, 20 million allowances, which correspond to €1.8 billion at a carbon

price of €90, will be reinvested specifically in the shipping sector until 2030.

The EU’s Emission Trading System (ETS) belongs to the “Fit for 55” package of the EU commission. Another key proposal, is the FuelEU Maritime which shall push forward the production and use of low- and zero-carbon, sustainable fuels.

In order to have as accurate information as possible the Briese Emission Reporting Tool will be further adjusted and improved.

Generally, from 2024 on it might get important to calculate and report CO2 emission more often for charterers, cargo owners etc.

## Implementation of new MARPOL Regulations at Briese Schifffahrt

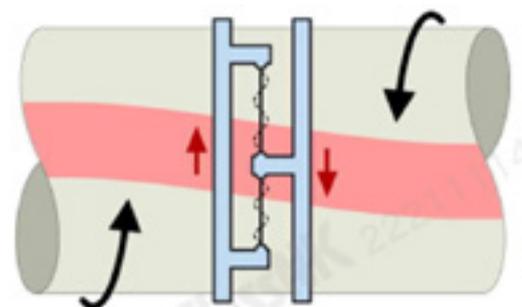
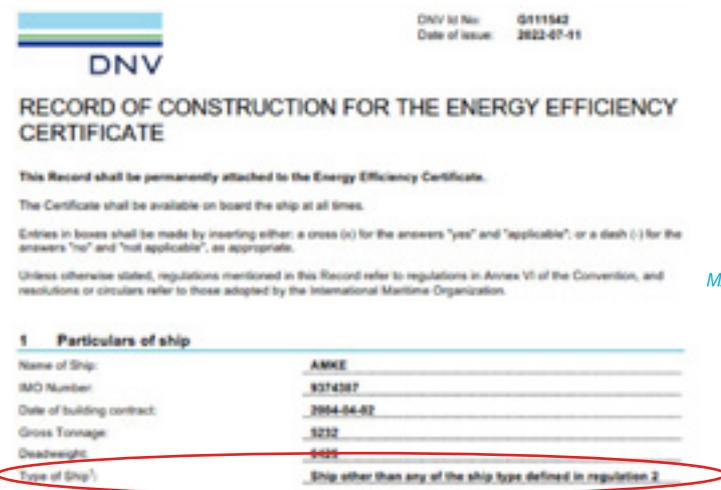
In 2022 Briese Schifffahrt put a lot of efforts in preparing the fleet for the new regulations.

Each ship was analyzed and a single solution has been worked out. Some ships with the MARPOL Ship Type ‘Ship other than...’ are specialized dry cargo ships, which are not included in the calculation of reference lines for general cargo ships. Hence the new MARPOL regulations are not adopted to those vessels.

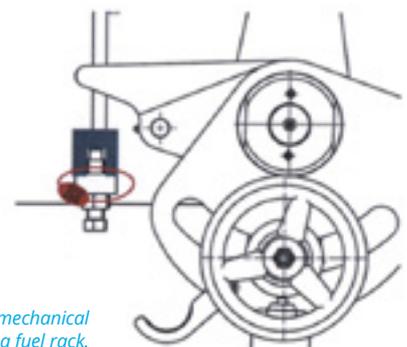
The EEXI, being a one-time approval is straight forward as the pathway to comply is clear using Engine Power Limitations (EPL) or Shaft Power Limitation (ShaPoLi). Depending on the vessels engine different systems will be installed on respective vessels in 2023 until first IAPP Survey.

The systems differ from a ShaPoli torque meter, EPL mechanical fuel rack limit to an EPL dynamic fuel gov limiter.

Aim of all systems is to reduce the engine power to a certain amount that fulfills the EEXI requirements.



MAIHAK ShaPoLi for ShaPoLi/EPL: Measuring principle with two vibrating strings



EPL with stopper by a mechanical limitation of the engine by a fuel rack.

On the other hand, for all remaining vessels a ship specific EEXI as well as SEEMP Part III (vessels >= 5000 GT) were prepared and approved by a Recognized Organization.

In February 2023 the first MAN Overridable Power Limitation (OPL) was installed on M/V Mellum. The MAN OPL retrofit solution consists of two position stoppers to create a fixed MCRr and MCRLim for each engine.

*The two position stopper was made and installed in order to limit the engine to 12217kW @ 94.7 RPM, Sealed with seal 250115212261817.*



*The two position stopper was made and installed*



*The stopper/stop screw was sealed with seal no. 250115212261817*



*The Index was limited to 70*



*The two way stopper installed*

The CII as operational measurement to reduce the carbon emission is more complex compared to the EEXI. The ship individual CII rating is a target value based on collected information from all registered vessels worldwide in 2019 and summarized in a specific ship type and size, so called reference lines. A pre-defined reduction factor ensures

that every year the targeted CII is decreasing.

Since 01.01.2023 ships, to which this rule applies, need to have a SEEMP Part III on board, which includes a plan how to achieve the CII targets.

**4.2 List of measures to be considered and implemented including responsible company personnel**

Total: 4

Measures	Impact on CII
Weather Routing	1-2
Speed Optimization	1-2
Just in Time	1-2
Hull Coating Improvement	1-2

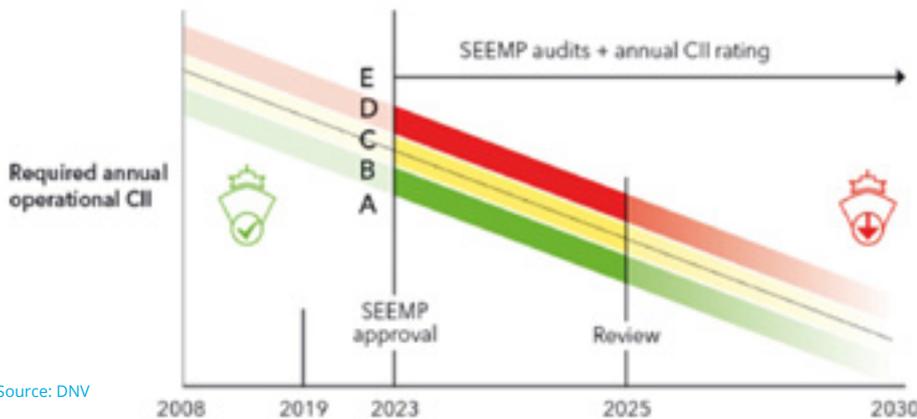
  

**4.3 Effect of the measures**

Year	Required annual operational CII	Target operational annual CII	Target rating
2023	16.133	17.000	C
2024	15.794	16.500	C
2025	15.454	16.000	C

*Example of a SEEMP Part III including measures to reduce the CII.*

If a ship attains a D rating for three consecutive years or an E rating for one year, a corrective action plan needs to be developed and approved by the Recognized Organization.



Source: DNV

Speed adjustment is the most effective way to reduce the CII.

Basically, the slower the speed the better the CII. Main problem is that Charterers determine the speed and schedule and that ship's command often do not have much impact on this factor.

Very important is to try to sail as constant as possible. For example, if the voyage order is 16 knts in average, it should be tried to sail constantly 16 knots. To sail the first half with 15 knts and later with 17 knts, arrival is at the same time, but with a higher fuel consumption. As the CII is always proportional with consumed fuel divided by distance, the rating will be worse as well.

Following factors are having a direct impact on the CII.

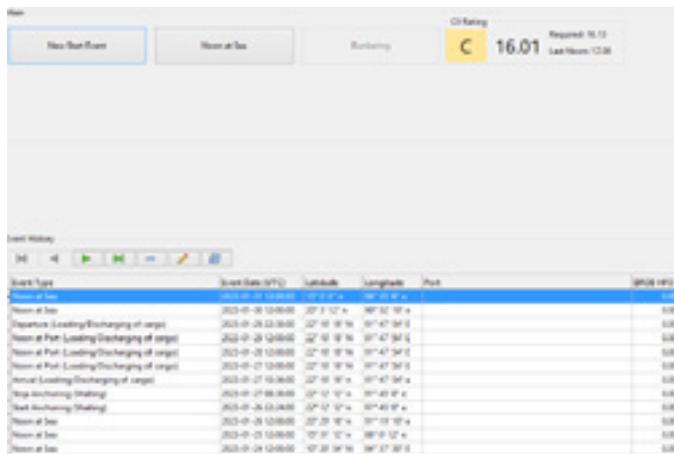
Positive impact	Negative Impact
Sailing long distance	Short distance voyages
Slow steaming	Full speed
Weather routing	Port congestion / idle at anchorage
Short port stays	Long port stays
Hull cleaning	Fouled hull
Trim and ballast optimization	
Route planning	

The Briese Emission Reporting Tool (BERT) has been adjusted to show the CII for respective vessels. The next years will show how effective the CII might be or if other measures could be better solutions to reduce emissions from ships. In the meantime, all need to work together and find a practical solution for the ship, the charterer and the owner.

## Bert 3.0

Due to some new regulations which are in force since 01.01.2023 like e.g. UK MRV and CII and some upcoming new regulations in near future (EU ETS), Briese Schifffahrt was forced to make an update of the BERT tool. Further some Captains were asked for their opinions and working methods in respect of the BERT tool and finally a new version with a more modern design was issued to the fleet.

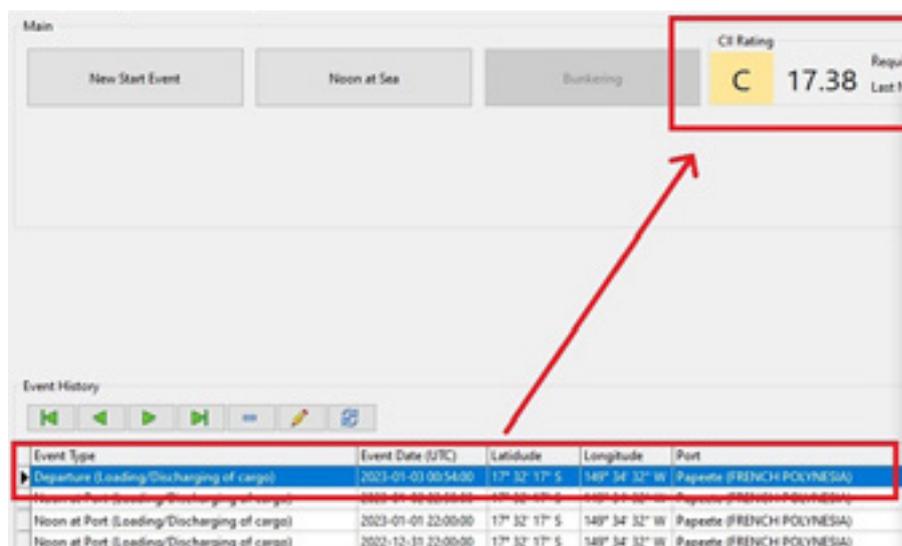
One big advantage of the new BERT 3.0 is that all vessels of the Briese Fleet, where a CII is required, can see their CII value at first glance and may be able to react straight away when same is too high and not a year backwards.



Furthermore, as ice voyages or 'Safe and Rescue' (SAR) operations can be deducted from CO<sub>2</sub> emission, separate events in the new BERT can be created as well.

In the old BERT program, it was possible to add only one BDN as attachment, now it is possible to upload more BDN's and it can be seen on the overview of the start homepage if a document uploaded or not.

The document upload is also possible for the 'ICE' and 'SAR' voyages as ice charts and logbook extract are required as evidence for the verifier.



To have a small look to the future – Briese Schiffahrt is currently working on an office tool so that live events are seen, and the check of the emission is possible all the time. Sending big bert.db files will not be necessary any longer for upcoming reporting.

Any suggestions for improvement can be send to [emission@briese.de](mailto:emission@briese.de)

## Med SOx ECA

The MEPC agreed to designate the entire Mediterranean Sea as an emission control area, meaning that ships will – from 1st May 2025 - have to comply with more stringent controls on sulphur oxide emissions and particulate matter. In a SOx-ECA, the limit for sulphur in fuel oil used on board ships is 0.10% mass by mass (m/m), while outside these areas the limit is 0.50% m/m.

There are currently four designated SOx-ECAs worldwide: the Baltic Sea area; the North Sea area; the North American area (covering designated coastal areas off the United States and Canada); and the United States Caribbean Sea area (around Puerto Rico and the United States Virgin Islands).

The MEPC approved proposed amendments to MARPOL Annex VI, which will designate the whole Mediterranean Sea as an Emission Control Area for Sulphur Oxides (SOx-ECA) and particulate matter.

The Mediterranean Sea Emission Control Area for Sulphur Oxides and Particulate Matter includes all waters bounded by the coasts of Europe, Africa and Asia, and is described by the following coordinates:



- 1 the western entrance to the Straits of Gibraltar, defined as a line joining the extremities of Cape Trafalgar, Spain (36°11'.00 N, 6°02'.00 W) and Cape Spartel, Morocco (35°48'.00 N, 5°55'.00 W);
- 2 the Strait of Canakkale, defined as a line joining Mehmetcik Burnu (40°03'N, 26°11'E) and Kumkale Burnu (40°01'.00 N, 26°12'.00 E); and
- 3 the northern entrance to the Suez Can

Source: <https://www.imo.org/en/MediaCentre/PressBriefings/pages/MEPC-78-.aspx>

# Implementation of MARPOL Annex VI

## Regulations in the State of Israel

The State of Israel announced that as of 23 February 2023 the use of fuel oil with sulphur content of more than 0.10% m/m when vessels are moored alongside port or waiting at designated anchorages areas are prohibited. Carrying non-compliant fuel on board as from 23 of February 2023 on ships which are not fitted with EGCS, will be subject to port State control actions.

Use of an approved exhaust gas cleaning system (EGCS) in closed loop mode; or EGCS with dedicated tanks to hold and treat resulting wash water; or electricity from a shore connection is also an alternative compliance method.

The Regulations require ships to change to 0.1% low Sulphur fuel, as soon as possible but not more than 1 hour after arrival/ before departure to/from port (pier or anchorage), including a written procedure showing how the fuel oil change-over is to be done and shall be properly recorded in the engineering log or electronic record book approved by the Administration.

The regulations also provide guidance on reporting non-availability of compliant fuel, despite best efforts to source the same. The FONAR (Fuel Oil Non-Availability Reports) must be submitted as soon as the master becomes aware that compliant fuel cannot be sourced.



# Maneuvering Fuel for Panama Canal Waters

Panama Canal Waters published a quick reference guide a maneuvering fuel as per table below:

	Then fuel in Main Engine (**)	Then fuel in Auxiliary Engines, Boiler, etc. while at anchorage or port terminal (***)	Then fuel in Auxiliary Engines, Boiler, etc. while transiting the Panama Canal
If vessel will transit on arrival...	A: Preferred B: Allowed C: Not Allowed D: Allowed E: Prohibited		A: Preferred B: Allowed C: Not Allowed D: Allowed E: Prohibited
If vessel will anchor or will visit a port terminal prior to transit...	A: Preferred B: Allowed C: Not Allowed D: Allowed E: Prohibited	A: Preferred B: Allowed C: Allowed (**) D: Allowed E: Prohibited	A: Preferred B: Allowed C: Not Allowed D: Allowed E: Prohibited
If vessel will only visit a port terminal or anchorage, and will not transit before or after said visit...	A: Preferred B: Allowed C: Allowed D: Allowed E: Prohibited	A: Preferred B: Allowed C: Allowed D: Allowed E: Prohibited	

- A Distillate Marine Fuel
- B LNG, Biofuel, or Residual Marine Fuel with maximum sulfur of 0.5% and maximum viscosity of 70 cSt @50 °C.
- C Residual Marine Fuel with maximum sulfur of 0.5% and viscosity higher than 70 cSt @50 °C.
- D Scrubber in Closed Loop and Zero Discharge Mode in conjunction with a residual marine fuel having max sulfur of 3.5%, regardless of viscosity
- E Scrubber in Open Loop Mode

(\*) Changeover must be completed: a) Southbound vessels, eight nautical miles from the Breakwater on the Atlantic Side or b) Northbound vessels, three nautical miles from the Sea Buoy at the Pacific Entrance  
 (\*\*) Only if vessel is capable of maintaining its main propulsion engine(s) simultaneously on other type of fuel. If not, then C is not allowed.  
 (\*\*\*) Qualifying vessels that opt to burn C in their auxiliary engines, boilers, and other auxiliary equipment during their stay at the anchorage shall switch over to A or B, at least two (2) hours prior to the scheduled pilot time for their Canal transit.

Panama Canal waters are not a Sulfur Emission Control Area (SECA). Therefore, the maximum sulfur limit for fuel on board is 0.5% m/m.

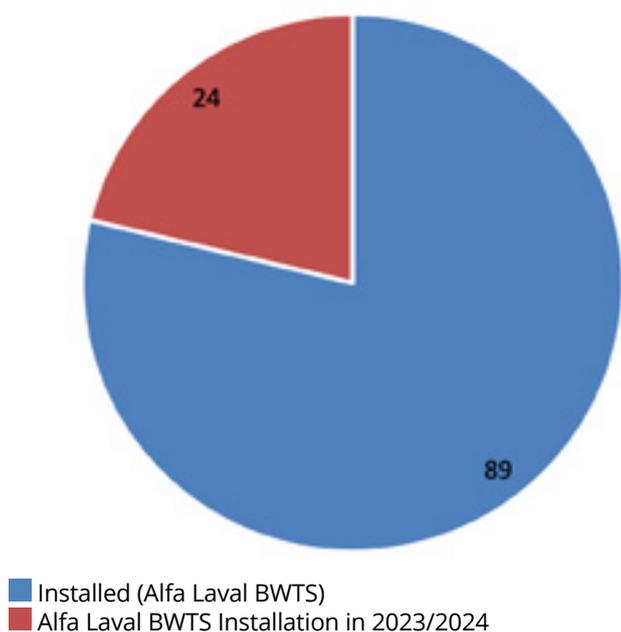
Finally, vessels proceeding to port terminals or anchorages within Canal waters immediately after completing their transit will be permitted to switch back to C (see table above) once the vessel is moored alongside the dock or is anchored. All other vessels shall change over after departing Panama Canal waters.

In case of any doubt contact the respective agent for further information.

# Installation of the Ballast Water Treatment System (BWTS)

The installations of the Ballast Water Treatment Systems are in full progress. Until now 89 systems have been installed on board of the Briese vessels. Many of the installation were done during dry dockings but also afloat. The majority of the installed system are from maker Alfa Laval.

## BWTS Retrofit

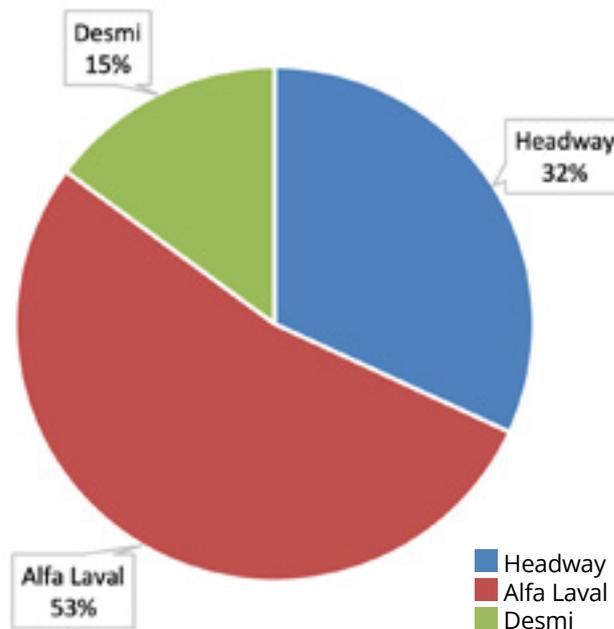


Of the 89 installed Alfa Laval BWTS are three vessels managed by SMS Bereederung and from the 24 BWTS that still need to be installed in 2023/2024 are two of the vessels managed by SMS Bereederung.

M/V BBC Rheiderland and M/V BBC Rhonetel will receive a modification of the existing BWTS, so that their BWTS plants are not only class approved, but also USCG approved. Both vessels have an Alfa Laval 2.0 BWTS installed.

M/V BBC Louise is equipped with two first generation Desmi BWTS plants with IMO approval, but without USCG approval. The AMS exemption for trading in US waters without an approved USCG BWTS plant on board will expire this year. Therefore, one of the existing BWTS will be replaced with the new generation Desmi BWTS which has an USCG approval.

## Newbuilding



Besides the main supplier Alfa Laval Briese Fleet has also a diversity of other BWST makers:

- 2 Minra
- 5 Headway
- 1 Erma First
- 1 Wärtsilä
- 1 Pan Asia
- 1 Techcross

## Maintenance

As well as all other systems on board of vessels the Ballast Water Treatment Systems also need to be maintained.

Alfa Laval offered an E-Learning tool which is available for all operators of BWTS on board to make themselves familiar with the BWTS. In case you don't receive any login data for the E-Learning tool, please contact [bwts@briese.de](mailto:bwts@briese.de).

In addition to above all our vessels with Alfa Laval BWTS are equipped with a spare part kit, so that in case of need a small number of parts can be exchanged (e.g. UV Sensors).

Especially in regard to the UV Sensors local regulations have to be kept in mind (e.g. annual exchange when calling to US Waters). After exchanging, please send the exchange date to [bwts@briese.de](mailto:bwts@briese.de) and return the old sensor to the office.

Furthermore, in case of any further questions arise please always contact your inspection team and put [bwts@briese.de](mailto:bwts@briese.de) in copy.



## Briese Chartering participates in French Wind Energy project

Presently, quite high wind energy converters are built offshore at the French part named St. Briec bay of English Channel. Nearly 300 m high windmills, 8 Megawatt each, shall bring regenerative energy to the French industry, institutions, and households: "With an investment of 2.4 billion Euros it is estimated that, once commercialisation begins in 2023, it will produce 1,820 gigawatt hours (GWh) per year, which will supply energy to 835,000 people.", as can be read on Iberdrola website, one of the companies being part of the project consortium Ailes Marines.

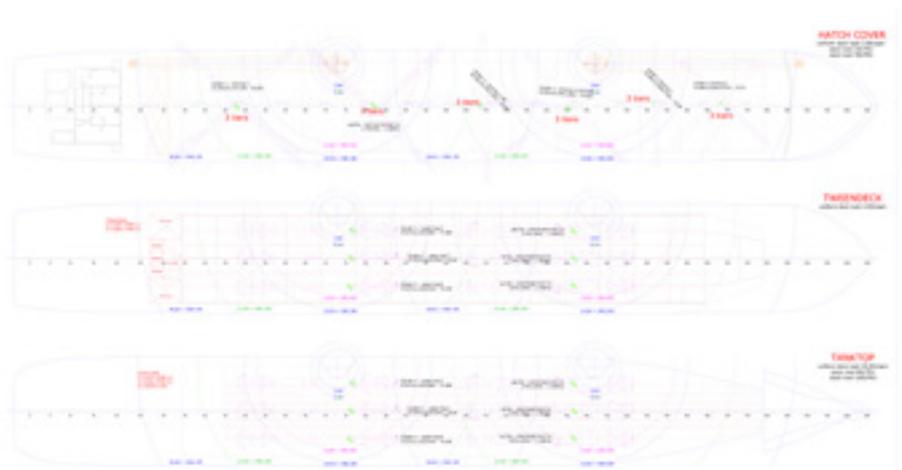
Briese Chartering was lucky to win the contract of transporting all items for the jackets, which are the foundation of the windmills. Same were shipped by the nice "BBC Bergen" types, in total six sister vessels of 8,250 t DWT, from Brest to Ferrol for assembly of the platforms. 17 shipments were needed



to carry all pieces of jackets to Ferrol. Every vessel could accommodate two jackets, so our vessels totally transported pieces for 34 jackets.

Keeping in mind that the offshore windmills need a quite stable basis to be productive and not to suffer from all those disturbances of the sea, one can only imagine the size of the jackets when he or she has a look to pictures of all loaded items on board – and understands that 17 times of 2,200 sqm were enough to carry 34 jackets only! In total, 62 windmills will be built in a 75sqkm area.

“Especially the X-rows having dimensions of nearly 22 x 22 meters were quite a challenge for our cargo superintendents! We are very happy that good solutions were found to have only small overhanging”, says Ilona Lazareva, General Manager of Briese Chartering. “Without being well prepared and being at the site for loading and lifting all pieces, the project would not have been performed in such successful way. Thanks a lot, to our portcaptains, the operators in charge and last but not least to our Captains and crews on board who did a very good job!”, Ilona continues.



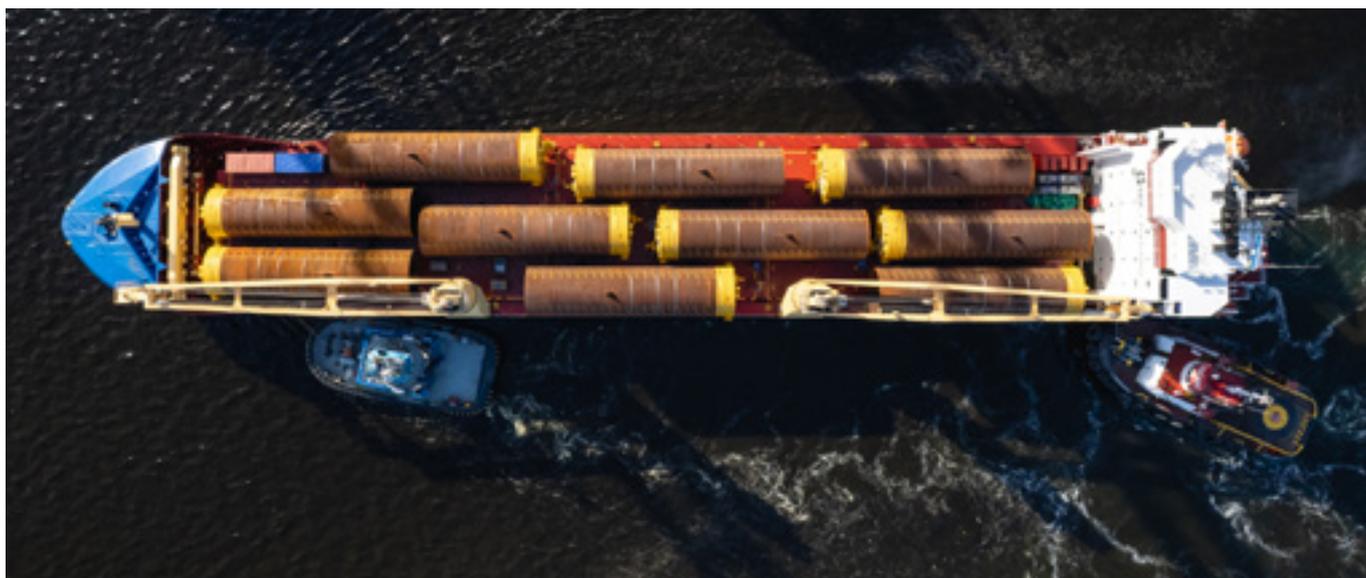
## BBC - Big Beautiful Cargo

BBC Chartering's latest fleet addition, the M/V BBC Kherson, made her maiden call at Rio de Janeiro on 31 January 2023. She carried a load of ten suction piles impressively occupying the entire space of her weather deck. Suction piles are used in the offshore industry as mooring anchors for deepwater installations, creating foundations for offshore facilities. Vessels such as anchor handling vessels are being used to deploy these, lowering them into the seabed. At the time of writing, her F500-fleetmate M/V BBC Ukraine was the next vessel about to pass the Sugar Loaf Mountain with a full deck load of suction piles for discharge at Rio de Janeiro.



BBC Chartering caters for the transportation needs of a large variety of industries. A totally different example can be witnessed in the photo of the M/V BBC St. Petersburg, taken on 23 March 2022 while approaching Bremen with four huge cable reels on deck which had been loaded in Newcastle one day earlier.

BBC Chartering is also regularly transporting all kinds of floating craft. Whilst superyachts are of course the most prestigious type, there are a lot more craft that require relocation to other parts of the world, such as the four work boats seen on the deck of M/V BBC Virginia when passing the Kiel Canal on 12 February. Amongst other purpose, such work boats serve as supply vessels to offshore fish farms.





BBC Africa  
M/V BBC Africa during discharging  
operations in Houston on first cold  
days in Autumn. Picture was taken  
by 2nd Officer Dmitrii Orekhov.



BBC Alaska  
Electrician Sergei Ilin on board of  
M/V BBC Alaska during exchange of  
the lamp for cargo hold floodlight.



# On Board Impressions



BBC Rio  
Ordinary Seaman Ivan Philip  
Jimera "under the rainbow"  
on board of M/V BBC Rio.



BBC Ruby  
During drifting time in Northern Pa-  
cific Ocean the crew of M/V BBC Ruby  
had some successful fishing days.

Dear Briese Crew, the News Team was approached by Mr. Hannes Köppl to ensure the "On-Board Impressions Blog" will continue to receive nice pictures in future.



Good snapshots and great pictures are worth sharing with the entire Briese Crew on board and ashore. Therefore, please send contributions in best possible quality to [hannes.koeppl@briese-crewing.com](mailto:hannes.koeppl@briese-crewing.com) with a short description of the picture.

**Many thanks in advance.**

As some maybe already know, Briese finally is on Instagram. PIC are the Trainees. If someone like to share photos, which can be posted on Instagram feel free to send it to the following E-Mail address ([instagram@briese.de](mailto:instagram@briese.de)) or directly through Instagram (Briese\_Schifffahrt).



# Briese Wordsearch

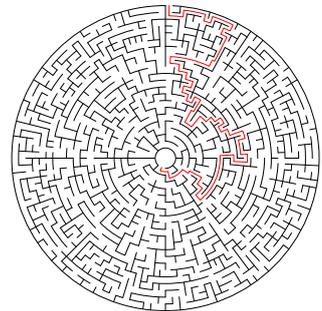
Y M J A E O C O F Y G G Q O Z V G R N Y  
 S X I M J R Q M Z O D T Q X A C Y Q G L  
 Q U E K P Z H U K X L Q A O B C W S D M  
 C H L T L U E E G F G O T T V N Y C J V  
 J T E F E A U C G I A K X A T H K H U N  
 R V G X U V S I G V R M F J B U J E E V  
 S G U Q E R H M S A T X B F R J C E H Z  
 R N R O A R O Y M A E X T U P N E S K I  
 U E D M J G N I J F C J Y J K Z C E B W  
 S W C O R H L P J F M W R L T K S C Y S  
 P B A A X L H B B B B C B A H R A I N  
 B U C O A S T E R W N E Y H L R H K S C  
 J I R G Y X A R V S V Q H J K S A E N N  
 D L G B M D G V C M R N I E C H D Q T H  
 F D Q A Y S U P E R Y A C H T Q B C A N  
 W I N D M I L L B E J J C A U K R E S K  
 V N I G D O U Y U O D A V B N B N X A E  
 C G Q P R J A R F D R X J W E W R F K U  
 Q F U A Z Z U J R V M T J D J S D R E U  
 Z E M I S S I O N O L D N Y X X I J U G

- CEBU
- BBCMARS
- CARGO
- WINDMILL
- BBCBAHRAIN
- SULFUR
- GALLIMARKT
- SUPERYACHT
- NEWBUILDING
- EMISSION
- COASTER
- CHEESECAKE

# Sudoku

		4						5	2				1				3
3	7		8	5				2		1	8					7	
6	8		4		1								3			5	6
					8						9			4			
8	3							4					6			9	5
5					6					2		5					6
				7				6			4					6	1
7			5				8	2					3				
			1				3						6	7		3	2

Solutions to our previous Kryptogramm:



Solutions to our previous Sudoku:

3	7	6	9	8	2	5	4	1	8	2	6	4	1	7	9	3	5
4	1	2	6	3	5	8	7	9	1	5	3	6	8	9	2	4	7
5	9	8	1	7	4	2	6	3	4	7	9	3	2	5	1	6	8
7	3	1	4	5	8	6	9	2	5	3	1	7	9	6	8	2	4
9	6	5	7	2	1	3	8	4	2	4	8	1	5	3	6	7	9
2	8	4	3	6	9	1	5	7	6	9	7	2	4	8	3	5	1
6	4	3	5	1	7	9	2	8	7	1	4	8	3	2	5	9	6
8	5	9	2	4	3	7	1	6	9	8	2	5	6	4	7	1	3
1	2	7	8	9	6	4	3	5	3	6	5	9	7	1	4	8	2



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