2023
ISSUE NO.
13

Briese News

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Dear Masters, Dear Seafarers,

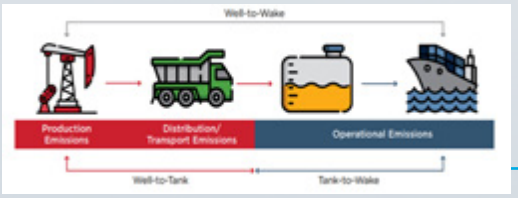
with joint efforts we are now in full steam to renew our fleet. This means welcoming new ships but also saying goodbye to many vessels, which have been second home to many of you for a long time. These sold vessels have performed and earned the needed funding to invest into our future such as our new Container Feeder "M/V Langeness" on this editions cover. Half of our newbuilding program since 2020 has been delivered.

Next year our fleet modernization will focus on our core segments with seven more gearless 9.000 Eco type vessels for Briese Chartering and fifteen new 2x250to geared Laker Max vessels for BBC starting with the first flagship "M/V BBC Leer" delivered around March 2024. These ships represent the world´s best in class MPP and Heavy-Lift-ships and shall defend our strong position in the market against our competitors.

I thank all of you for your hard work in 2023 and wish you a Happy Christmas and a Happy New Year 2024, the 40th year in existence for Briese Schiffahrt.

Many regards from our headquarters in Leer,

Wilke Briese



Events of 2023

The two main annual events of the 2023 exhibition were, as always, dedicated to our partners and customers.

Breakbulk

Briese Chartering welcomed guests to the Breakbulk 2023 stand in East Frisian style.

For centuries the city of Leer was the most important trading city in East Frisia, so the whole team supported the idea of East Frisian style in the outfits and such a cuisine for the breaks. It was a really nice experience for all the guests.

Breakbulk 2023 brought a lot of new acquaintances, gave us the opportunity to welcome our valued customers, and talk about the upcoming changes in the fleet with the delivery of OTECO 9000 ECO type vessels.

Thanks to the Briese Chartering team, this event was a good combination of work and friendly dialogue with our guests.

Gallimarkt

To feel the traditional spirit of Briese and to express our gratitude for their cooperation and loyalty, we were delighted to welcome our guests to Gallimarkt, which aim for 2023 was to spend time with our customers in the friendly and magical atmosphere of the 1920s. We are grateful to everyone who prepared and supported the evening with full dedication, and to the guests who came to share this magnificent and important event with us.

Briese Research

R/V METEOR IV - Update

Progress is made with the construction of the new research vessel METEOR IV. The shipbuilding already started in Rostock and will start in Papenburg beginning of 2024 too. Our colleagues from BRIESE Research will start to support the supervision until delivery beginning of 2026. After delivery BRIESE Research will start the management of the vessel for 15 years.

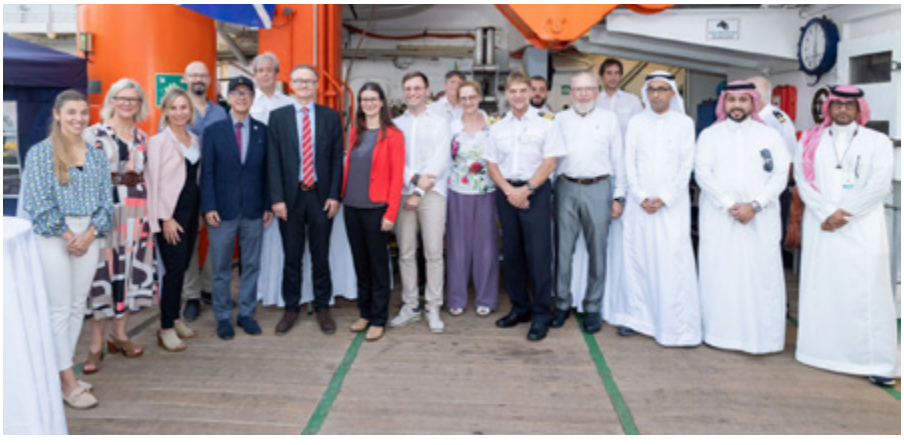
R/V SONNE prolongation of management

BRIESE Research is taking care for the management of R/V SONNE since 14th of November 2014. The Federal Ministry of Education and Research has recently signed the prolongation of the contract until 30.11.2029. BRIESE Research is happy to be partner for such a long time and grateful for the good performance on board and ashore which led to this positive conclusion of the Ministry.

Reception R/V METEOR in Jeddah 8th of October

Connected with a scientific cruise of R/V METEOR in the Red Sea a reception took place in Jeddah in order to show members of the King Abdullah University of Science and Technology (KAUST) the vessel.

After the arrival of the guests, there was a reception by the Captain in the conference room, followed by the presentation of the scientific projects M193 and M194. A few results from M193 could be presented and from M194 it was shown what was planned. Afterwards there were boat tours in smaller groups and then a buffet sponsored by KAUST and time to exchange ideas with the guests. The German consulate in Jeddah and the embassy in Riyadh were invited. Also present were the consular Mrs. Eltje Aderhold and the ambassador Michael Kindsgrab with his wife. Representatives of the Saudi Ministry of Foreign Affairs in Mecca Province, the port authorities of the Jeddah Islamic Port, the Coast Guard, the HASCO agency, KAUST, Red Sea Global and the Saudi National Center for Wildlife (NCW) were invited too.



Diplomatic reception R/V MARIA S. MERIAN at Dartmouth/Halifax, cove pier

In Halifax Captain Schmidt and his crew had the pleasure to have around 60 guests on board of the R/V MARIA S. MERIAN on November 8, 2023. The reception gave the participants the chance to see the possibilities of modern science. Beside that the purpose was to strengthen the good relations between the partners in Germany and Canada and furthermore to deepen the strong link between Halifax and Rostock. Guests included First Man and First Lady of the Province of Nova Scotia, Lieutenant Governor Arthur and Patsy LeBlanc, MP Fillmore and Deputy Mayor Austin.

BRIESE Research is happy that the responsible minister of the state of Mecklenburg-Vorpommern Mrs. Bettina Martin had the chance to give a remote statement too. Thanks to COVE and her director Melanie Nadeau for her hospitality which included the berth direct in front of the institute.

Diplomatic visit R/V METEOR in Piraeus

In Piraeus Captain Hammacher and his crew were visited by members of the German Embassy. They were very pleased to have the chance to visit R/V METEOR.

The picture shows from left to right: Doris Tippmann (German Embassy), Captain Rainer Hammacher, Kirsten Meyer (German Embassy), Gisela Petropoulou (German Embassy).

Cargo Sailors

The Emden/Leer University of Applied Sciences is currently participating in the construction of a modern, climate-neutral supply ship for the Pacific Marshall Islands. The ship is equipped with sails and an electric motor powered by a photovoltaic system, the university said. It was launched on Wednesday, 15.11.2023, in Geoje, South Korea. In addition to the university, the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) and two ship design offices in Hamburg and Geoje are also involved in the development and construction.

The ship, which is about 48 meters long, can load 300 tons of goods and is equipped with a semi-automated sailing system, it said. With a sail area of around 500 square meters, it should reach a speed of around twelve knots . If there is excess sail power, the ship's battery is supplied with energy via the ship's propeller and a generator. For emergencies or particularly rough seas, there is a diesel engine on board that can be operated with biofuel. Briese Research (BR) is also involved in the project.

Briese Research is supporting the construction supervision and commissioning of the ship. "We are pleased that the new ship construction has reached this milestone and is now entering the final phase of the equipment," said university Professor and Captain Michael Vahs, according to the statement. "This will be very exciting for our construction supervision in South Korea, as many technical systems are now being installed and have to be tested. Some fine-tuning is still needed. Despite the relatively simple and cost-effective construction concept, there are many innovations in the ship that set an example for future zero-emission shipping."

In the future, the ship is to become climate-neutral. One of these innovations is new wing keels, which were developed in the Maritime Technical Center of the Emden/Leer University of Applied Sciences and are intended to give the ship better sailing efficiency and high course stability. Emissions would be reduced by about 80 percent, according to a model calculation.

In the future, even climate neutrality will be sought, the university announced. According to the press release, the cooperation between the design office Kostec, the shipyard Asia Shipbuilding and the Emden/Leer University of Applied Sciences is to be continued for the development of further new buildings. The lead ship, which has now been launched, will in future be available in various sizes with different structural and equipment variants according to the customer's requirements. It is planned to deliver the vessel in February 2024.

Briese Jubilees

No matter how many changes occur in business, one truth remains constant: employees are the heart and soul of our organization.

The year 2023 is rich with anniversaries of our employees - people who play an invaluable role in keeping the company stable and running smoothly. Over the years, they have established relationships with colleagues, customers, and partners, resulting in a strong network and fostering collaboration. Moreover, through their professional path and dedication, they inspire other team members. This is always interesting to know how they feel about their work and wealth of experience... and here are the answers:

Every day brings a new challenge.

Working with lots of people and constantly new technology means you are always on the move. But that's what makes my work so varied and interesting.

***Joachim Pleis** (IT department)*

An anniversary is always a good opportunity to look back and take stock. But at the same time, it is the right time to look to the future with confidence and make plans for the coming time.

I look back with great gratitude on the 25 years in the crewing department, full of professional adventures with lows and highs, and I am grateful to all colleagues ashore and at sea for all great moments, interesting challenges, solidarity during the difficult moments and support in the past and in the years to come. You are the reason I love coming here every morning.

Helene de Wall
(Head of Briese Crewing)

Being in the company for 25 years has given me the opportunity to work with a lot of different interesting people ashore and at sea. I am grateful that we found solutions for so many challenges working as a team together.

I am happy that I was able to accompany the growth and development of the RESEARCH department at Briese Schifffahrt the last 20 years. That was personally a fulfilling journey for me. Now in the Research department we have new challenges ahead until 2040. Thus, a solid long-term employment base has been achieved together - thanks to great teamwork.

***Klaus Küper** (Head of Briese Research department)*

Joachim Pleis *Helene de Wall* *Alexander Lihs*

Klaus Küper

25th

Helene de Wall
Klaus Küper
Joachim Pleis

20th

Marion Krull
Alexander Lihs

10th

Clara Thiemens
Meike Reemtsema
Rogelio Nuega
Gerjet Gerjets
Nikola Tijanic
Marcel Birkhofer
Luiciano Bergamotti
Nick Voskamp
Vera Schepers
Lisa Harms

Sincere congratulations to everyone on achieving such impressive career milestones! Briese is grateful to you for your contribution to the development of the company. We are very lucky to have you, and – without you everything would not be the way it is now! We wish you to continue to grow, progress and stay motivated in your roles!

Lisa Harms, Nikola Tijanic, Nick Voskamp, Clara Thiemens

Navigating Success

Meet our new trainees 2023

1st August is the day when we open the doors to our new trainees - energetic, motivated future professionals ready for new challenges.

This year we were pleased to welcome 9 interns who have started their training and are already demonstrating their efficiency and commitment.

We wish you a good start to this year and may it accompany you throughout your apprenticeship journey.

Lilly Klodwig – Jana Klinkenborg – Natascha Krings – Alia Farias Costa de Oliveira – Jette Staak – Peer Sinning – Oliver Müller – Lennart Bakker – Tino Bohlen

A Three-Day Basic Training Seminar for Trainees

"Learning is like rowing against the current. Once you stop, you drift back."
Benjamin Britten (1913 - 1976)

In the dynamic world of maritime industry, keeping up to date with the latest developments is essential for new professionals. To create a conductive learning environment, the company organized a comprehensive three-day basic seminar for all trainees from 1st to 3rd and specifically chose a location away from the city bustle.

The three days were filled with presentations by internal and external maritime experts covering a wide range of topics from safe manning on board ships to piracy in shipping and Port State Control. Thanks to our top instructors and organizers, the environment was friendly and open, allowing attendees to engage in meaningful conversations with the speakers and collaborate.

They gained new knowledge and participated in practical exercises simulating real-life scenarios requiring effective communication, problem solving and cooperation. These team building activities certainly created an internal support network that will continue after the workshop. The awarding of certificates and a grill party at the end marked the end of the informative three days.

In addition to providing additional knowledge, our goal was to provide a sense of teamwork and collaboration - important elements of success in the maritime industry. As these trainees begin their professional journey, the lessons they learned, and the connections made during these three days will undoubtedly play a positive role in shaping their careers and contribute to their futures.

We are grateful to our staff who organized the event and to all the motivated participants. We would also like to thank our external speakers: Th.Eigendorff – DNV, M.Gomoll – A&B Flagstate.

It is clear from the feedback we have received from the trainees that the work done is truly valuable.

M/V BBC Raise Trainee Ride

Hello, I am Lennart. I am 19 years old and I am one of the first-year dual students in our trainee program. Currently, I am working in the inspection department supporting Group V.

In the Inspection Department, I am in direct contact with the vessel or service companies every day. Hence, it's important to have a good idea of the daily work of colleagues on board, class societies and flags. To gain this insight, my colleagues from Group V offered me a trip with M/V BBC Raise from Antwerp to Rostock.

After asking the captain for a cabin and booking the train to Antwerp everything was set, and my journey began on August 24, in the early morning hours. Upon arrival in Antwerp, a shuttle picked me up and brought me via the emigration office to the Vijfde Havendok. After embarking the BBC Raise, I had the privilege of observing cargo operations from the bridge, providing an excellent opportunity to get in touch with the nautical crew.

The following day started quite early. I was awakened by the hum of the main engine at 4 am. I observed the maneuver from the bridge, which afforded a magnificent view of the illuminated Port of Antwerp. A few hours and a lock maneuver later we departed the Westerschelde and, after passing the nearby city of Flushing, entered the North Sea.

Our first destination, the pilot station Elbe 1, was reached approximately a day later. After taking Pilot, we sailed 3 hours down the Elbe River. We moored into Brunsbüttel lock at 8 am on Saturday, a fortunate occurrence as it allowed us to pass through the Kiel Canal during daylight hours. The favorable weather made the passage very scenic, allowing me to take some "sunny" images on Deck.

After leaving the Kiel Canal, we sailed through Eckernförde Bay and enjoyed the sunset. In the night, we reached our terminal in Rostock and berthed. The Vessel was booked to load cranes from Liebherr for destination Manaus, Brazil. My 487 nautical mile voyage ended there, but the second part of my experience was just about to begin. As cargo operations did not start until Monday, the crew had time to relax ashore. I joined the third officer and spoke with him about life as a seafarer. It was very interesting to meet face-to-face with the colleagues, with whom we correspond and communicate daily by phone.

The following day, the ship's "pit stop" in Rostock began. Representatives of various service companies, mechanics responsible for overhauling the main engine and classification surveyors came on board. I took the opportunity to accompany the LSA technician and observe the maintenance of the lifeboat. I was even able to assist him by handing over tools. This was very interesting, because I was involved in the ordering process of this service from the Office. Observing the cargo operations was very instructive. The ship's capacity and crane lifting capacity cannot be learned from any GA-plan. You simply have to see it!

On Tuesday, I accompanied the class surveyor, getting a firsthand insight into the surveying process. On Wednesday I met my colleague from the Inspection department, giving me a small insight into the inspection of a vessel by the Superintendents. Therefore, this journey was very rewarding. I was able to witness both the regular ship operations and the shore-based maintenance and surveys.

Throughout the voyage, I gained a small insight of the daily life of seafarers on a Briese Vessel. The working environment on a vessel is unique, and I can recommend such an experience to everybody.

I am very thankful to my colleagues for offering me the opportunity to travel on the vessel. I would like to thank Captain Andrey Gulyaev and his crew for the warm hospitality on his Vessel and the interesting explanations and conversations.

Meet the Crew of M/V Mindoro

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?

This time the interview was done with crew of recently delivered M/V Mindoro.

We would like to thank Captain Ustiyants and his crew for the good support and the detailed answers.

Alexander Ustiyants

Captain

❶ I am from Saint Petersburg, a magnificent city founded by Peter the Great as the capital of a rapidly growing Russia. The city is renowned for its architecture, parks, bridges, embankments, theaters, museums, and galleries. Saint Petersburg stands as a significant hub for science, culture, and industry.
❷ My association with Briese dates back to 2012 when I joined MV Hooge as a Master. While the name Swallow was familiar in the maritime society of St. Petersburg, I gained more detailed information from my colleagues, Captains Y. Volgin and V. Eremin.
❸ Despite visiting numerous ports worldwide, I've never encountered hostility; seafarers are welcomed almost everywhere. However, I have a particular fondness for the charming Norwegian ports and fjords. Among larger ports, Hamburg and Bremen hold a special place in my heart. These ancient cities exude a warm atmosphere, boast numerous places of interest, offer delightful cuisine, and serve excellent beer. I was once invited for dinner in Hamburg City Hall during what is known as Captain's Day.
❹ Over my 50 years at sea, there are numerous stories to share. One memorable incident occurred when our feeder container vessel encountered a powerful typhoon on the route from Hong Kong to Taiwan. The wind was so forceful that the wind indicator's hand reached the end of the scale and stopped at 60 knots. Rain poured like fire hoses, and the

sea was tumultuous. With no visibility, we passed directly through the eye of the typhoon, witnessing a brief period of clear sky and sunlight. Soon after, hurricane-force winds, heavy rain, and rough seas resumed. Our primary task was to keep the main engine running, which we successfully accomplished. The next morning, after the typhoon had passed, we observed three ships stranded on the Taiwan beach from the severe storm. Fortunately, our vessel sustained no damage, allowing us to continue our voyage.

❺ When I'm at home, I cherish moments with my family. We explore various parts of Russia, Belarus, and Armenia, where we have many relatives. I invest considerable time working on my village house and garden. Living in the village demands a diverse skill set, and knowledge in plumbing, heating, and electrical systems proves invaluable.

❻ Seizing this opportunity, I extend my wishes to all seafarers for good weather, clear skies, and success in their challenging work. My heartfelt wishes go to my esteemed colleagues, Captains Y. Volgin, A. Guzenko, O. Tereshenko, V. Eremin, and all other crew members with whom I've had the honor to serve.

Sergei Stoliarov

Chief Officer

❶ I'm from Russia, and my city, St. Petersburg, holds the distinction of being the historical and cultural capital of the country. It comes alive during the enchanting 'White Nights' period in June.

❷ Despite knowing the former name of the local crewing office, Briese-Swallow, since my cadet days, it was only in 2016 that I was invited to join Briese by colleagues in the BSP office.

❸ I have a fondness for European ports, particularly those in the Mediterranean.

❹ One of the significant challenges I faced was resuming seagoing after a long break ashore.

❺ Between contracts, I contribute my skills at the Briese crewing office.

❻ I extend my warmest regards to all the fellow seafarers I've had the pleasure of meeting at sea.

Georgy Vetlugaev

Chief Officer

❶ I was born in the city of Nizhny Tagil, Sverdlovsk region. However, since 2001, I have been living in Tambov, the city and administrative center of Tambov Oblast in central Russia, approximately 500 km south-southeast of Moscow. Tambov is not only the largest city but also the historical center of Tambov Oblast as a whole.

❷ I joined Briese company in 2015 as a cadet on M/V "Nordersand". I learned about Briese through a friend who is also a Chief Officer on one of the vessels.

❸ Every port where seamen can go ashore is an opportunity to refresh themselves and enjoy the natural and beautiful places.

❹ The most challenging aspect for me is being far from my family for an extended period.

❺ When at home, I try to spend as much time as possible with my wife and kids.

❻ Since 2015, I have met many good people on different vessels I've worked on, so I would like to say "Hello" to everybody who knows me.

Ruslan Simakov

2nd Officer

❶ I'm from the beautiful city of Saint Petersburg, a place that seamlessly blends the charm of historic architecture with the vibrancy of modern life. I love how it marries the grandeur of century-old buildings with a rich cultural heritage.

❷ I joined the Briese Schiffahrts family in 2020, and it has been an exciting journey since then. I first learned about the company through a fellow seafarer who spoke highly of the opportunities and the supportive environment at Briese. The company's values and commitment to excellence convinced me that this is the right place for me to advance in my career.

❸ It's challenging to pick just one because every port has its unique charm and warm moments. However, if I had to choose, I'd say it's the old European cities because of my love for historical architecture.

❹ Every day at sea is a new adventure and presents its own set of challenges. One memorable experience was navigating through rough weather conditions, testing our skills and teamwork to the limit. It reminded me that in the face of adversity, it's crucial to stay true to yourself and give your best effort.

❺ When I'm at home, I enjoy making new friends, exploring new travel destinations, and continuously learning. Traveling allows me to discover new cultures, cuisines, and perspectives, while making friends enriches my life with diverse experiences. Learning something new is a passion of mine, whether it's a programming language, a musical instrument, or a new skill.

❻ I'd like to send warm greetings to all the amazing colleagues I've had the privilege to work with in the fleet. Each person I've met has contributed to my growth and enriched my journey as a seafarer. To all of you, thank you for the wonderful memories and the incredible camaraderie we've shared.

Alexander Chernov

Junior Officer

❶ I come from the Republic of Kalmykia, located on the shores of the Caspian Sea – a unique region featuring vast steppes and deserts in Europe. Lakes are scarce in the territory, with biggest ones being Manych-Gudilo Lake and Sarpa Lake. The region's wildlife includes the famous saiga antelope, protected in the Cherny Zemli Nature Reserve.

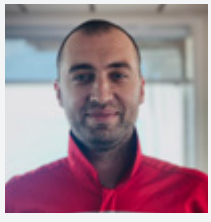
❷ I have been with Briese since 2018, starting with my first contract as a Deck Cadet on M/V Cimbris. I submitted my CV application online.
❸ Each port has its attractions, but I remember most the ports of Spain and Mexico for their beautiful places.
❹ The most challenging experience for me was during my first contract as a Deck Cadet at sea. I had to rapidly learn numerous things and cope with being far from my family.
5. At home, I spend my time with my family and friends.
6. Best regards to all the people I work with, and stay safe, everyone!

Artem Plishkin

Chief Engineer

❶ I'm originally from Vladivostok, but three years ago, I moved with my family to Saint Petersburg.
❷ I joined the Company after three years of futile attempts. Twice a year, I sent out my applications, but to no avail. Three years later, in 2011 (if my memory serves me right), I became the second engineer of the M/V BBC "Nordsea."
❸ The port of Thessaloniki in Greece is a friendly city. You can go ashore without excessive bureaucracy. The authorities treat a seaman as a person, not as a criminal – unfortunately, this is a rarity nowadays.
❹ At sea, you are constantly accumulating experience. There is no concept of "bad" or "good," "simple" or "challenging experience – it is experience in any case. Continuous learning.
❺ I repair my house and cars, then spend my free time with my family. A trip to my parents after each contract.

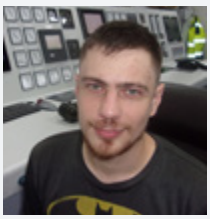
Mikhail Barannikov



2nd Engineer

❶ I'm from the ancient city-hero Kerch, situated in the eastern part of Crimea. Many centuries ago, it was the capital of the Bosporus Kingdom. Over time, my city has held various titles, with the first mention of it as Kerch dating back to the 7th century.
❷ I started working in December 2013 as an Engine Cadet. I come from a large and friendly family, and one of my relatives works in our company. I remember his stories from my school days, and they were amazing. I always dreamed of becoming a part of our company.
❸ It's challenging to single out just one memorable thing. Every country and port I've visited so far has been memorable. However, Alcudia de Mallorca is a very beautiful place with its unique nature and friendly people.
❹ In recent times, the most challenging experience was overhauling the main engine installation and mounting the Ballast Water Treatment System. Juggling tasks and being in two places at the same time was quite a feat.
❺ The sea is great, but home is always close to every seaman, including me. I enjoy being at home every day. My family and friends are always together. We love traveling through the picturesque landscapes of Crimea—mountains, forests, steppes, sea. Capturing the beauty of my motherland in photos is my hobby.
❻ I consider myself a very happy person. I've met many people on my life's journey, and each one has given me valuable experiences. I always enjoy communicating with them, seizing every opportunity to send greetings and meet someone, anywhere.

Yaroslav Borisyuk



3rd Engineer

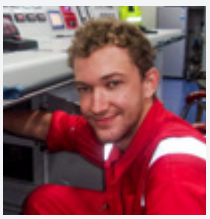
❶ I'm from Krasnodar city, a big and beautiful city located in the south of Russia.
❷ I've been working with Briese company since 2017, starting as an Engine Cadet on M/V "Andante."
❸ Each port has its attractions, but I especially like Veracruz, Mexico.
❹ One of the most challenging experiences I've had was during the replacement of the auxiliary engine crankshaft and assembling the engine afterward.
❺ At home, I usually help my wife with our Doberman kennel, as she is a famous breeder in the south of Russia.
6. I want to say "Hello" to everyone who knows me.

Vyacheslav Morozov

Electrician

❶ I'm from Kaliningrad, the westernmost Russian port on the Baltic Sea.
❷ Since 2007, I have been working with the company.
❸ I particularly enjoy the Mediterranean ports of Spain and Italy. The good climate always leaves pleasant impressions.
❹ Working at sea is always a challenging experience.
❺ When at home, I spend time with my family, have barbecues in nature, and take walks on the beach.
❻ I would like to take this opportunity to express my gratitude to all the good sailors with whom we worked together in the oceans worldwide - Thank you! You are The Best!

Ivan Grikin

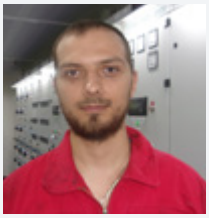


Electrical Cadet

❶ I'm from Prokopyevsk, a town in the Kemerovo region, Russia. Prokopyevsk is one of the largest coal mining centers in the country, and as a result, we sometimes experience black snow in winter.
❷ I have been working with Briese for a little over a year. I became aware of the company through the dean's office of the Maritime Academy of Novosibirsk.
❸ As a seafarer, I felt most welcome in New Orleans. I appreciated the kind attitude towards me and the medical services provided.
❹ The most challenging experiences for me were long and difficult night bunkering operations, the intense

heat in the engine room, and the potentially dangerous task of transporting depleted uranium over 1.5 months.
❺ While at home, I completed my studies at the university, spent time with my friends, and enjoyed moments with my family.
❻ I would like to say hello to everyone I worked with on M/V BBC Scandinavia.

Artem Chuprov



Motorman

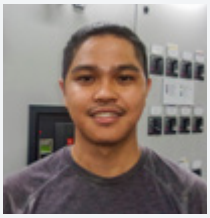
❶ I am from the northern part of Russia, Arkhangelsk city. My city is located near the White Sea.
❷ This is my second contract with Briese company. My previous contract was on M/V "BBC Mont Blanc".
❸ I believe the most peaceful and beautiful place is Vancouver Island. Cities like Nanaimo and Victoria were the best ports in my experience.
❹ Each new contract and vessel bring new experiences, and every challenging task makes us stronger.
❺ During my rest at home, I focus on studying and spend my free time with friends and family.
❻ I would like to send greetings to my crew from the previous vessel M/V "BBC Mont Blanc" and wish good luck to every seaman.

Iurii Makhnachev

Wiper

❶ I'm from Russia, from the beautiful Krasnodar region. I live near Rostov-on-Don. The Briese company is very famous in this city, and many of my friends aspire to work for this renowned company. This marks my second contract aboard vessels of the Briese fleet, and thanks to the cohesion and friendliness of the crew, I have been able to gain a significant amount of experience.
❷ One of the most interesting events was the passage of the Magellan Strait on M/V "BBC Regalia". However, I'm confident that more new and memorable events await in the future.
❸ I would like to express my great gratitude to my mentors and friends who assisted me in the process of working with the council.
❹ The M/V "Mindoro" is a new vessel equipped with the latest equipment and mechanisms, providing an interesting learning experience during work. The friendly crew members of the M/V "Mindoro" in the engine crew are always happy to assist in expanding knowledge of engineering.

Christian Manalo



Engine Cadet

❶ Hi, everyone! I am from the Land of Promise, the province of Bukidnon in Mindanao, Philippines. It's a place known for the longest zip line in the world and the Kaamulan Festival—an ethnic cultural celebration held annually in the second half of February to March. Mindanao has many mountains, waterfalls, seas of clouds, and breathtaking natural landscapes. The air is fresh, and the region is abundant with fruits and vegetables.
❷ Honestly, this marks my first contract with Briese. I discovered this company through the internet, where I seized the opportunity to apply.
❸ I appreciate all ports because seafarers are welcomed everywhere, especially in South America, where our languages are almost the same.
❹ The most challenging experience I've encountered is during rough seas with huge waves and strong winds. Additionally, the reality of being far from my loved ones and family.
❺ At home, I spend my time with my family, sometimes planting coconut trees. Feeding chickens daily is also a part of my routine, serving as my stress reliever.
❻ I'd like to greet all my co-workers across the fleet, especially those on M/V "Mindoro". We work hard for our families, so keep safe, everyone. God Bless Us All!

Denys Torgashyn

Bosun

❶ I'm from Russia, specifically from the city of Sevastopol. My city is beautiful and picturesque, especially in the summer.
❷ I have been working with the company for 13 years, and I learned about it from friends.
❸ All ports are good in their own way.
❹ The most challenging aspect of our work, in my opinion, is being away from family and friends.
❺ I spend all my free time with my family.
❻ I want to say Hi to all my friends who work in our company.

Frederick Dalugdugan

AB

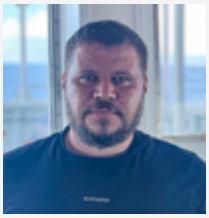
❶ I'm from the Philippines, specifically from the province of Southern Leyte, municipality of Malitbog, Barangay Candatag – a place widely known for its popular Sinulog celebration held annually. It's a recommended destination for a joyride.
❷ I started my cadetship in 2008-2009. I joined Briese in 2010 as an Ordinary Seaman, and since then, they promoted me to AB. I began working on vessels with cargo cranes.
❸ It's been a great experience visiting many places until now, but most of all, the Faroe Islands was the paradise among them all.
❹ At home during vacation, I spend most of the time with my family and cooking food as well. I travel with the kids and engage in routine hobbies at home.
❺ Hello to all seafarers here in the Briese family, to those who know me. God Bless us.

Arsenii Makarov

OS

❶ I am from Vologda.
❷ This is my second contract with Briese company; my first vessel was the M/V "Süderoog."
❸ I like all ports in Europe.
❹ Each contract provides valuable experiences.
❺ At home, I spend time with my friends and family. I enjoy fishing and traveling around the world.
❻ Good luck to all fellow seamen.

Sergii Sokolov



OS

❶ I'm from Vinnitsa.
❷ I'm currently on my second contract with Briese. My first vessel was the M/V "Neuburg."
❸ I like all ports in Europe.
❹ Every contract provides valuable experiences.
❺ When I'm at home, I spend time with my wife and friends. I enjoy swimming and reading.
❻ I want to wish good luck to all men and ladies who are at sea right now.

Harold Oran

Deck cadet

❶ Hi! I'm from the Philippines, residing in the northern part of Mindoro, where the Milkfish Festival is celebrated in my beloved hometown, Balingasag.
❷ I began working with Briese company last January. Being my first experience, I feel privileged and extremely grateful for this opportunity, which I learned about through a friend.
❸ Guatemala is my top choice because being there always brings back memories of my hometown. It's delightful to explore the beauty of that place.
❹ Sailing to reach your dreams also means venturing away from your comfort zone, leaving family and loved ones behind—my most challenging experience at sea.
❺ While at home, I dedicate my time to discovering new aspects of my life, engaging in adventures, and, most importantly, cherishing moments with my family.
❻ I take this opportunity to greet everyone and extend my best wishes. Bon Voyage M/V "Mindoro". God Bless!!!

Viktor Tishchenko

Chief cook

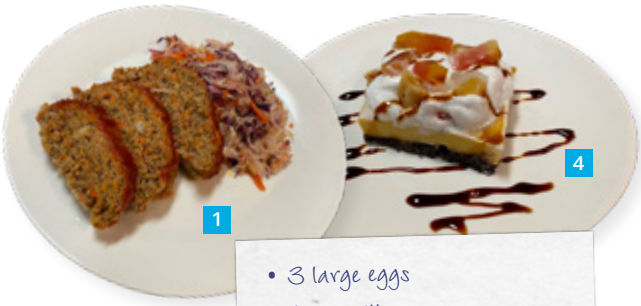
❶ I'm from the city of Novorossiysk, renowned as one of the main trading ports in southern Russia.
❷ This is my second contract with Briese. My first ship in the company was M/V "Neuburg".
❸ I don't have specific preferences for countries and ports, perhaps because of my relatively short time spent at sea.
❹ Due to my brief experience as a cook, I haven't encountered any serious challenges in the past.
❺ At home, I engage in sports, ride a motorcycle, and visit tea clubs.
❻ I wish all seafarers smooth voyages with excellent weather and seven feet under the keel.

Joseph Cagampang

Cook cadet

❶ I am Joseph from the Philippines, a proud Filipino born and raised in Taguig City. My hometown is listed as the 2nd most important business district and a major tourism and entertainment destination in Metro Manila. One of our main tourist attractions is the "Venice Grand Canal of the Philippines" located in McKinley Hill.
❷ I recently started working in April 2023, and this marks my first-ever contract. By God's grace, I am living my dream career in this esteemed company for 8 months. The Maritime Culinary Training Center (MCTC) caught my attention, prompting me to submit my application. Fortunately, I was chosen as one of their students, providing me with the opportunity to become a future Chief Cook through culinary studies sponsored by Briese. It's a significant blessing, and MCTC played a crucial role in opening the door to Briese.
❸ Unfortunately, the vessel MV MINDORO has not visited many ports within Latin America and Guatemala. Santo Tomas is the only port I have walked into, being the most accessible and the longest port we have stayed in so far. On the other hand, I am enjoying my free time in this port, experiencing the warm greetings and savoring the local food and trademarks for the first time. Moreover, I look forward to exploring more ports or countries in my future contracts with this esteemed company.
❹ As a first-time seafarer, I have experienced various challenges, with the adjustment to the working environment being most noteworthy. Especially notable is the "no day-offs" and the perpetual "every day is Monday" feeling. This is my first time working in this field, where 8 hours of sleep is the only safe haven. However, as a passionate person, I am thoroughly enjoying the experience.
❺ In reality, going home is the most exciting part of being a seafarer. As a first-timer, I won't contain my happiness when that time comes. I plan to spend it first with my family and loved ones, as I have been away for 8 months. In addition, I will focus on handling our family-owned food business, as I also enjoy being an entrepreneur and exploring other business ventures while awaiting my next contract.
❻ Shout out to all my former colleagues and co-students at MCTC who are currently on board, namely, Kim Joseph Cordada of M/V "BBC Regalia", Nel Francis Macasio of M/V "BBC Denmark", and John Fergie Awitan of M/V "BBC Iceland". I hope you are all doing great and always praying for your safety as seafarers. May you all achieve your heart's desires and become professional Chief Cooks in future generations. Hope to see you all soon. Break a leg, guys!

From Galley to Galley



This time with Chief Cook Reynaldo C. Biñas Jr. on board M/V BBC Greenland.

1 Best meat loaf

- 3 large eggs
- 1 cup milk
- 6 slices of bread
- 1 large onion
- 1 medium carrot
- 1 cup cheddar cheese
- Parsley
- 1 tablespoon dried thyme
- 1 kg ground beef
- 1 kg ground pork
- 1 cup tomato sauce
- 4 tablespoons brown sugar
- 2 tablespoons yellow mustard

Saute minced onion and grated carrots until translucent. Combine ground beef, ground pork, eggs, cheese, thyme, and soaked bread (bread soaked in milk) in a large bowl. Season the mixture with salt and pepper. Place the mixture on a baking pan lined with parchment paper and shape it into a loaf.

In a separate bowl, combine tomato sauce, brown sugar, and mustard. Brush this mixture over the meatloaf.

Bake in a preheated oven at 170 degrees Celsius for about 40-45 minutes. Let the meatloaf rest for 15 minutes before serving. Garnish with fresh parsley on top.

2 Parmesan potato stacks

- 1 cup melted butter
- 1 cup grated Parmesan cheese
- 1 tablespoon garlic powder
- 1 tablespoon dried thyme leaves
- Salt and pepper
- 14 medium potatoes, sliced thinly
- Spring onion

Grease a muffin tin with butter. Combine melted butter, grated Parmesan cheese, dried thyme leaves, garlic powder, salt, and pepper with thinly sliced potatoes in a large bowl. Toss well to ensure even coating. Place the potato mixture in the greased muffin tin, and sprinkle a little pepper on top.

Bake in a preheated oven at 175 degrees Celsius for an hour. Allow the potato muffins to rest for 5 minutes before serving. Top with chopped spring onions for added flavor.

3 Cheesy tuna pie

- 8 cans of tuna in oil, drained
- 1 cup grated cheese
- 4 tablespoons mayonnaise
- 1/2 tablespoon salt and pepper
- 4 large eggs
- 14 slices of bread
- 1/2 cup grated carrots
- 2 medium onions, minced
- 3 cups breadcrumbs
- 1/2 cup oil for frying
- Whole milk

Saute minced onions and carrots until translucent. Set aside. In a bowl, combine drained tuna, minced onion, grated carrots, cheese, mayonnaise, salt, and pepper. In a separate bowl, beat together eggs and a splash of whole milk. Flatten slices of bread, spread the tuna mixture on them, shaping a triangular form. Seal the edges with a fork.

Coat the prepared triangles in breadcrumbs. Fry in medium heat until golden brown.

4 No bake oreo cheesecake

Crust:
- 200 grams Oreo biscuits
- 1 cup unsalted butter

Cream Cheese Filling:
- 800 grams cream cheese
- 2 cups powdered sugar
- 2 cups evaporated milk
- 60 grams unflavored gelatin
- 1 cup heavy cream

Toppings:
- Fruit cocktail

Crush Oreo biscuits in a food processor until fine. Mix with melted butter, press into a crust, and refrigerate for 30 minutes. Meanwhile, beat cream cheese, powdered sugar, and evaporated milk until fluffy. Dissolve unflavored gelatin in a cup of heavy cream and add it to the cream cheese mixture. Fill the Oreo crust with this mixture and refrigerate for 2 ½ - 3 hours until set. Before serving, top with fruit cocktail mixed with whipped heavy cream.

Enjoy your meal! :)

Jubilees 2022 & 2023

As we approach the conclusion of 2023, we reflect on a year that, like those before it, presented its unique set of challenges. Throughout the entire Briese Crew, spanning our diverse fleet, the unwavering professionalism and dedication of our team have once again been instrumental in ensuring the continued development of our operations. Within our esteemed crew, we take pride in recognizing the invaluable contributions of longstanding Briese Crew Members. This section is dedicated to honoring their enduring commitment to our vessels and the company.

To all our esteemed crew members, Briese expresses sincere gratitude for your continued support and extends warm congratulations to this year's jubilant service milestones. Thank you for being the driving force behind Briese's ongoing success!

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Name	Rank
Vitalii Bykov	Bosun
Aleksandr Chibis	Chief Engineer
Sergey Feklichev	Chief Officer

25

Name	Rank
Vyacheslav Melnik	Chief Engineer
Iurii Akimov	Chief Engineer
Alexander Godunov	Bosun
Alexander Ionov	Bosun
Vladimir Khrabrov	Master
Vladimir Korneev	Master
Sergey Kozlenkov	Chief Engineer
Yury Olyunin	Chief Officer
Sergey Pecheritskiy	Master
Evgeniy Rusakov	Master
Oleg Semyakin	Bosun
Igor Shalnov	Master
Oleg Skobel	Master
Vitalii Smirnov	Chief Engineer
Rinat Terentev	Chief Engineer
Anatoly Tetushkin	Chief Engineer
Konstantin Antonov	Master
Alexander Lysenko	Chief Cook
Witoslaw Krzysztof Matczak	Master
Alexander Miller	Master
Sergey Monakhov	Master
Mikhail Olsevich	Electro-Technical Officer
Denis Osipenko	Master
Vladislav Rybin	Chief Engineer
Evgeny Tikhonov	Master
Dieter Kurt Woite	Master
Maxim Zaytsev	Bosun

20

Name	Rank
Igor Aleynikov	Master
Aleksandr Beliaev	Master
Alexander Dadaev	Chief Engineer
Sergey Fedorov	Master
Maxim Fomin	Master
Victor Glabchastyy	Master
Yury Griban	Master
Denis Kapustin	Cook
Pavel Khazov	Master
Igor Kovalev	Chief Engineer
Aleksandr Kulakov	Master
Nikolai Kuznetsov	Chief Engineer
Iurii Lentiaev	Master
Nikolay Lipin	Chief Cook
Nikolai Lukichev	2nd Officer
Maksims Matuls	Master
Andrei Mizinov	Master
Viacheslav Mytov	Master
Aleksandr Reva	Master
Denis Seleznev	Master
Vitaly Spodobin	Master
Gennadii Sukhanov	2nd Engineer
Alexander Surkov	Master
Dmitry Zhamoyda	Master
Alexander Alexeev	Master
Mikhail Chekomazov	Master
Vladimir Chumakov	Chief Engineer
Alexander Dolgoborodov	2nd Engineer
Alexander Dolgopyatov	Master
Alexander Fomin	Master
Valery Khalonen	Master
Anton Lukashov	A.B.
Mikhail Mayorov	Chief Cook
Viktor Oborovskiy	Master
Andrei Ogoltsov	Master
Igor Piteriakov	Bosun
Fedor Popov	Master
Alexey Pribytkov	Chief Engineer
Victor Sezin	Master
Iurii Stoliarov	Bosun
Alexander Svizev	Master
Ihor Yuferov	Master

25 years with Briese - CE Vyacheslav Melnik

In March this year Tekla Harbers, Crew Superintendent of Group C, visited M/V BREB Countess in Cuxhaven with a special present for our longterm Chief Engineer Vyacheslav Melnik (25 years with Briese). After handing over the present she took the opportunity to interview CE Melnik.

Where and when did your career (with Briese) start?
In 1986, I embarked on my career as a seaman. During my initial contract, I served on board a dredger vessel as an electrical welder. Subsequently, I sailed on a navy vessel and a fishing trawler. I completed three contracts on a reefer vessel as a motorman/welder before joining Briese in 1998.

From 1998 to 2003, I worked as a motorman on board M/V Manta. Following that, I continued as a motorman on various coaster vessels until 2007.

In 2007, I was promoted from motorman to 3rd engineer on M/V Randzel. After six contracts as a third engineer, I further advanced to the position of chief engineer.

In 2013, I undertook my first contract as a chief engineer on M/V BBC Romania. During my off-duty periods on land, I also assist in local crewing and participate in interviewing new applicants.

Why did you become a seafarer?
Two of my uncles served as chief engineers, while another uncle worked as a ship's electrician. Unfortunately, only one of them is still alive, at 87 years old.

During their vacations, I often met my uncles, and their stories left a lasting impression. Reflecting on those days brings back memories of the scent of tropical fruits, chewing gum, felt-tip pens, jeans, fishing, and the distinctive aroma of a vessel.

Which vessel did you like the most throughout the 25 years?
Answering this question is challenging for me as I have enjoyed working on all the vessels I've been a part of. The comfort and happiness I felt during a contract largely depended on the crew on board.

However, if I had to pick, I would say that I particularly enjoyed working on board M/V Manta and M/V Calamar. Sailing on M/V Breb Countess was also a pleasant experience.

Additionally, my time as a technical supervisor at a shipyard in China from 2009 to 2010 for Briese and Fehn Ship Management holds fond memories.

Are there any joyful memories you collected during the time on board?
The most cherished memory from my seafaring life dates back to 2000 when I was aboard M/V Manta, and my son was born. As evident in my crew history, I typically have only a brief vacation period between contracts. For me, the vessel is my home.

Are there any pieces of advice you would like to give to young crew members?
I always advise young seafarers to study and practice as much as possible, progressing from lower ranks to top ranks. Starting as a cadet or rating and learning jobs from the ground up, rather than solely focusing on salary considerations, is, in my opinion, the best approach. Promotion to higher ranks becomes more seamless when you have experience in each role, understanding the tasks that ratings and cadets undertake. I also share my experience and knowledge with my relatives. My son, who started as a deck cadet on M/V BBC Emerald, joined M/V BBC Brisbane as an OS in June 2023. I hope to see him as a master on a Briese vessel in the future. My son-in-law, who began as a wiper on M/V BBC Citrine, I naturally envision as a future chief engineer.

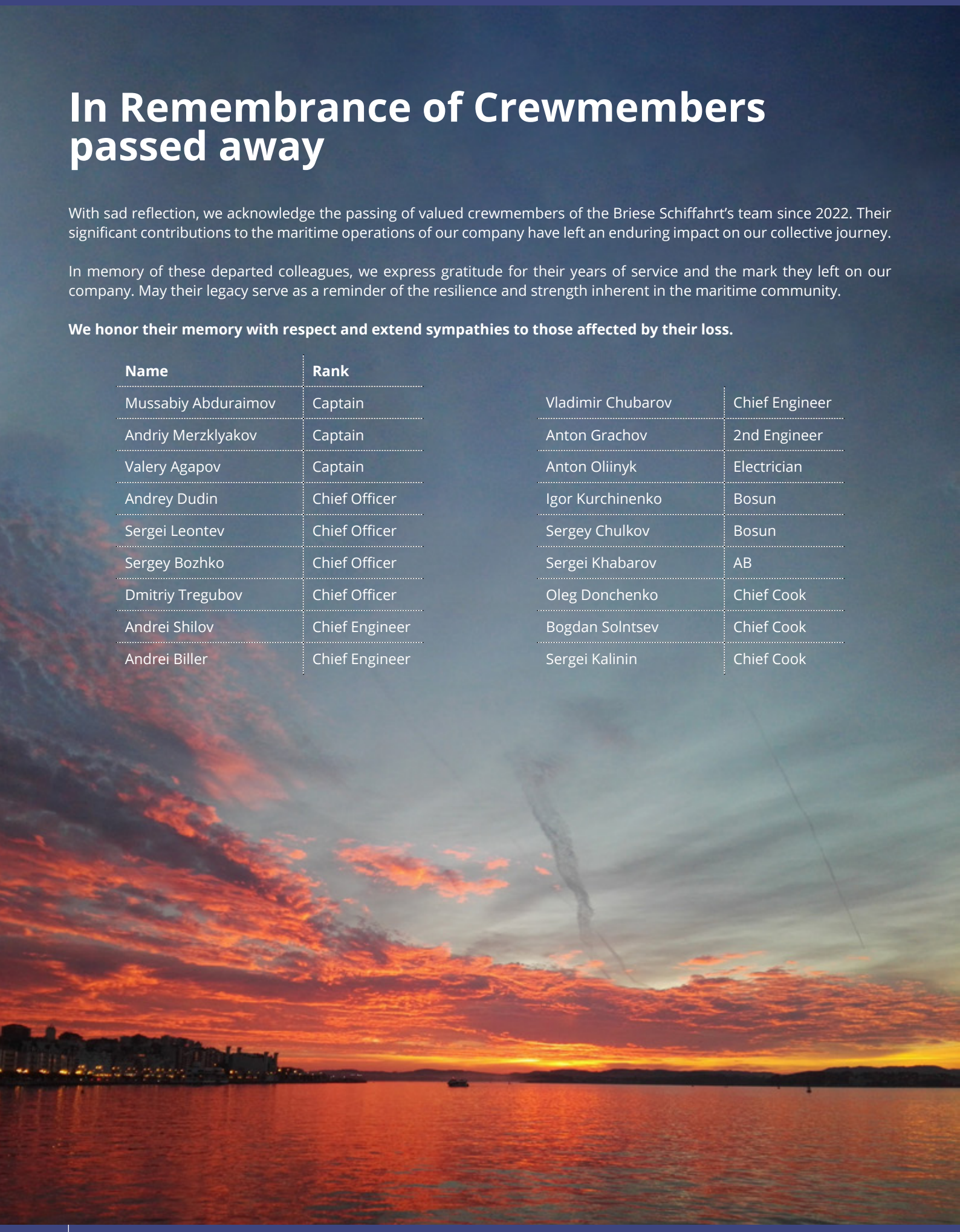
In Remembrance of Crewmembers passed away

With sad reflection, we acknowledge the passing of valued crewmembers of the Briese Schiffahrt's team since 2022. Their significant contributions to the maritime operations of our company have left an enduring impact on our collective journey.

In memory of these departed colleagues, we express gratitude for their years of service and the mark they left on our company. May their legacy serve as a reminder of the resilience and strength inherent in the maritime community.

We honor their memory with respect and extend sympathies to those affected by their loss.

Name	Rank
Mussabiy Abduraimov	Captain
Andriy Merzklyakov	Captain
Valery Agapov	Captain
Andrey Dudin	Chief Officer
Sergei Leontev	Chief Officer
Sergey Bozhko	Chief Officer
Dmitriy Tregubov	Chief Officer
Andrei Shilov	Chief Engineer
Andrei Biller	Chief Engineer
Vladimir Chubarov	Chief Engineer
Anton Grachov	2nd Engineer
Anton Oliinyk	Electrician
Igor Kurchinenko	Bosun
Sergey Chulkov	Bosun
Sergei Khabarov	AB
Oleg Donchenko	Chief Cook
Bogdan Solntsev	Chief Cook
Sergei Kalinin	Chief Cook



Seafaring Bonds: Basketball Unites Ships in Abu Dhabi

In the vibrant port of Abu Dhabi, the BBC Manila and BBC Emerald, two ships sailing most of the time in different parts of the world, found themselves docked side by side. Embracing the camaraderie that often comes with maritime life, the crews of both vessels discovered a shared passion – basketball.

As both ships discharged pipes, requiring minimal manpower, an idea emerged. The crew of BBC Manila, with a cargo hold momentarily empty, transformed it into an improvised basketball court. Inviting the crew of BBC Emerald, the ships created a space for friendly competition and bonding.

Filipinos, known for their love of basketball, consider the sport more than just a game; it's a cultural connection. Michael John Sustituedo, Captain on M/V BBC Manila, explained, "When we meet somewhere in the four corners of this globe, playing basketball is a part of our getting together, bonding, and making fun out of having known or met our KABAYAN (compatriots)."

The basketball match became a hub for laughter, sportsmanship, and shared joy. Despite the competitive spirit, the game ended with a victory for Team BBC Emerald.

This unexpected union on the court showcased the power of shared interests and connections among seafarers.

Players for Team BBC Manila: Captain Michael John Sustituedo – Bosun Michael Denny Velasco – Engine Cadet Mark Eboseo

Players for Team BBC Emerald: A.B Andy Salcedo – A.B Raymart Valencia – O.S Ivan Philip Jimera – Chief Cook Agosto Rulona

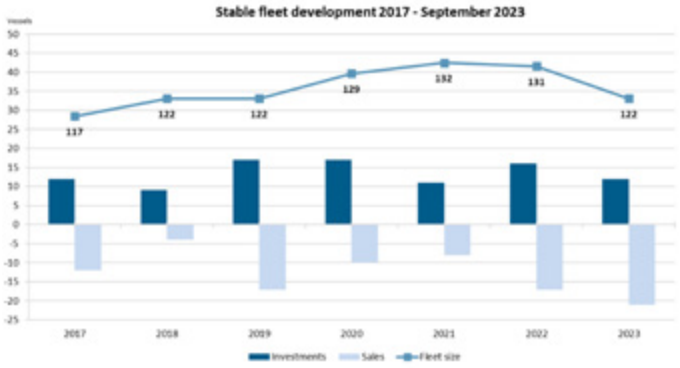
Fleet development

Briese Schiffahrt as the global market leader in the multipurpose, project & heavylift segment has optimized and further developed and designed many MPP-vessel-types. Furthermore new container vessels and bulk carrier were delivered in 2023.

Even if a couple of newbuildings were delivered the overall fleet development is quite stable over the last decade.

Until September 2023 more than 20 of older tonnage were sold whereas a bit more than 10 newbuildings were delivered. But until the end of the year further newbuildings are going to be delivered so that the total amount of vessels will increase again.

For shipping companies, the renewal of fleet is becoming more and more important as the decarbonization of shipping operations, is alongside the market situation, the overriding issue for the coming years. Also because there is still no global set of rules. In the European Union, greenhouse gas emissions from large ships should be reduced by 80 percent



by 2050, and on a global level, according to the current ideas of the International Maritime Organization (IMO), by at least 50 percent.

Although fleet renewal requires significant capital investment and development, its benefits contribute to the long-term success and growth not only of companies, but also of the entire maritime industry.

New to the Fleet

Bulk Carrier

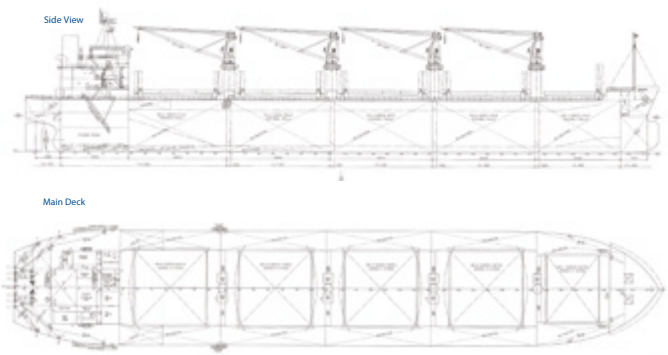
M/V BBC Mercury & M/V BBC Venus

M/V BBC Mercury has been delivered to Briese Schiffahrt on 7th of September 2023. This bulk carrier is setting a new standard in regard to emission within the bulker segment as it is the first-Tier III ship in the Briese Fleet.

This 39.500 dwt bulk carrier has five holds with a deck strength on tanktop: 25 mt / sqm. Furthermore, the tanktop is strengthened for two tiers of steel coils à 15 mt. The vessels are strengthened for heavy cargo loading where holds no. 2 & 4 may be empty.

Facts and Figures (M/V BBC Mercury):

Classification:	Class NK, NS * (BCM, BC-XII, GRAB, PSPC-WBT, NC) (PS-DA&FA)(IWS)(IHM)(NOxIII(SCR)) MNS* Descriptive Note: (Strengthened for heavy cargo loading where holds nos. 2 & 4 may be empty / Double probeller hull construction applied to all cargo holds) (NoxIII(2021)(M/E : SCR), (G/E(Nos. 1,2,3) : SCR))
GT / NT:	24,748 / 12,430
Deadweight (summer):	abt. 39,869 mt
Max. draft (summer):	10.20 m
Length o.a.:	179.90 m
Length p.p.:	174.00 m
Beam:	32.00 m
Cranes:	4 cranes each up to 30 mt; max outreach 26 m
Other:	TIER III compliant, ie. vessel is consuming urea in NECA



The hatch covers are of folding type and furthermore the vessel is designed with 4 cargo cranes, SWL 30 mt, for self-loading operations.

M/V BBC Mercury has been constructed at Saiki Heavy Industries Shipyard, Japan. One further vessel, M/V BBC Venus, has been delivered from this shipyard shortly. At Jiangmen Nanyang shipyard in China four further Tier III bulk carrier are in production, whereof the first vessel M/V BBC Apollo was delivered on 9.11.2023. The vessels have a deadweight of 40.200 dwt and are also equipped with five holds and hatches, whereof hold 2-4 are fully boxshaped. The hatch covers are of type folding type moreover the hatch covers are fitted with cement feeding holes.

The deck strength per sqm is specified for No. 1,3,5 with 20 mts/sqm whereas No. 2 and 4 have 15 mts/sqm. The cranes are designed for grab discharge and the holds are CO2 fitted. Furthermore, the vessels are declared as open hatch bulk carrier.

All ship types are IMO Tier III compliant.

Tier III refers to a set of emissions standards established by the International Maritime Organization (IMO). These standards aim to reduce the environmental impact of shipping by limiting the number of harmful emissions, particularly nitrogen oxides (NOx), from ship engines.

ON M/V BBC Mercury Tier III compliance is realized by a Selective Catalytic Reduction (SCR) systems that reduces NOx emissions.

Tier III standards are particularly relevant in nitrogen emission control areas (NECAs).

Emission control area

7 The existing text of paragraph 6 is replaced by the following:

"6 For the purposes of this regulation, a NO Tier III emission control area shall be any sea area, including any port area, designated by the Organization in accordance with the criteria and procedures set forth in appendix III to this Annex. The NO, Tier III emission control areas are:

Adrian Beckmann in front of ME SCR

.1 the North American Emission Control Area, which means the area described by the coordinates provided in appendix VII to this Annex;

.2 the United States Caribbean Sea Emission Control Area, which means the area described by the coordinates provided in appendix VII to this Annex;

.3 the Baltic Sea Emission Control Area as defined in regulation 1.11.2 of Annex I of the present Convention; and

.4 the North Sea Emission Control Area as defined in regulation 1.14.6 of Annex V of the present Convention."

The crew of M/V BBC Mercury

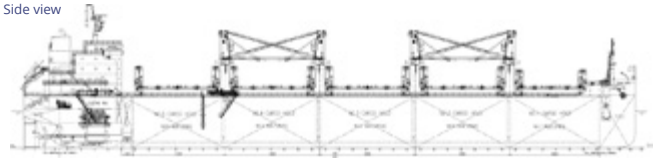
M/V BBC Venus made her maiden voyage from Saiki Ship Yard to Longview, USA to take cargo Soda Ash and bring it to Nanjing, China. To mark the voyage the crew was presented with a souvenir from agency General Steamship, making this voyage even more memorable.

Handing over ceremony of M/V BBC Venus from shipyard

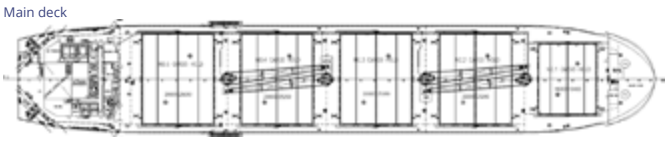
The crew of M/V BBC Venus

M/V BBC Apollo

Side view



Main deck



Facts and Figures (M/V BBC Apollo):

Classification:	BV - I HULL / MACH - Bulk Carrier CSR CPS (WBT) ESP GRAB [25], BC-A (holds no 2,4 may be empty), Unrestricted navigation VeriSTAR-Hull AUT-UMS, MON-SHAFT, INWATERSURVEY, Green Passport, BWT, IW, LI-HG-S2
GT / NT:	25,171 / 13,740
Deadweight (summer):	abt. 40,550 mt
Max. draft (summer):	10.95 m
Length o.a.:	179.90 m
Length p.p.:	176.85 m
Beam:	30.00 m
5 Holds / 5 Hatches	
Hold 2 - 4 are fully box-shaped	
Cranes:	4 cranes each up to 30,5 mt; max outreach 26 m
IMO classes:	Fitted for carriage of dangerous goods of all IMO classes as per DOC for the carriage of DG
Other:	Cranes are designed for grab discharge Holds are CO2 fitted, Open Hatch Bulk Carrier IMO TIER III compliant

Container Fleet

End of 2022 M/V Mindoro gave the starting signal to Briese Schiffahrt for a new generation of Germanys most modern container feeder in their fleet. In total further eleven 1800 and 1900 container vessels were delivered in 2023 and will subsequently replace the older tonnage.

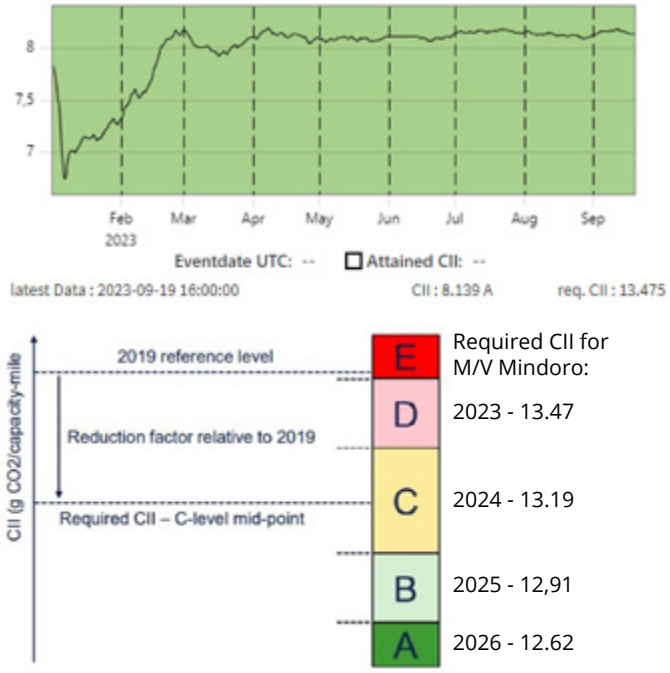
Vessel Type	Shipyard	Hull No.	Name of vessel	Delivery Date
1900 TEU	Wenchong, China	H2409	Panay	25.07.2023
1900 TEU	Wenchong, China	H2410	Baltrum	04.09.2023
1900 TEU	Wenchong, China	H2411	Borkum	30.10.2023
1900 TEU	Wenchong, China	H2412	Palawan	14.04.2023
1900 TEU	Wenchong Longxue, China	H2413	Cebu	23.05.2023
1900 TEU	Wenchong Longxue, China	H2414	Norderney	20.09.2023
1800 TEU	Huanghai, China	HCY276	Siargao	24.04.2023
1800 TEU	Huanghai, China	HCY277	Samal	29.06.2023
1800 TEU	Huanghai, China	HCY278	Helgoland	01.08.2023
1800 TEU	Huanghai, China	HCY279	Langeness	12.09.2023
1800 TEU	Huanghai, China	HCY280	Hooge	19.12.2023

The design of these vessels is convincing by high fuel efficiency.

Since beginning of 2023 M/V Mindoro is reporting emission related datas via the internal Bert software. Hence Briese Schiffahrt is able to analyze and graph the efficiency of the vessel as per CII calculations on a daily basis.

The Carbon Intensity Indicator (CII) is a measure of how efficiently a ship transports goods and is given in grams of CO2 emitted per cargo-carrying capacity and nautical mile.

Mindoro (Container ship)



The graph shows that M/V Mindoro reached an attained CII of 8.139 in average from 01.01.2023 up to 19.09.2023, which falls into the category A. This value is significantly lower as the required CII of 13.475, which would equal a C. This value would even suffice for an A rating in 2026.

All other vessels of this series showing a similar graph as M/V Mindoro pending on vessel trade. This ship type is setting new standards in respect of fuel economy,

This container series is future-proof due to built-in eco-friendly features and a step ahead for Briese Schiffahrt.

Premium Project Carrier

The M/V BBC Philippines, delivered on 12th November 2023 and the upcoming delivery of MV BBC Rostov in early 2024 completes the 12.500 dwt series, which have been built at Taizhou Sanfu Shipyard.

At the end of the building phase in total six vessels will be managed by Briese Schiffahrt and chartered by BBC Chartering. This vessel design is based on the M/V BBC Russia with some adjustments which was especially developed by Briese Schiffahrt in conjunction with other business partners.

These six units were built under Briese Supervision tailored for project-based business as the industry's trend goes towards larger and more expensive cargo. The most important criteria for this design concept are economical feasibility and flexibility. The vessel's size was determined during the design phase based on the 'older' ships followed by optimization of the hull for the intended cargoes and operation modes.

During the design stage for the 'older' ship series the size of these ships were determined, followed by the optimization of the hull for the intended cargoes and operating modes, and the performance requirements for the cranes and their interaction with the hatch cover system, cumulating in the selection of the best propulsion system.

A good hull shape is always the fundament for fuel efficiency. Analyzing speed, draught, and trimming records from approximately two dozen ships in the Briese fleet was the starting point for developing the future operating profile and defining the optimization targets for the lines plan. All these technical details were analyzed by the Briese Newbuilding Department.

To cope with stricter environmental regulations, the growing importance of the "environmental footprint", enormous cost pressures, and to prevail in the market, shipowners must invest in innovative technology, which Briese Schiffahrt has been done with these vessels.

Installed is an MAN B&W 5G45ME-C9.5 engine. This concept combines a low-speed, ultra-long-stroke design with full electronic control. The new G45 series, constructed by STX in South Korea under license by MAN Diesel & Turbo and certified by DNV GL (now DNV), is considerably more fuel-efficient than comparable engines.

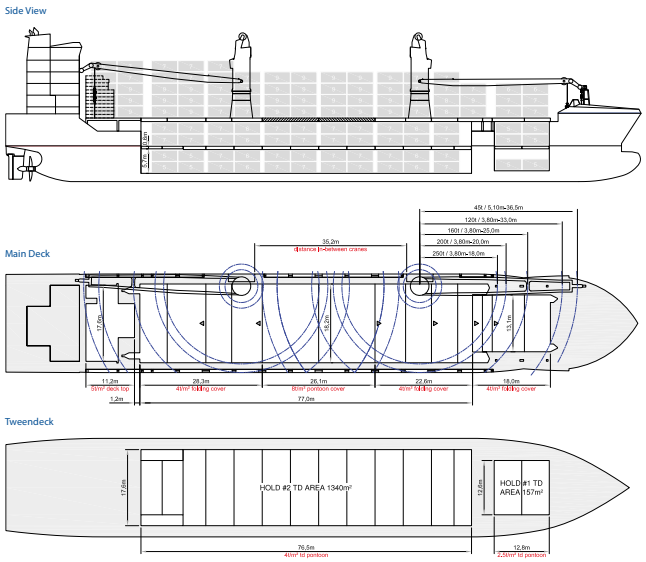
However, the most important opportunity to reduce the required propulsion energy is the use of a larger propeller. The new G-type engine with its lower rpm range enables us to enlarge the propeller diameter from the legacy vessels' 4.9 meters to 5.7 meters. Apart from the measures taken concerning propulsion power, speed-controlled cooling water

pumps and engine room fans as well as an intelligent power management system for heat consumers will limit the demand for auxiliary power.

Another major benefit and most important equipment on board of the heavy lifters are the two 250-ton Liebherr cranes capable of delivering their full 500-ton capacity in tandem operation with an outreach of eleven m from the ship's side over the pier when using a lifting beam. The cranes can utilize a major portion of their lifting capacity across the entire deck area, which makes it easier to load and transport extremely bulky cargo items. Furthermore, the cranes are also approved for continuous bulk operation.

A combined hatch cover system consisting of mainly folding covers and only two pontoon covers in the midship area between the cranes will avoid time-consuming cargo turnover. The main cargo hold is 76,5 meters long and 17,6 meters wide, and the tank top can bear deck loads of up to 25 tons per square meter.

Amidships, the two pontoon covers which close the gap between the folding covers, can carry eight tons per square meter. To transport very heavy single cargo such as cable reels with a gross weight of up to 3,750 tons not only below deck but also on deck the hatch covers can be used together. The movable tween decks, which can be lifted using auxiliary hoists, support up to 4 tons per square meter, are increasing cargo loading flexibility further. Special attention was given to the vessel's stability and strength limits for safe operation.



The tramping business is tough-, and follow-on jobs are difficult to plan. Innovative, highly cost-efficient, and flexible ships make business a lot easier. Briese Schiffahrt is happy that the newbuilding department developed this ship type in close cooperation with the chartering needs and was able to modernize the premium project cargo carrier segment accordingly.

Due to the success of this vessel series another 5 units were contracted at Hunghai Shipyard, China and are scheduled for delivery in 2025. These vessels are again improved after feedback from crew comments and based on know-how gained. They will be built with Ice Class notation.

Source: Jan Rüde, Ship Type Expert MPV https://www.dnv.com/expert-story/maritime-impact/The-next-workhorse-MPV-of-the-future.html

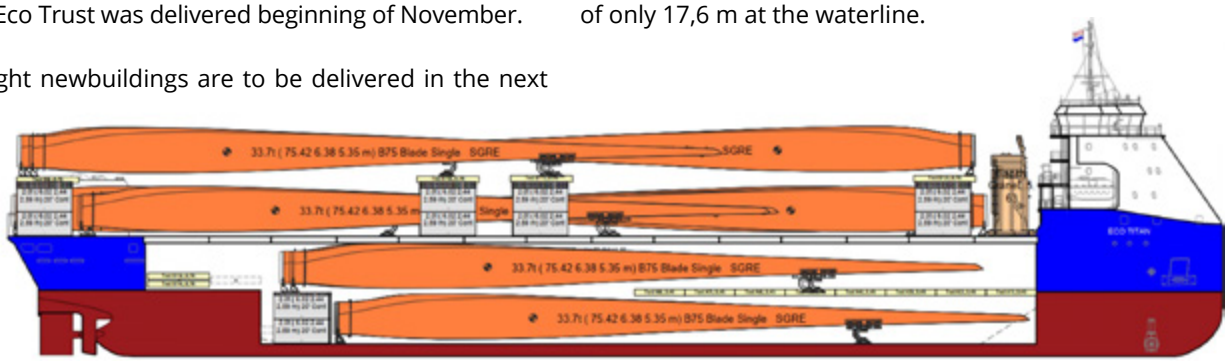
General Cargo Vessels

Briese Schiffahrt is happy to announce that the first two OTECO 900 type newbuildings were delivered from Dayang Offshore shipyard.

The first sea trials were finished successfully in September 2023 and during the last month also the crew was on board to support the yard and site team to prepare the delivery and final taker over on 27th of September of M/V ECO Titan. Likewise, M/V Eco Trust was delivered beginning of November.

Further eight newbuildings are to be delivered in the next two years.

Already the maiden voyage of M/V Eco Titan from Shanghai with offshore windmill blades for Cherbourg, which was organized by BBC Chartering, for positioning the vessel to European Continent for Briese Chartering showed the advantages of the vessel where the superstructure is arranged on the foreship, therefore the full open deck area of more than 2000 m² can be used for stowage of deck cargo. The OTECO 9000 is 132,8 m long and 18,85 m wide, with a smaller beam of only 17,6 m at the waterline.



Furthermore, the very large cargo hold with a length of abt. 85m in the lower hold and 97,4m in the upper hold can be divided flexible in several compartments by using tween deck panels and/or grain bulkheads.

Briese Chartering will get a new fleet of highly flexible vessels, which perfectly fit in their project cargo segment.

Facts and Figures:

Classification:	Bureau Veritas
GT / NT:	7,639 / 3,378
DWCC (summer):	9,000 mt
Max. draft (summer):	7.00 m
Length o.a.:	132.78 m
Breadth:	18.85 m
Air draft (summer mark):	29.80 m
Cargo hold capacity	
without TP panels:	14252 cmb / 503,300 cbft
with TP panels	13,421 cbm / 473,900 cbft
Floor space under deck	
DH	1,390 sqm / 14,962 sqft
LH	1,200 sqm / 12,917 sqft
Floor space on deck	2,100 sqm / 22,604 sqft

Sold vessels

M/V BBC Adriatic

M/V BBC Adriatic was sold to new owners on 10th of May 2023.

M/V Neuburg

M/V Neuburg was sold on 09.10.2023 after being in service for Briese Schiffart for about 2,5 years. M/V Neuburg is a container vessel which was built in 2010 at Wenchong Shipyard, Huangpu in China with a total TEU capacity of 1740.

M/V BBC Caribbean

M/V BBC Caribbean was sold to new owners on 02.06.2023. Last crew on board was Master Yury Griban, Chief Officer Iakov Rusakov, 2nd Officer Dmytro Pankov and Chief Engineer Andrey Sidorov.

M/V BBC Europe

M/V BBC Europe was sold to new owners on 14th of March 2023. This vessel started the successful series of Briese Schiffahrts Premium Project Carrier with a lifting capacity of 2 x 250 t SWL. It was built 2003 and was 20 years in service for Briese Schiffahrt. Further eight identical vessels were built. The ships are equipped with stability pontoons to ensure the necessary stability for taking on heavy cargo.

M/V BBC Greenland

M/V BBC Greenland was sold to new owners on 01.06.2023. This vessel belongs to the BBC Europe series and was managed by Inspection Group 3 since delivery of the vessel.

M/V BBC Livorno

M/V BBC Livorno was sold on 18th of July 2023.

M/V BBC Oregon

M/V BBC Oregon was sold to new owners on 1st of December 2023. Sale on site was managed by Asja Stomberg as Nautical Superintendent.

M/V BBC Virginia

M/V BBC Virginia was sold to new owners on 05.12.2023. Sale has been managed by Nautical Superintendent Kai Groen on site.

M/V BBC Parana

M/V BBC Parana was sold to new owners on 15.06.2023. The vessels was handed over by Bernd Hartmann to Transport Desgagnés Inc., which is a well-known business partner of Briese Schiffahrt and BBC Chartering.

M/V Mellum

After being nearly 3 years in service for Briese Schiffahrt M/V Mellum was sold on 25.10.2023.

M/V BBC Scandinavia

M/V BBC Scandinavia was sold to new owners on 15.06.2023. Further to M/V BBC Europe and M/V BBC Greenland also M/V BBC Scandinavia belongs to the successful 'BBC Europe – ship type' and thanks to the crew and Inspection Group III the vessel is still in a good shape.

M/V Breb Star

M/V Breb Star was sold on 10th of August 2023. Lastly the vessel was sailing for BREB from 2020 till sale of the vessel. From delivery of shipyard in 2010 till 2020 the vessel was sailing as M/V BBC Polonia. The vessels was build in Poland at Gdansk 'Remontowa' S.A.

M/V Daxia

M/V Daxia was sold on 17th of July 2023. Handover was managed by Kai Groen in Japan. Until sale of the vessel M/V Daxia was the biggest bulk carrier in the Briese fleet with 56.800 DWT and equipped 4 x 36 t cranes and was managed by Inspection Group 9. Last crew on board was Master Pavlo Novikov, Chief Engineer Vyacheslav Vansen, OS Maksym Aleksieiev, Chief Officer Sergiy Boginskyy, AB Dindo Cadenas, Fitter Leosammie Capuras, Chief Cook Joel Credito, Deck Cadet John Roe Gorgonio, 3rd Officer Saigid Kurbanmagomedov, 2nd Officer Jericho Moratin, 4th Engineer Denis Nitiaga, AB Gnklaus Paligsa, Chief Cook Erwin Papa, 2nd Engineer Volodymyr Pechenevsky, Bosun Pavlo Rozhkov, Motorman Nikolai Smyslov, Deck Cadet Kseniia Tsekhova, OS Andrei ursov, Wiper Eduard Vansen, Electrician Alexey Yakovlev.

M/V BBC Africa

M/V BBC Africa was sold to new owners on 26.05.2023 after being in service for Briese Schiffahrt since 2006.

M/V Julius

M/V Julius was sold to new owners on 30.05.2023 in Sagunto. Handover was managed by Gerd Tieben on site and Inspection Group 2. Last crew on board was Mast Iurii Volgin, Chief Engineer Pavlo Stenkovoy, OS Dmitrii Andreev, Motorman Maksim Bogdanov, Junior Officer Dmitrii Danilov, 2nd Engineer Vasily Golovnyak, Deck Cadet Artem Iukhta, Electrical Cadet Aleksandra Kovalev, AB Vladimir Malinov, Junior Engineer Viktor Mangushev, OS Vladislav Ovchinnikov, Fitter Mykola Pshenyshny, Chief Officer Igot Semenov, 2nd Officer Mikhail Secostoanov, Electrician Ivan Tatsenko, Chief Cook Evgeny Terentiev, Bosun Sergiy Tsypurdyeyev.

M/V Hollum

M/V Hollum was sold on 31.08.2023 in Tuzla. Last crew on board was Capt. Oleg Chernov, Chief Engineer Ivan Ilchuk, Chief Officer Roman Orishich, 3rd Officer Dmytro Trytiachenko, OS Aleksei Litvinov, OS Serhii Tsapovych, Junior Egnineer Vladislav Skachkov, Engine Cadet Bogdan Baskakov, NOA Felix Thabo Alberth.

Operational Report Briese Inspection

Briese Schiffahrt, a ship management company, fulfills the obligations of ship owners by managing technical, commercial, and crew aspects. Commercial management involves overseeing business-related tasks such as operating costs, accounting, and insurance concerns. In-house departments like Finance, Charter Controlling, Asset Management, and Legal handle these responsibilities.

Crew related matters are handled by Briese Crew Management. The employees are responsible for recruiting, training, and deploying maritime personnel on board of the Briese vessels. They operate in close collaborating with partners in recruitment hubs collaborating with partners in recruitment hubs.

Technical ship management ensures the nautical and technical readiness of vessels, involving a team of engineers, mariners, and administrators. Compliance with regulations, inspections, and paperwork is a significant challenge in technical management. Overall, Briese Schiffahrt oversees outfitting, manning, and maintenance, covering a diverse range of responsibilities in the shipping industry. The technical ship management is done by the Inspection department together with the Purchasing department.

Also 2023 showed the complexity of topics which had to be solved by each Inspection group of Briese Schiffahrt in close cooperation with other in-house departments. Besides the normal daily business, maintenance schedules, repair advice more time-consuming jobs were on the agenda of each Inspection team.

To provide an idea of further idea of further tasked managed by Nautical and Technical Superintendents together with their Inspection Assistants, a rough outline is illustrated. The number of vessels managed by each Inspection Groups depends on ship size, trading area and manpower.

In this edition only two Inspection groups will be introduced as presenting the entire department and whole fleet would be too much. Their comprehensive scope of work will be demonstrated in a forthcoming edition.

In conclusion, the year 2023 marked significant developments for all Inspection Groups, which are demonstrated by the workload of Inspection Group 1 and 2, in managing their fleet.

Drydocking times are extended as for example also the installation of ballast water treatment systems is done. All Inspection groups were adapted to fleet dynamics resulting from the sale of certain vessels and the addition of new ones. The recruitment of new colleagues further enriched the Inspection teams. These changes reflect the group's commitment to operational efficiency, compliance, and strategic adjustments in the maritime industry.

Inspection Group 1

Inspection Group 1 manages 16 vessels at the end of 2023. The team consists of Oleg Azhmyakov, Kai Thilo Stomberg and Roger Nuega as Technical Superintendents, Markus Schmidt as Nautical Superintendents and Sonja Poppen-Nagel as Inspection Assistant.

Following surveys and maintenance tasks are planned for their vessels in 2024:

Dry dockings, bottom and class surveys:
- **M/V BBC Rhonetal**, 2nd class renewal in Bremerhaven, April
- **M/V BBC Rheiderland**, 2nd class renewal in Bremerhaven, Mai
- **M/V ASC Lotti**, 3rd class renewal in Singapore, October / November
- **M/V BBC Gdansk**, 3rd class renewal in Emden, December
- **M/V Ditzum**, intermediate class bottom survey IWS in Gdansk
- **M/V Randzel**, intermediate class bottom survey, emergency dock due change of propeller aft seal in Gdynia
- **M/V BBC Volga**, intermediate class, January
- **M/V Breb Courtesy**, intermediate class, January

Main Engine Overhauls:
- **M/V BBC Kwiatkowski**, main engine overhaul in Eemshaven, January

Major repairs:
- **M/V ASC Lotti**, crane repair
- **M/V Kurt Paul**, cargo crane wire change and loadtest at Antwerp, January
- **M/V Kurt Paul**, tweendeck consol repaired in Singapore, April
- **M/V Daxia**, crane repairs at Port Evergldes, May
- **M/V Breb Star**, gyro compass failure, Juni
- **M/V Randzel**, main engine repair at anchorage, July
- **M/V Geise**, BWTS repair in Rotterdam, Oktober and hydraulic cylinder repair in Rotterdam, August / November
- **M/V Geise**, crane repair in Alexandria, November
- **M/V BBC Denmark**, crane repair
- **M/V Breb Countess**, change aux engine in Koper, November
- **M/V BBC Gdansk**, partly main engine repair in Morehead City, November

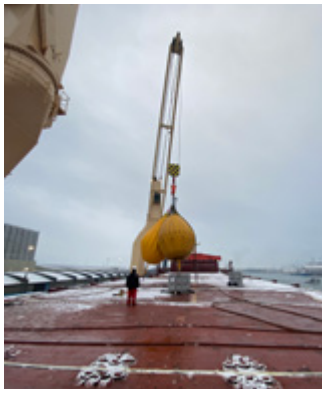
On following vessels a ballast water treatment systems has been installed during drydocking in 2023:
- **M/V BBC Rheiderland**, modification of BWTS
- **M/V BBC Rhonetal**, modification of BWTS
- **M/V ASC Lotti**
- **M/V BBC Gdansk**

Following vessels were sold to new owners during 2023:
- **M/V Daxia**
- **M/V Breb Star**
- **M/V BBC Romania**

Two of the new bulk carriers were delivered from shipyard this year and associated to Inspection Group 1:
- **M/V BBC Mercury**
- **M/V BBC Venus**

Other major topics:
- **M/V Breb Countess**, one crewmember C/O died a natural death
- **M/V BBC Volga**, towage operation in August; see page 37

M/V BBC Rheiderland


M/V Kurt Paul


M/V Geise

M/V ASC Lotti

Inspection Group 2

At the end of 2023 Inspection Group 2 managed 19 vessels. Colleagues of the Inspection group are Nikolay Zhelonkin, Igor Mosalov and Gerd Tieben as Technical Superintendents, Akram Akoel as Nautical Superintendent and Jens Kiepe as Inspection Assistant.

Due to internal changes the Inspection Group will be split and a new Inspection Group 6 will be established from 2024 on. This group will take over some vessels from Inspection group 2.

During this year following jobs have been carried out on board of group two vessels:

Drydockings:
Seven vessels were drydocked as per bottom survey interval:
- **M/V BBC Danube** in Hamburg, January
- **M/V BBC Emerald** in Bremerhaven, April
- **M/V BBC Russia** in Singapur, May
- **M/V Wybelsum** in Tuzla, June
- **M/V BBC Louise** in Gdynia, September
- **M/V Petkum** (former M/V Cap Salia) in Shanghai, September
- **M/V Mellum** in Qatar, Oktober

Ballast water treatment systems were installed on following vessels during drydocking:
- **M/V BBC Danube**
- **M/V Petkum** (former M/V Cap Salia)
- **M/V Wybelsum**
- **M/V BBC Emerald**
- **M/V BBC Louise**

Engine power limitation (EPL) installation:
- **M/V Wybelsum**
- **M/V Neuburg**
- **M/V Mellum**
- **M/V Jan**
- **M/V Petkum** (former M/V Cap Salia)

Following vessels were sold to new owners:
- **M/V Julius**
- **M/V Neuburg**
- **M/V BBC Parana**
- **M/V Mellum**

Three of the new delivered container vessels are associated to Inspection Group 2:
- **M/V Mindoro**
- **M/V Siargao**
- **M/V Samal**

Furthermore, Igor Mosalov joined the Inspection Group as a new colleague.

M/V Petkum

M/V Wybelsum

M/V BBC Emerald

Towing Operation

In August, the Master and crew of M/V BBC Volga demonstrated exceptional professionalism during a towage operation. A Briese vessel found itself in a challenging situation and after changing weather conditions and the absence of nearby tugs M/V BBC Volga was called upon to assist swiftly.

The Master and crew of M/V BBC Volga displayed remarkable expertise by quickly establishing a towing connection, effectively preventing potential dangers. M/V BBC Volga remained on standby until a tug arrived, ensuring the troubled vessel could be safely brought to the nearest port.

Briese Schiffahrt expresses pride in having a reliable and professional crew that willingly extends assistance to colleagues facing difficulties at sea.

Crewlist BBC Volga	
Master	Lapkin, Andrey
Chief Officer	Kovtunov, Aleksandr
2nd Officer	Kolesnykov, Andrii
Chief Engineer	Kharlamov, Yury
2nd Engineer	Kuliush, Evgenii
4th Engineer	Savin, Nikolai
Electrician	Borisik, Artem
Assist.	Saloid, Georgii
Fitter	Samoylov, Ivan
Chief Cook	Clemente, Allan
Bosun	Bobrov, Andrei
A.B.	Del Rosario, Ron Marco
A.B.	Tantoy, Richard
O.S.	Galchenko, Vitalii
O.S.	Gorkun, Evgenii
Deck Cadet	Cayabyab, John Lloyd
Wiper	Bykov, Valentin
Engine Cadet	Ongkit, Rod Zymon

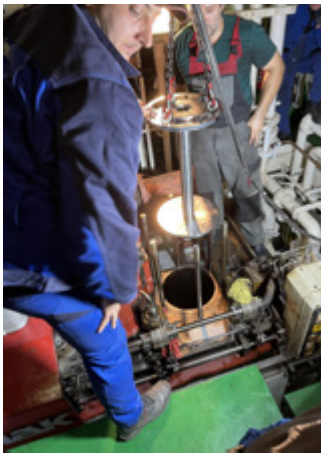
On board Training “Surface Grinding Machine”

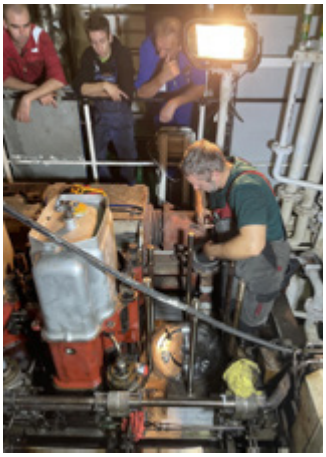
Inspection Group 4 acquired an engine frame surface grinding machine from company ChrisMarine, Sweden.

After long delivery time a training course by company ChrisMarine took place on 29th of September 2023 on M/V BBC Bergen in Nordenham.

Cylinder unit No. 6 was not in good order and the service technicians from Sweden conducted explanations of the grinding machine under realistic conditions.

The explanations involved 11 employees from Briese inspection and workshop, indicating a collaborative effort to understand and resolve the problems associated with the equipment.

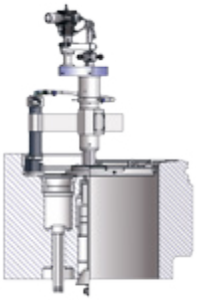




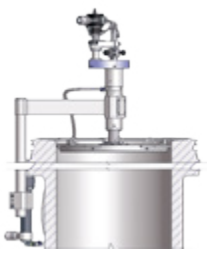
The CPL surface grinding machine is a versatile and efficient tool designed for use in workshops both onboard and ashore. With a quick setup that can be accomplished by a single person in less than 30 minutes, the CPL is capable of grinding and milling functions with high precision.

Its primary purpose is to eliminate and prevent water and gas leakages in small and medium bore diesel engines. The machine’s versatility and cost-effectiveness make it a valuable asset, offering substantial savings compared to outsourcing grinding and milling jobs.

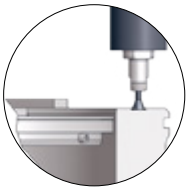
CPL mounted on engine frame
Standard application for grinding landing surface on engine frame.



CPL mounted on cylinder cover and on cylinder liner
A wide range of specific mounting adapters is available to fit various grinding applications on all medium 4-stroke engines.



CPL mounted on cylinder liner with accessories for under-up grinding
Frequently used application for eliminating water leakage due to corroded landing surfaces.



Milling
Milling groove in cylinder liner/cylinder cover with high-speed carbide tool.

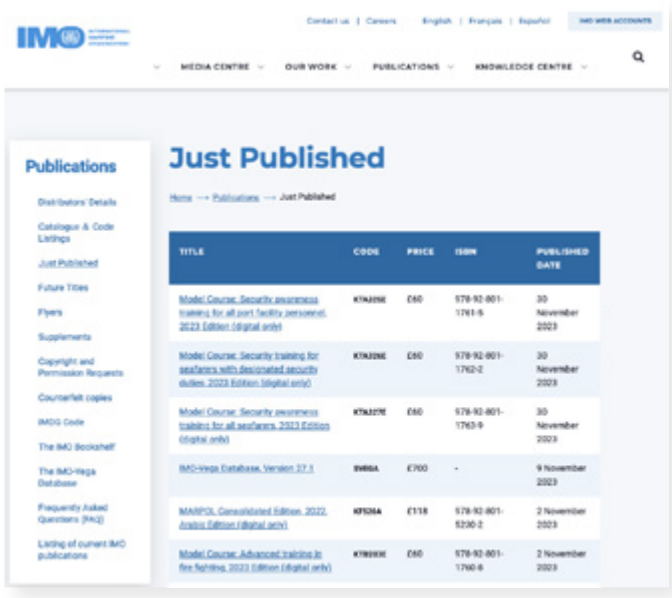
Source: https://chris-marine.com/wp-content/uploads/2019/03/CPL-B148_2317E-2023.pdf

Digital Publications

Many publications from the New Editions Service (NES) will only be available as digital version in future. Therefore, as from 2024 Briese Schiffahrt will switch over the NES service step by step to the IMO bookshelf; means from paper version to e-books.

The IMO (International Maritime Organization) bookshelf typically refers to a collection of publications and documents provided by the IMO, a specialized agency of the United Nations responsible for regulating shipping. The IMO publishes a wide range of materials related to maritime safety, security, and environmental protection. These publications include international regulations, codes, guidelines, and other technical documents that are essential for the maritime industry.

Some common publications found on the IMO bookshelf include the International Convention for the Safety of Life at Sea (SOLAS), the International Maritime Dangerous Goods (IMDG) Code, the International Ship and Port Facility Security (ISPS) Code, and the International Convention for the Prevention of Pollution from Ships (MARPOL), among others.



The new IMO Bookshelf is a browser-based hybrid software, meaning that it runs in web browsers, yet behaves like desktop software, so there is no need to download or install anything.

However, there may be times where you do not have access to the internet, such as when a vessel is out at sea and when internet connections might be unreliable, so it is possible to download your purchased IMO publications to use offline.

Please go to the below web link and login:
www.witherbyconnect.com

You will receive from your NES provider the necessary login details:

IMO Bookshelf Login:
IMO Bookshelf Password:

The transition will be made gradually, that means that every time a new IMO edition is available, the e-Book will be purchased instead of sending the physical book to the vessels.

Bert Reporting Tool – Emission Reporting

The BERT Reporting tool installed on board all Briese vessels > 5000 GT is a maritime sustainability tool and the baseline for upcoming mandatory emission reporting.

To simplify the GHG reporting with an emissions management software the existing BERT reporting tool has been upgraded in 2023 and further adjustments are planned in 2024.

The emissions management now helps to accurately calculate, track and report vessels greenhouse gas (GHG) emissions data.

The product helps to set decarbonization targets, track progress towards emissions-reduction goals and clearly identify areas to focus on emissions-reduction efforts.

A shoreclient has been established to submit emission data directly from the ship into an office portal to track performance of the vessels and allow up-to-date reporting to stakeholders.

Key features across the emissions management include:
- Reporting on all GHGs including CO_2, CH_4, N_2O
- Custom emissions factors
- Market and location-based emissions reporting

Emission reporting in shipping includes the Carbon Intensity Indicator (CII) as part of the IMO's efforts to assess and improve the energy efficiency of ships as well as the EU extends its Emission Trading System (ETS) to include the maritime sector from 2024. This expansion will cover not only CO2 but also other greenhouse gases like N2O (Nitrous oxide) and CH4 (Methane).

In addition to the meanwhile well-known IMO DCS and EU MRV / UK MRV regulations the EU Commission updated the present MRV directive and will implement even more new procedures in near future.

Hence correct BERT reporting is getting more and more important as it was up to now, especially in respect to:
- Correct fuel type reporting
- Non cargo related events

All events which are not cargo related like SAR, sailing in ice, drydocking, vessel repairs, obtaining supplies, relieving crew etc. need to be reported separately with a 'Start' and 'End Event'.

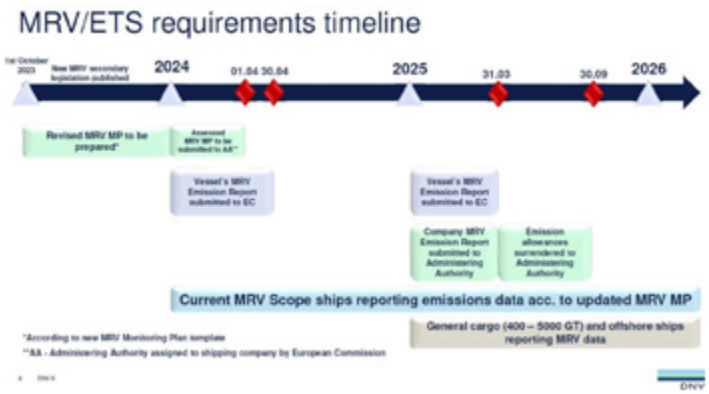
For the moment Briese Schiffahrt is well prepared with BERT 3.2, but the system can only work as good as it is filled with correct figures from board. In anticipation of upcoming regulations, Briese Schiffahrt is continuously developing the BERT Reporting Tool to release updated versions aligning with industry standards. A key focus now is on compliance with amended regulations, specifically the inclusion of N2O and CH4 in emissions reporting as per the EU MRV guidelines effective from January 1, 2024.

Currently formulating a new MRV monitoring plan, encompassing not only CO2 but also necessitating the reporting of N_2O and CH_4 is in process.

Furthermore, not only a ships emission report but as well a company level emissions report needs to be done in future.

The time window has changed from end of April to end of March for the verification process.

In case of change of company, who is responsible for MRV reporting or change of ownership a partial emission report must be verified and send to the authorities (same as for IMO DCS).



The BERT Reporting Tool serves a dual purpose, serving as a crucial database for the Emission Trading System within the European Union (EU) and playing an integral role in the reporting process for the International Maritime Organization (IMO) Data Collection System (DCS), which includes Carbon Intensity Indicator (CII) calculations.

Serious problems in the CII development process have been identified and systematic inadequacies have come to light, wherefor in July 2023 the IMO agreed to add additional data fields to the fuel oil data collection system (DCS).

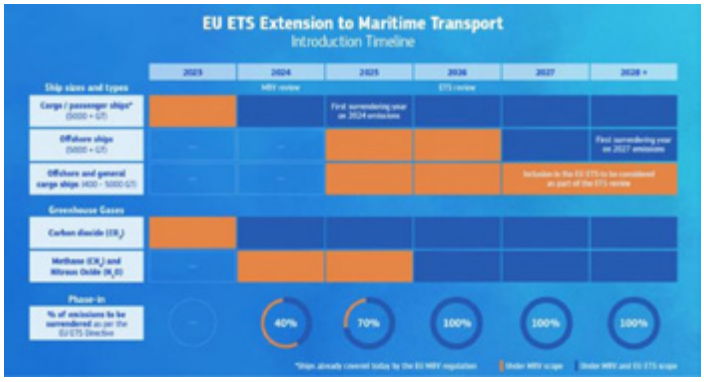
These enhancements facilitate:
Greater Precision in Fuel Consumption Recording: The new data fields allow for more precise recording of fuel consumption, distinguishing between Main Engine (M/E), Auxiliary (AUX) engine, and incinerator usage.

Recording of Transport Work, Shore Power, and Innovative Technologies: The expanded data fields also enable the recording of additional parameters such as transport work, shore power usage, and the adoption of innovative technologies.

In alignment with these developments, Briese Schiffahrt has proactively decided to adapt the BERT Reporting Tool to incorporate these additional data fields.

Especially the Emission Trading Scheme (EU ETS) which is starting from 1st of January 2024 is a complete new, complex, and sensitive topic for shipping companies, charterers, operators and also for ship commands.

The EU Emission Trading Scheme is one of the main proposals meaning the integration of shipping into an open ETS system (trading with other sectors). Included are vessels above 5.000 GT which fall under the EU-MRV Regulation. In practice, shipping companies will have to purchase and surrender ETS emission allowances for each ton of reported CO2 emissions.



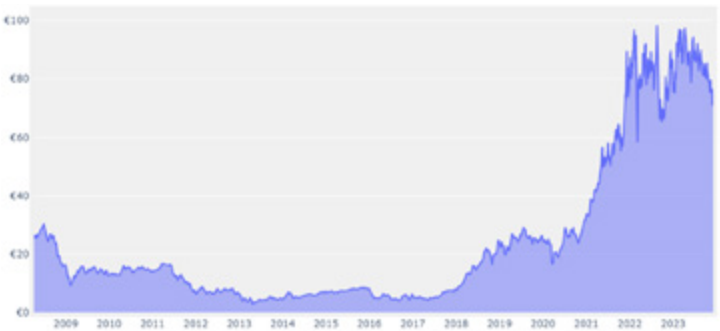
Shipping companies shall be liable to surrender allowances according to the following schedule:
- 20% of verified emissions reported for 2023
- 45% of verified emissions reported for 2024
- 70% of verified emissions reported for 2025
- 100% of verified emissions reported for 2026 and each year thereafter

This means for each ton of bunker consumed on board and CO2 produced accordingly EU allowances must be bought and surrendered later on. This is a costly subject. For normal voyages the charterers must pay for allowances but for other exceptional cases, like repairs, drydockings, etc ship owner may be responsible and consequently the ship must pay the price for same. Total costs are pending on price for EU allowances.

Therefore, to have accurate data from ships is most important.

At the end of 2024 even all vessels < 5000 GT will be equipped with the BERT Reporting Tool and from 2025 all vessels have to take part in the MRV reporting. The implementation of BERT 3.2 underscores Briese Schiffahrt's commitment to reliable reporting, depending on the accurate input of data from shipboard side.

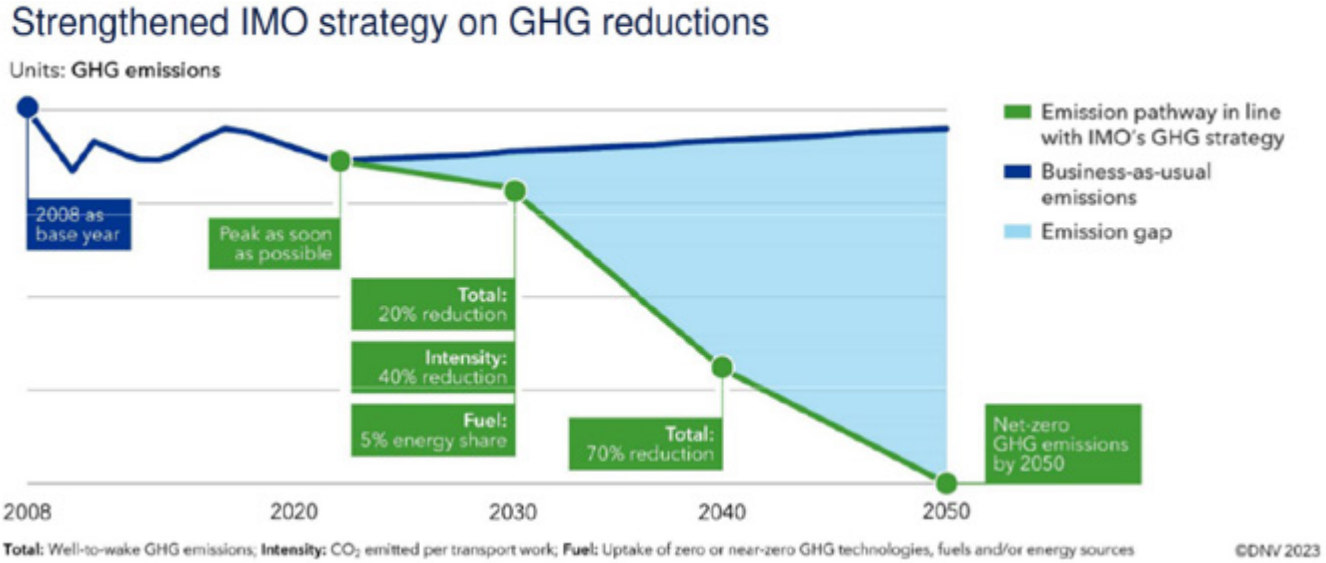
CO_2 emission allowance



Source: https://sandbag.be/carbon-price-viewer/

Biofuels in Shipping

Biofuel use in shipping has been extremely low so far. But the 80th session of the IMO's Marine Environment Protection Committee (MEPC 80) adopted a revised GHG Strategy, which aims to significantly reduce GHG emissions from international shipping. The new targets include a 20% reduction in emissions by 2030, a 70% reduction by 2040 (compared to 2008 levels), and the goal of achieving net-zero emissions by 2050 besides other measurements.



Source: MEPC 80: Increased emission reduction ambitions in revised IMO GHG strategy (DNV, July 2023).

The use of biofuels or biofuel blends may be one of many ways to comply with the IMO's strategy on the reduction of GHG emissions from ships as biofuels can be used in existing ship engines without major adjustments. Vessels do not need to undergo modifications to accommodate such fuel.

Biofuels are mainly "drop-in" fuels like B20, B30, etc. and are used as blends with traditional petroleum fuel. B20 stands for a blend of 20 % biofuel and 80% conventional fuel (diesel, gas oil, fuel oil).

The use of biofuel has an immediate effect towards EU obligations and IMO requirements such as Carbon Intensity Indicator (CII). Under the forthcoming FUEL EU Maritime Regulations, the use of biofuel might be mandatory for vessels with conventional engines.

Biofuels and their effect on GHG regulations:

EEDI and EEXI

The EEXI and EEDI only consider the so-called Tank-to-Wake approach, meaning that only the carbon content of standard reference fuels, the vessel is designed for, is considered.

For that reason, the usage of biofuels has no effect on the EEXI or the EEDI.

CII (Carbon Intensity Index)

At MEPC 80 it has been agreed that the use of biofuels should have a positive effect on CII and IMO DCS Regulations (under Regulations 26, 27 and 28 of MARPOL Annex VI). Therefore, it was decided to use a temporary solution until the new LCA guidelines can apply. For this provisional approach a Well-to-Wake calculation for biofuel is allowed whereas for conventional fuels the tank-to-wake approach, meaning solely the emissions derived from on-board fuel combustion is used.

Properly certified biofuels with a WtW (Well-to-Wake) GHG emissions reduction of at least 65 percent compared to fossil MGO of 94 gCO2e/MJ (i.e., not exceeding 33 gCO2e/MJ), may be assigned a conversion factor (CF) equal to the value of the WtW GHG emissions of the fuel according to the certificate multiplied by its lower calorific value (LCV).

For fuel blends, the CF is to be calculated as a weighted average of the CF for each amount of fuel, biofuel, and fossil fuel, by energy. The verification of the reported biofuel consumption shall be supported by proof of sustainability or similar documentation from a recognized scheme along with the Bunker Delivery Note (BDN).

Source: TECHNICAL REGULATORY NEWS No. 17/2023 – STATUTORY; IMO MEPC 80: SHIPPING TO REACH NET-ZERO GHG EMISSIONS BY 2050

EU MRV

Actual emission from combustion of biofuel, CO2 + N2O + CH4 emission have to be considered as per Annex I to Commission Delegated Regulation amending Regulation (EU) 2015/757.

1	2	3	4	5	6
Fuel Class	Type of Fuel	$\left[\frac{EF_{CO2}}{gCO_2}{gFuel}\right]$	$\left[\frac{EF_{CH4}}{gCH_4}{gFuel}\right]$	$\left[\frac{EF_{N2O}}{gN_2O}{gFuel}\right]$	C_j As % of the mass of the fuel used by the emissions source
Biofuels	Ethanol	1,913	TBM	TBM	-
	Bio-diesel	2,834	TBM	TBM	-
	Hydrotreated Vegetable Oil (HVO)	3,115	0,00005	0,00018	-
	Liquified Bio-methane as transport fuel (Bio-LNG)	2,750	0	0,00011	3,1 for LNG Otto (dual fuel medium speed)
					1,7 for LNG Otto (dual fuel slow speed)
					0,2 for LNG Diesel (dual fuel slow speed)
					2,6 for Lean-Burn Spark-Ignited (LBSI)
	Biomethanol	1.375	TBM	TBM	-
	Other	3,115	0,00005	0,00018	-
	Bio-H_2	0	0	0 for Fuel Cells	-
				TBM for ICE	

EU ETS

Biofuel complying with the sustainable criteria and greenhouse gas emissions savings for the use of biomass established by Directive (EU) 2018/2001 with the necessary adjustments for application as set out in Implementation Regulation (EU) 2018/2066 may take CO2 emissions of the biofuel fraction as zero.

Meaning for a blend of 30 % biofuel and 70 % traditional petroleum:

If the biofuel part fulfills the specific criteria 30 % of the fuel can be calculated with a Cf factor of zero.

Reference: Draft Annex II to Commission Delegated Regulation, Amending Regulation (EU) 2015/757

Indeed, the use of biofuels is a complex and multifaceted topic, and even the use of the same biofuel has different impacts on CII, EU MRV and EU ETS.

Three types of biofuels are relevant for maritime shipping for the moment:

- **FAME** (Fatty acid methyl ester) is produced from vegetable oils, animal fats or waste cooking oils by transesterification, where various oils (triglycerides) are converted to methyl esters. This is the most widely available type of biodiesel in the industry and is often blended with regular marine diesel. International standards: ISO 8217:2017, EN 14214, ASTM D6751, EN 590
- **BTL** (Biomass to liquid) fuels are synthetic fuels that are produced from biomass by means of thermo-chemical conversion using the Fischer-Tropsch process or the methanol-to-gasoline process. The final product can be fuels that are chemically different from conventional fuels such as gasoline or diesel but can also be used in diesel engines. International standards: EN 16709, EN 15940
- **HVO/HDRD** (Hydrogen vegetable oil / Hydrogenation derived renewable diesel) is the product of fats or vegetable oils – alone or blended with petroleum – refined by a hydrotreating process known as fatty acids-to-hydrocarbon hydrotreatment. Diesel fuel which was produced using this process is often called renewable diesel to differentiate it from FAME biodiesel. HVO/HDRD can be directly introduced in distribution and refueling facilities as well as existing diesel engines without any further modification. International standards: ASTM D 975

Source: Team VPS, Leer, 29.06.2023 – Biofuels – Experience in Shipping

In general, following aspects must be considered:

→ Clean the tanks and the system before first usage; take greater solvency and cleaning effect in consideration. => overloaded separators

→ Avoid storage period over three months => Stability

→ Avoid any water contamination; the biodegradable nature needs to be observed: => Bacteria

These are some of the possible consequences from the use of biofuels:

- **Microbial growth:** Bacteria and mould may grow, causing filters and piping to clog.
- **Oxygen degradation:** Biodiesel could form deposits in piping and engine, compromising operational performance.
- **Low temperature:** The higher cloud point may lead to the clogging of filters at lower temperatures.
- **Corrosion:** Some types of hoses and gaskets could degrade, leading to loss of integrity, and interact with some metallic material to form deposits.
- **Possible degeneration of rubber sealings, gaskets and hoses:** Important to verify that these components can be used together with biofuel.
- **Conversion:** When switching from diesel to biofuel, fuel filters can become clogged.

In case of any enquiries from Charters side Master and Chief Engineer must inform their Inspection group immediately to evaluate the individual impact of the intended biofuel usage and to assess the most practical way to ensure safe ship operation.

New IMO and the FuelEU Maritime regulations are focusing in the whole life cycle of a fuel meaning from the fuel production to the end-use by a ship ("Well-to-Wake"); it results from the combination of a "Well-to-Tank" part (from primary production to carriage of the fuel in a ship's tank, also known as upstream emissions) and a "Tank-to-Wake" (also called "Tank-to Propeller") part (from the ship's fuel tank to the exhaust, also known as downstream emissions).

Source: https://www.imo.org/en/OurWork/Environment/Pages/Lifecycle-GHG---carbon-intensity-guidelines.aspx

The "Guidelines on Life Cycle GHG Intensity of Marine Fuels" (LCA Guidelines) in development by IMO sets out methods for calculating Well-to-Wake and Tank-to-Wake GHG emissions for all fuels and other energy carriers (e.g. electricity) used on board a ship. These guidelines also specify sustainability topics/aspects for marine fuels and define a Fuel Lifecycle Label (FLL) that collects and conveys the information relevant for the life cycle assessment. Preliminary default emissions factors for various fuels and fuel pathways are provided, but these factors will be further reviewed.

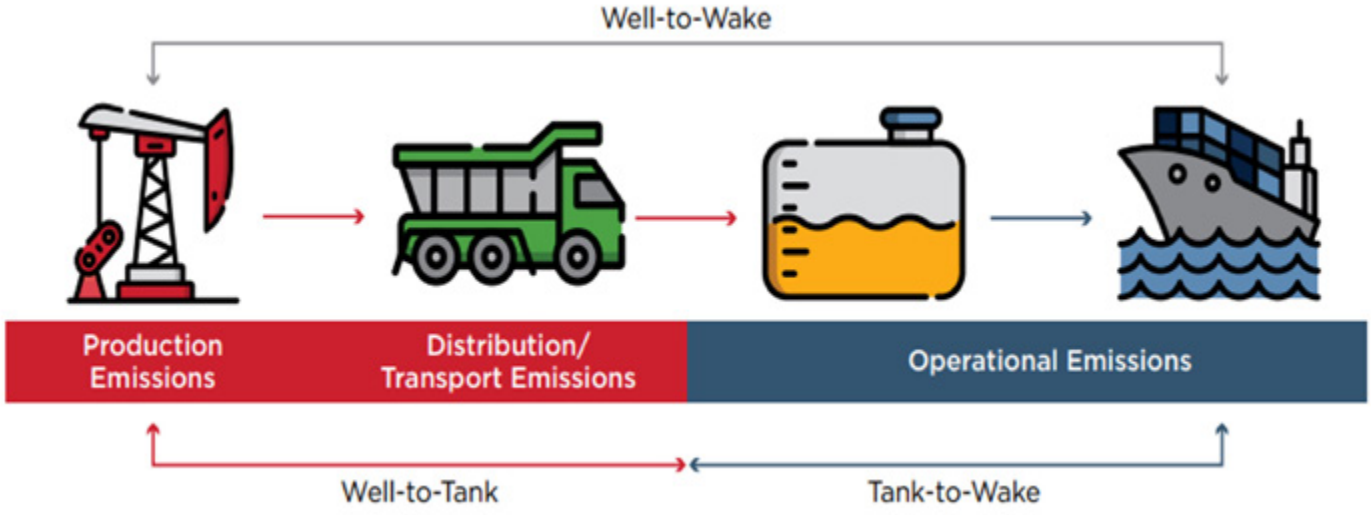
Source: https://www.dnv.com/news/imo-mepc-80-shipping-to-reach-net-zero-ghg-emissions-by-2050-245376

On the other hand the FuelEU Maritime sets Well-to-Wake greenhouse gas (GHG) emission intensity requirements on energy used on board ships trading in the EU from 2025 on. Ships trading in the EU or European Economic Area (EEA), the yearly average GHG intensity of energy used on board, measured as GHG emissions per energy unit (gCO2e/MJ), needs to be below a required level. The main objective of FuelEU Maritime is to increase the demand for and consistent use of renewable and low-carbon fuels.

Source: https://www.dnv.com/maritime/insights/topics/fuel-eu-maritime/index.html

While the specific mechanisms and details of these approaches may differ, the ultimate goal is to mitigate climate change by reducing greenhouse gas emissions from the shipping sector.

Briese Schiffahrt is actively contributing to the sustainability narrative in the shipping industry. By consistently modernizing and renewing its fleet, as well as implementing optimized processes, the company has successfully enhanced the energy efficiency of its vessels. Since 2008, Briese Schiffahrt has achieved an impressive 31% improvement in the average Estimated Index Value (EIV) for its fleet.



Source: Regulatory Trends and Impact 2023, ABS

Talent LMS

"The beautiful thing about learning is that nobody can take it away from you."
— B.B. King

The shipping industry is going through significant changes due to the rising impact of digitalization and automation. Innovation improves safety, reliability, leads to optimized operations and minimizes environmental impact.

With this wave of change, all sectors of the maritime business are becoming more efficient, from ship design to vessel handling and operation.

Seafarers' working lives are changing accordingly. The ability to solve problems by themselves and be resilient are becoming key skills for seafarers. It is not necessary to rely on technology, but to be able to use it correctly to improve vessel performance, and to keep up to date with the latest changes in maritime rules and regulations.

We are committed to the development of every member of our crew and want to support them with the knowledge they need for confidence, success and career progression.

That's why we created, and this year updated our own Talent LMS portal - an online platform with courses for our seafarers. The courses, provided by the best training companies in the maritime industry, give seafarers the opportunity to save time on traveling to training to get new information from the maritime sector and to apply the knowledge with experience.

A seafarer can discover new learning opportunities through the Briese learning portal using their own account, receiving information on their progress, learning points and communicating with other learners. Briese colleagues from our local offices are involved in the learning process, helping seafarers choose the right course to develop their career.

The number of participants is limited, so we are ready to support those of our crew members who are interested in training and invite them to take advantage of the opportunity to move forward.

Briese Manila joint Seminar for Deck and Engine Officers 2023

The maritime industry has always been dynamic, consistently forging pathways for innovation while relentlessly pursuing growth, development, and improvement. In the continuous advancement of various sectors within this trade, the quest for knowledge and comprehensive understanding across diverse fields is paramount.

Consequently, the education and training of individuals who bear significant roles and responsibilities in sustaining the industry's operations are crucial. Ensuring that they are thoroughly equipped with the latest information and a deep awareness of the ever-evolving industry is equally vital.

From July 3 - 6, 2023, Briese Schiffahrt GmbH & Co. KG, in collaboration with their Manila-based manning agency, Briese Schiffahrt Philippines Inc., organized a comprehensive four-day joint seminar for their Filipino Deck and Engine officers.

This educational event took place at the ISNTC (Internship Navigation Training Center) and was divided between various distinct venues. The discussions were held at the ECC Building, situated at Leveriza St. in Malate, Manila, while the practical exercises and familiarization were skillfully executed at the CRI Building on President Quirino Avenue for Deck Officers and Marlow Building located at Leon Guinto St for Engineer Officers, both buildings located at Malate, Manila.

Day 1:
Welcome and Various Topics

- **Capt. Christian Meyer (Head of Nautical & Technical, BBC Chartering Leer):** Covered topics such as Bunkering, Claims & Liabilities, Lashing Methods & Forces, Voyage Planning.
- **Engr. Rikki Roxas:** Bedding principles for heavylift cargoes, General cargo handling.
- **Sergii Potapenko (Director Technical Department, BBC Chartering Singapore):** Provided insights into BBC Chartering's organizational structure, operational workflow, systematic process for cargo allocation, and the role of the assigning port captain.
- **C/E Oleg Azhmyakov (Technical Superintendent, Briese Schiffahrt Leer):** Discussed Bunker Plans and Operations, correct maintenance of the Oil Record Book.

Day 2:
Specialized Areas for Deck and Engine Departments

- **Capt. Doris Klinder (ISM Superintendent, Briese Schiffahrt Leer):** Covered topics related to the Deck department, including ISM, SOLAS, Reporting Requirements, and MARPOL. Also included a waste management practical exercise.
- **C/E Oleg Azhmyakov (Technical Superintendent, Briese Schiffahrt Leer):** In-depth discussion on MARPOL regulations for the Engine department.

Day 3:
Practical Training

- **Capt. Klinder (ISM Superintendent, Briese Schiffahrt Leer):** Guided ship simulator sessions for the Deck department.
- **Engr. John Arancillo:** Conducted hands-on familiarization sessions focused on the ALCAP (Alfa Laval Clarifier and Purifier) for the Engine department.

Day 4:
Cargo Operations and Engine Discussions

- **Capt. Hanns Bergmann (Nautical Superintendent, Briese Schiffahrt Leer):** Shared knowledge regarding Heavylift Cargo Operations.
- **C/E Rogelio Nuega (Technical Superintendent, Briese Schiffahrt Leer):** Tackled issues and problems related to 4-stroke and 2-stroke engines.

The seminar had an essential objective: to cultivate highly skilled and competent officers by expanding their knowledge and expertise. This aimed to equip them comprehensively for the challenges and responsibilities they would encounter in their seafaring career. The event featured a distinguished roster of speakers from diverse departments, each recognized as an expert in their respective fields. These experts graciously shared their profound insights and wisdom, offering invaluable guidance to the seminar's participants. Their collective knowledge included a wide array of crucial aspects within the maritime industry, ensuring that attendees gained a deep understanding of their roles and responsibilities. This collaborative exchange of expertise played an instrumental role in furthering the professional growth and preparedness of the officers for their future voyage.

The lineup of distinguished guests includes Mr. Christian Meyer, Mr. Sergii Potapenko, Enno Jelken, and Engr. Rikki Roxas representing BBC Chartering, Technical Superintendents CEng Oleg Azhmyakov and CEng Rogelio Nuega from Inspection I, Nautical Superintendent Capt. Hanns Bergmann from Inspection III, and Capt. Doris Klinder from the ISM Department. Their presence added immense value to the seminar, as their wealth of knowledge and experience enriched the discussions and provided invaluable insights to all participants.

Participants were accommodated at a hotel for their comfort during the duration of the seminar and for convenient travel to the venue. The first day of the event was dedicated to extending a warm welcome to all attendees and esteemed guests. Mr. Meyer took the stage as the first speaker, providing insightful discussions covering a range of topics, including Bunkering, Claims & Liabilities, Lashing Methods & Forces, and Voyage Planning, to name a few.

Meanwhile, Engr. Roxas shared his expertise on the intricate aspects of bedding principles for heavy-lift cargoes and offered valuable insights into general cargo handling. Mr. Potapenko provided a comprehensive overview of BBC Chartering's organizational structure, the operational workflow, and the systematic process for cargo allocation to individual vessels. He also touched upon the crucial role of the assigning port captain in overseeing cargo operations. CEng Oleg led the Engineers who discussed subjects including Bunker Plans and Operations and how to correctly maintain the Oil Record Book. This comprehensive coverage ensured that participants left with a well-rounded understanding of these crucial maritime aspects.

Before the first day drew to a close, all the participants, BSPi staff, and guest speakers came together for a group dinner, fostering a social and friendly atmosphere that allowed for meaningful social interactions and the opportunity to build lasting connections among the group of attendees and organizers.

The second day commenced with a strategic separation of participants into distinct groups, focusing on the specialized areas of the Deck and Engine departments. Under the guidance of Capt. Klinder, responsible for the Deck, the discussion encompassed crucial subjects such as ISM, SOLAS, Reporting Requirements, and MARPOL. A noteworthy activity was also incorporated into the session, where participants engaged in a practical exercise aimed at correctly segregating waste items into their respective categories, further enhancing their understanding of responsible waste management. Meanwhile, CEng Azhmyakov led an intensive discussion regarding MARPOL and its regulations where his comprehensive presentation provided the engineers with a deep understanding and awareness of the complex aspects of MARPOL, ensuring that they left with a thorough grasp of these vital maritime regulations.

The Deck department made use of the Ship Simulator for the whole third day, engaging in sessions that immersed them in various maritime scenarios. Grouped together, they were tasked with responding to challenging situations and problems that could arise during their vessel operations. The practical training included properly maneuvering the vessel to dock and performing maneuvers during Man Overboard (MOB) situations, ensuring they were well-prepared to handle emergencies effectively.

Simultaneously, the Engine department had a hands-on familiarization session focused on the ALCAP (Alfa Laval Clarifier and Purifier) which was headed by Engr. John Arancillo. This provided them with valuable insights into the operation of this essential equipment. They had the opportunity to manually and automatically start the purifier and even disassembled its bowl, gaining a comprehensive understanding of its mechanics and maintenance procedures. This hands-on experience equipped them with practical skills that could be applied directly in their roles aboard vessels.

On the fourth and last day of the seminar, Capt. Hanns Bergmann brought his knowledge regarding Heavylift Cargo Operations. He provided insightful examples of past incidents encountered during these operations and engaged in discussions on proactive measures that could have been taken to prevent such accidents. On the other hand, CEng Nuega and CEng Azhmyakov tackled issues and problems related to 4-stroke and 2-stroke engines, shedding light on the difficulties that can emerge in these circumstances.

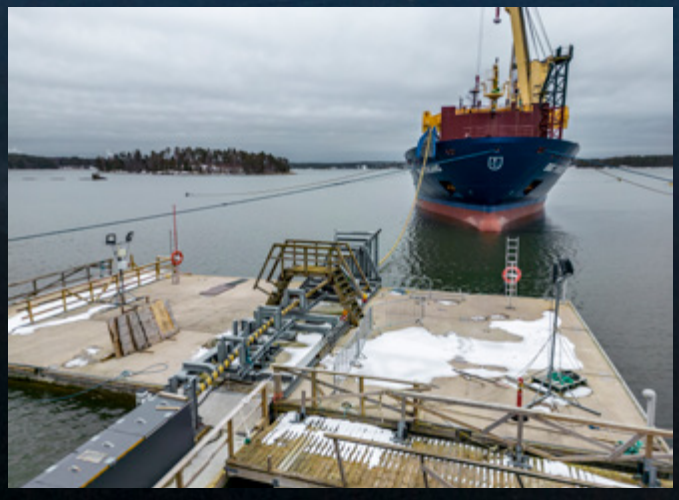
The seminar concluded with an enriching visit to ISNTC's training site, where participants were treated to an insightful tour. They had the opportunity to explore the site and were introduced to the ship's crane that is being used for training in crane handling techniques. Moreover, the visit showcased a diverse display of equipment and machinery utilized both on the deck and in the engine room, providing attendees with a hands-on understanding of these essential maritime tools and systems.

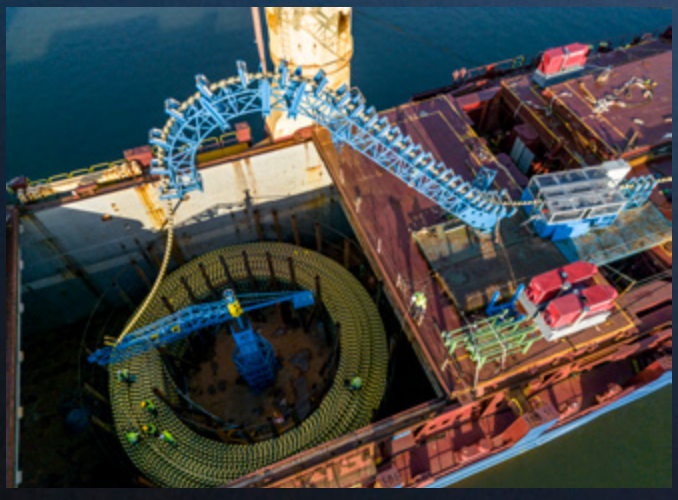
To wrap up this educational journey, the seminar came to a heartwarming conclusion with a shared lunch, fostering a sense of camaraderie among the participants as they reflected on the knowledge gained and the connections forged during the event.

Cargo photos

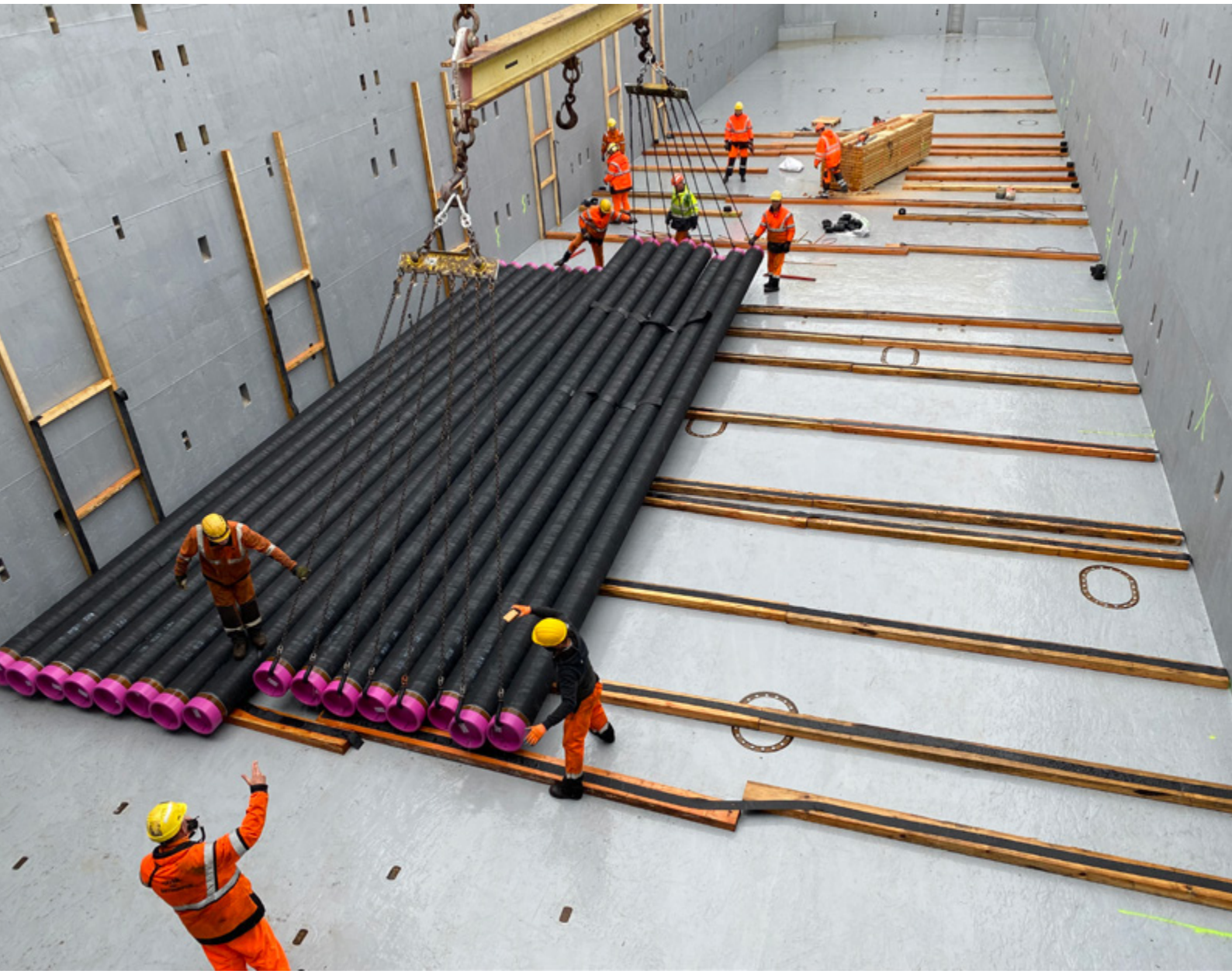
M/V BBC Xingang spooling in Pikkala April 2023

The M/V BBC Sebastopol pictured in the port of Oita, Japan, delivering hovercraft BAIEN which now operates between Oita City and the Airport.





M/V BBC Xingang spooling in Pikkala April 2023



Classical Cargo: Pipes

Briese Chartering in service for pipes delivery

When it comes to shipping and managing MPP- or General Cargo vessels, classical break bulk cargoes often come into consideration. Among them there are also pipes.

The energy sector heavily relies on pipelines for the transportation of oil, gas, and other resources. These pipelines are often made of steel or other durable materials to withstand the harsh conditions they may encounter. As such, the transportation of these pipes requires careful planning and execution to ensure their safe and timely arrival at their destination.

Briese Chartering keep a focus on transportation of special coated concrete pipe sections to arrange the infrastructure for oil and gas transport from the Atlantic Ocean to West African country Ivory Coast.

For many years, Briese Chartering has established a connection to Saipem, an Italian company arranging large infrastructural networks in the Energy sector. Briese vessels tend to go into service with this company to deliver different kinds of pipes to offshore places for pipe laying projects.

Proper packaging, securing methods, efficient communication and coordination between all parties involved are key factors in ensuring the successful and timely delivery of these essential materials.

Due to the coating on the pipes, the same may not be stacked without limitation, so the small tweendecker vessels like Accum etc are well-made for the trade. Furthermore, many efforts are put into arrangement of timber construction in the cargo hold for the embedding of pipes.

After loading the cargo, shipments to Ivory coast are started – usually a big pipe-laying vessel is the place of discharge – and our vessels go alongside, being held off by enormous fenders in between, and trying to lie as quiet as possible to get the pipes being lifted off.

As with other cargoes, we put all our experience into the transportation of pipe sections to perform our services in the best possible way. We thank our customers for their trust. Being part of global projects motivates us to evolve, find new solutions and move forward.

On Board Impressions

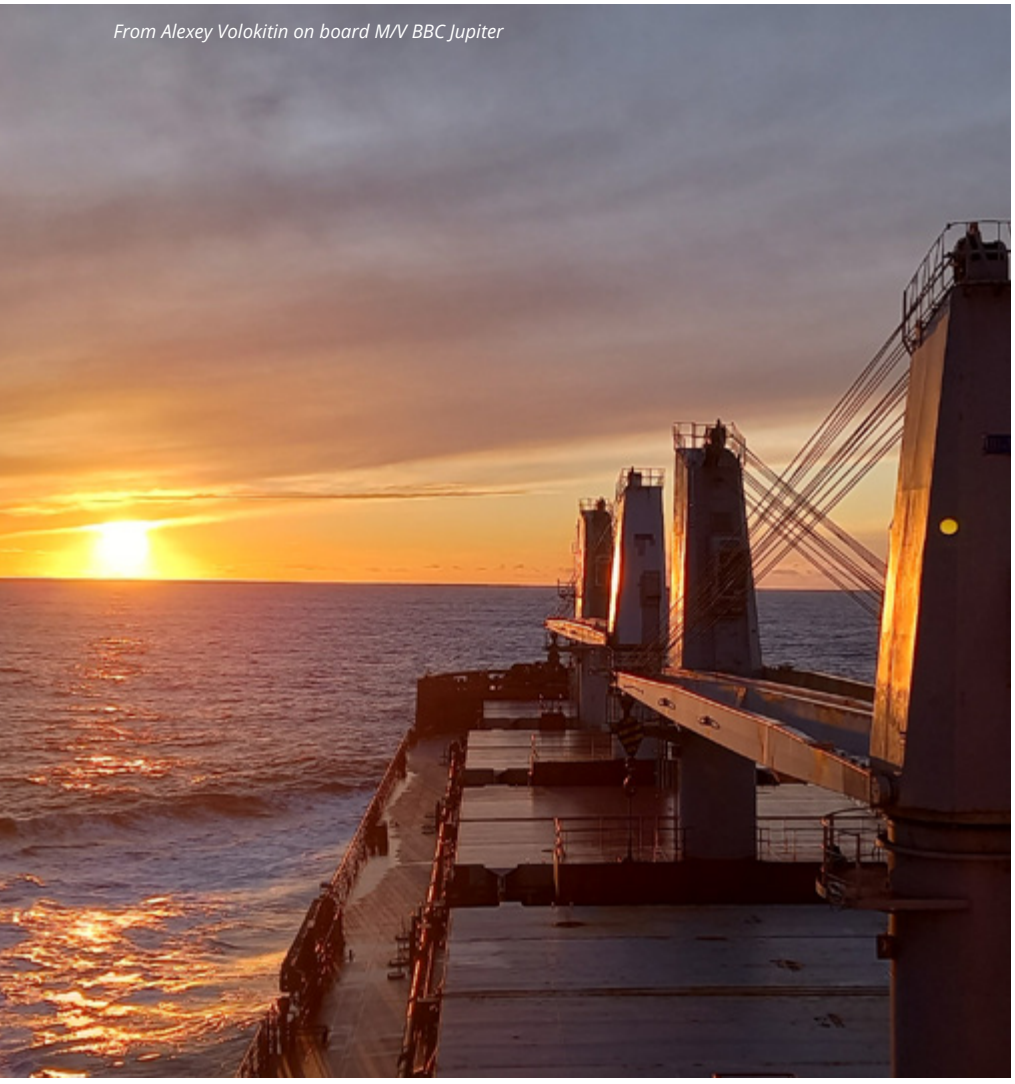
Chief Officer Dmitrii Altukhov and

OS Daniil Chernov from M/V Mittelplate

Queenfish of 8.6 kg caught in slowpitch jigging technique by Bosun of M/V BBC Manila, Denny Velasco, in the persian gulf

Captain Sergey Sedykh provided this nice picture of himself and his crew of M/V BBC Denmark.

From Alexey Volokitin on board M/V BBC Jupiter



Australian citizen wanna came on board M/V BBC Mars without documents

While the Crew Blog by Hannes Köppl may no longer continue, seafarers still have the opportunity to share their content through various channels, such as social media or email. This shift in platform allows for a more dynamic and accessible means of communication. Crew can leverage these channels to share their experiences, insights, and updates with a broader audience.

Briese Wordsearch

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

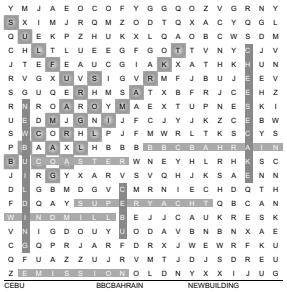
CABIN
ABOARD
ANCHOR
FATHOM
ADRIFT
CURRENT
BUOY
BOOM
DECK
FORESAIL
ABEAM
HULL
GALLEY
DRAFT
DOCK
HOLD

Sudoku

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

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

Solutions to our previous Wordsearch:

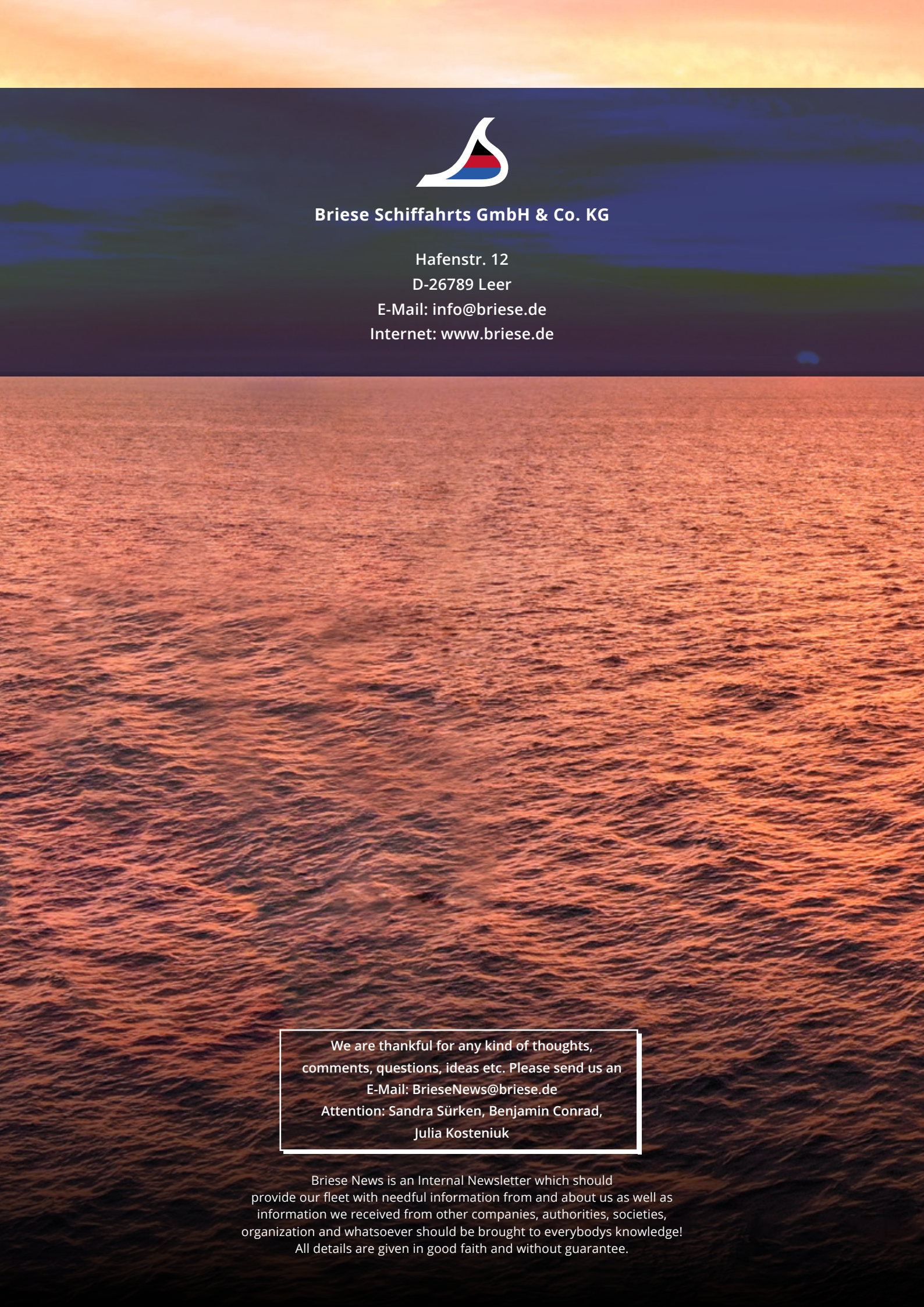


CEBU
BBCMARS
CARGO
WINDMILL
BBCBAHRAIN
SULFUR
GALLIMARKT
SUPERYACHT
NEWBUILDING
EMISSION
COASTER
CHEESECAKE

Solutions to our previous Sudoku:

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

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



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We are thankful for any kind of thoughts, comments, questions, ideas etc. Please send us an E-Mail: BrieseNews@briese.de
Attention: Sandra Sürken, Benjamin Conrad, Julia Kosteniuk

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