2024
ISSUE NO.
14

Briese News

Briese Office

Anniversary

Life of Seafarers

Meet the Crew of M/V BBC Leer

Training

Seminar in Istanbul

Dear Masters,
Dear Seafarers,

this year Briese Schiffahrt celebrates its 40th anniversary. My father started the company in 1984 as a nautical teacher. It was a very long journey to become our customers trusted shipping partner in the world.

Over the years, we saw old competitors failing but we managed to find our way, survived and expanded further. As a great reward, our company can now take delivery of 15 new Laker Max vessels.

These ships have two tweendecks, nine stowing height levels and unobstructed deck space. They offer for our clients unseen space and flexibility for their cargoes. The first ship M/V BBC Leer has started to trade this May. All ships will be named after BBC offices around the world.

Another positive milestone was our crew seminar in Istanbul after years of break. We are grateful that despite of the turmoil in the world, we can today work together to ensure our future success.

Many regards from our headquarters in Leer,

Wilke Briese

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Anniversary of Briese Schiffahrt

From one man's passion to a company with 2,500 employees worldwide.

This story begins with Roelf Briese, the driving force behind Briese Schiffahrt. It is an example of how one man believed in his dream and was able to bring it to life - into a company that turned into a family business and became a leader in the maritime market.

Born in the fishing village of Ditzum near Leer, Roelf Briese began his maritime journey early, becoming a captain at the age of 23 and later completing an academic degree in technical ship management, navigation, naval architecture and mathematics. After working as a naval architect and captain on a shipyard, he became a professor at the Nautical High School Emden-Leer. In 1984 Mr. Roelf Briese established the company - Briese Schiffahrts GmbH & Co. KG.

To support the maritime business sector with young and talented professionals, Captain Roelf Briese has spearheaded initiatives to promote maritime education and training, working with industry stakeholders to create endowed professorial and university teaching positions at Emden/Leer University of Applied Sciences.

Roelf Briese as 21-year student in the first semester 1966

Briese Schiffahrt's success lies in its strategic focus on specialized vessels. The company has moved away from the tough competition in container shipping and has carved out a niche in the heavy lift sector. With a fleet of more than 120 vessels and a global network supported by Briese Chartering and BBC Chartering & Logistics, the company has established itself as a leader in maritime transport solutions.

BRIESE GROUP

MARITIME TRANSPORT	SHIP MANAGEMENT	CREW MANAGEMENT	PORT LOGISTICS	SERVICES
BBC Chartering	Briese Schiffahrt	Briese Crew Management	EPAS Ems Port Agency & Stevedoring Service	China Supervision
Briese Chartering	Delft	Briese Shipping		SEC Shipservices
BREB		Briese Schiffahrt Philippines	BREB	UFS - United Fuel Services
EMS Offshore		Briese Crewing Ukraine		
		Briese Crewing Georgia		

However, success has come with challenges. The company has experienced economic downturns, market fluctuations, and fierce competition. But these obstacles encouraged the management of the Briese Schiffahrt and its team to persist, innovate, and overcome the crisis more than ever.

Today, Briese Schiffahrt stands as a shining example of what can be achieved through vision, hard work, and a pursuit of perfection. Unlike more specialized businesses, Briese's versatile fleet and wide range of activities within the Group provide significant market advantages. Additionally, Briese's partnership with the globally operating BBC Chartering grants it access to cargo and connections with cargo owners worldwide, enabling it to fulfill its obligations in the best possible way.

As the company celebrates its 40th anniversary, Captain Roelf Briese looks back on the journey with pride and optimism. His son CEO Wilke Briese together with CFO Frank Dreyer are confidently running the company as it moves into a future where Briese Schiffahrt will remain faithful to its mission and tradition, but ready for constant innovation and growth.

With gratitude for the past and excitement for the future, they strive to push boundaries, exceed expectations, and write the next chapter of Briese Schiffahrt's success story. And of course, without the team, there would be nothing. The positive development of Briese Group could only be achieved with great fortune, and with the help of employees both from the administration on land and the crews on board.

The dedication, reliability, and corporate identity of our colleagues in the company are exceptional.

The Briese family would like to express a big gratitude and respect to the employees for many years of reliability, inspiration, trust, commitment, and loyalty.

Without joint efforts, growth and success would not have been possible.

Looking forward to more years of success, innovation, and shared accomplishments. Thank you for being an essential part of our history and our future.

Happy 40th anniversary to Briese Schiffahrt!

Jubilarians

As a tradition, we would like to thank our team members who are celebrating their anniversary at Briese. Where some of them are celebrating their anniversary in the first half of 2024, others are following in the second Briese issue with a story.

We are filled with gratitude and respect for your journey at Briese company, during which you have had a great impact on our company, helping it to reach the level we are at today. **Your work and dedication inspire others!**

F.l.t.r. Akram Akoel, Viktoria Stoll, Annika Bruns, Benjamin Conrad

Andrea Bohlen, Kai Tammen

Jens Otten

25th

Kai Tammen
Andrea Bohlen

20th

Timo Heidergott
Reimar Wolf
Ina de Wall
Dariusz Wołkowicki
Alfred Krüger
Manuel Moch
Markus Schmidt

10th

Annika Bruns
Akram Akoel
Viktoria Stoll
Benjamin Conrad
Jens Otten

Ina de Wall (Financial department):

These 20 years with Briese have been an interesting and varied experience.

Times have changed and so has the work itself. But that's exactly the challenge and what makes everyday office life interesting.

I also got to know a lot of people and colleagues during this period and found friends for life!

F.l.t.r. Dariusz Wolkowicki, Ina de Wall, Reimer Wolf

Dariusz Wołkowicki (Inspection department):

To compress such a 20-year history, the most important words need to be said:
A big thank you to Mr. Roelf and Wilke Briese for such a long year of excellent cooperation in all areas of our shipping business. It has been and continues to be a great pleasure for me to work within the Briese family, to work with the entire fleet management and all Briese staff; these many years confirm the great friendship between all of us, without a doubt!

Since we're in the shipping business, it's not only the results of our work that matter to us, but also who we work with aboard our vessels. This is our extraordinary crew. Over the past 20 years, I have met many of you on board, during regular visits on board or, especially, during dry dockings. These dry docks (all the preparations, time and effort for such a difficult work) have in every case brought us a tremendous bond and fantastic friendship.

Dariusz Wołkowicki, Chief Engineer Aleksandr Podkhomutnikov

Together we gained a lot of new experiences, knowledge and useful know-how.

Also, always trying to maintain high quality standards o/b performing our duties in the best possible way, we have found great happiness between one another. I am very proud of all the crew members I have met along the way over these 20 years and again I say thank you to them for being the best of the best.

Without Crew and all the good work they always do, we would never have had such success talking about the ship's beautiful condition, but I would never have survived with my 'health' in between either.

Thanks to Crew's timeless support, we have been able to be successful. Let's keep it up or try to get even better to make us all even happier!

After so many years 'my work has become my hobby', which is what I wish for you all. Thank you again - sincerely - very much appreciated for everything!

Congratulations on reaching your anniversary! May this anniversary be a reminder of the contributions you have made and the countless achievements that lie ahead.

New start for Briese Interns

The three-year apprenticeship has come to an end and our enthusiastic trainees have turned into young professionals, ready to move on in the shipping business based on their education and all the skills they learned during this time. They are now prepared to dive deeper into the maritime business, develop new skills, and reach the next levels in their profession.

All Briese team is proud of you and wishes you not to stop, meet new challenges, and enjoy your work!!

F.l.t.r. Wilke Briese, Moritz Horn, Vlad Lazu, Alina Doyen, Hammad Haider, Fynn Landmann

Briese Research

Continuation management of medium-sized research vessels




Briese Research participated in a new tender for the management of the medium-sized research vessels ALKOR, R/V HEINKE, R/V MARIA S. MERIAN and R/V ELISABETH MANN BORGESE. The procedure began in September 2023, and the award has now taken place after seven months of awarding the contract.

Briese Research is pleased to announce that the contract has been awarded again to the Briese shipping company. This is a great success, which the Briese Research Team owe not least to the good performance of our employees at sea and on land.

The new management contract has a term of five years from 01.01.2025 with two extension options of three years each.

This means that Briese Research department will probably be able to operate the above-mentioned ships until 31.12.2035. This gives a good planning security for the next few years.

R/V ALKOR rescue operation

R/V ALKOR was in the Fehmarn Belt on 15.05.2024 and was busy with profile runs when the MRCC Bremen asked for support at 18.52 hrs. A surfer / kitesurfer was missing north of the lighthouse “Markelsdorfer Huk“ or was supposed to be floating in the water nearby.

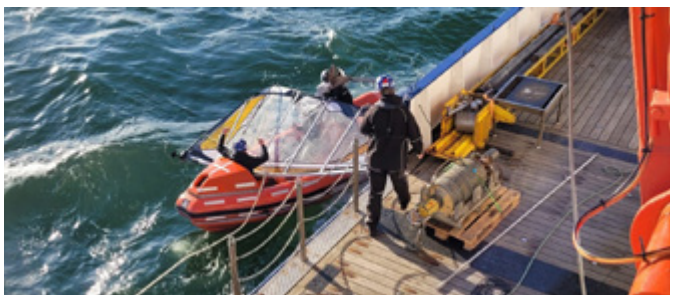
R/V ALKOR immediately stopped the research operation and made its way to the presumed vicinity of the accident. When the water depths made it impossible to approach further, R/V ALKOR released the boat, which then approached the scene of the accident. R/V ALKOR was on the lookout with all available persons. Finally, the person was found by binoculars and the rubber boat was delegated there via radio.

In fact, the person could be found and recovered and was taken on board R/V ALKOR. At the same time, a SAR boat from Puttgarden was on its way to R/V ALKOR, which arrived a short time later. The person was severely hypothermic (body temperature 31°) and was immediately provided with blankets etc. on board.

A helicopter was also on its way to R/V ALKOR, but the person refused to be rescued by helicopter. Two people were lashed off the helicopter for further care of the casualty. When the condition had improved, the person was taken to Puttgarden by SAR boat. According to the emergency doctor, the rescue of the person was, so to speak, “close to close“, he would not have survived much longer. At 8:45 p.m., the operation was over and R/V ALKOR continued its work.

Looking back, it was a perfect interaction between MRCC Bremen, ship and crew. The continuous exercises on board showed their effect here.

Many thanks to Captain Lass and his crew for this achievement – a good example of first-class seamanship.



Briese Prize for Marine Research

On 21.05.24, the presentation of the Briese Prize for Marine Research of Briese Schiffahrts GmbH & Co. KG took place on the research vessel MARIA S. MERIAN of the Leibniz Institute for Baltic Sea Research Warnemünde in Rostock. Thanks to the team of R/V MARIA S. MERIAN, who actively supported the day. For the crew it was not a normal port call anymore and it made it much more exhausting for all of them. But this effort was worth it. The vessel and therefore the company as well have been presented in an excellent way.

In the perfectly fitting atmosphere of the research vessel hangar, around 100 people had gathered as a festive party; among the well-wishers were Mecklenburg-Western Pomerania's Minister of Science Bettina Martin, the Federal Government Commissioner for the Oceans Sebastian Unger and expedition leader and publicist Arved Fuchs, who paid tribute to the award winner and the importance of marine research for solving current challenges such as the climate and biodiversity crises with their welcoming speeches. The laudatory speech came from Thomas Schweder, head of the pharmaceutical biotechnology working group at the University of Greifswald.

The award winner Dr. Hagen Buck-Wiese reported about his great research results in his dissertation on brown algae. These secrete complex sugar polymers and can thus bind the carbon in the sugar in the long term - in the depths of the ocean. This is a huge success - especially in terms of CO_2 reduction, but also for more climate protection.

BRIESE award winner Dr. Hagen Buck-Wiese with hosts and well-wishers at this year's award ceremony on board R/V Maria S. Merian (from left to right): laudator for the award winner, Thomas Schweder, head of the pharmaceutical biotechnology working group at the University of Greifswald, expedition leader and publicist Arved Fuchs, Klaus Küper, head of Briese Research Shipping, MV Minister of Science Bettina Martin, Hagen Buck-Wiese, IOW Director Oliver Zielinski, and Sebastian Unger, Marine Commissioner of the Federal Government. (Photo: IOW / K. Beck)

R/V SONNE Singapur

R/V SONNE is currently completing a class docking in Singapore (SEATRIUM). Briese Research colleague Tim-Peter Schütte accompanies the work and sends the following picture shortly after docking.


Team Briese Chartering

Breakbulk

An eventful, interesting and at the same time efficient Breakbulk exhibition.

This year we were particularly pleased as we participated together with the Briese Schiffahrt team, which increased our efficiency and enhanced our ability to communicate with our customers, allowing them to better understand the basis of our high cargo care, the advantages and principles of work and co-operation of both companies.

We were happy to see our regular customers at the stand and welcome new customers with interesting projects and challenges!

Thank you to our team for organizing our participation in the exhibition, to everyone who worked on the stand and to everyone who stayed in the office, providing a strong rear for smooth work with shipments.

London P&I Club

At the February 2024 P&I renewal, Briese became a member of the London P&I Club.

Founded in 1866, the London Club is one of the leading P&I Clubs for the world's quality ship-owners and charterers, and a member of the International Group of P&I Clubs. Through professional, motivated, and competent staff, operating closely as a team, the London Club provides the broadest possible cover on a cost-efficient and sustainable basis. The Club is a firm believer in mutuality and this flows through the approach to both underwriting and claims service. This professional enthusiasm and commitment match the ethos that Briese also have, and we are pleased.

The London Club is here for all its members and are very proud to have Briese, a significant and important shipowner on the global stage, as a Member of the Club. We are here for Briese and look forward to growing together as members and partners.

Victoria Panageorgiou, Ian Barr, Guy Ingham and Anthony Cage from London P&I came over to Briese Claims and Legal department for an introductory visit on 7th and 8th of May. During their time in the office, they got to know several colleagues from different departments as well Wilke Briese (attached picture). The visit to Briese shipyard was a great end of their two-day visit in Leer.

We look forward to work cooperatively with our new P&I Club.

F.l.t.r. Wilke Briese, Guy Ingham, Ian Barr, Victoria Panageorgiou and Anthony Cage

Meet the Crew of M/V BBC Leer

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?

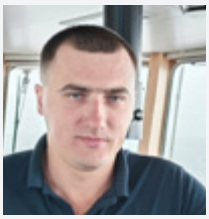
Viacheslav Mytov

Master

❶ I'm from Krasnodar, which is located in the south of Russia. I think it's the best city in the world! It's drowning in greenery, and the parks here are just magical; walking through them is pure pleasure. And the Black Sea is just a stone's throw away – you can always pop over to the coast and enjoy the sun, beach, and fresh sea air.
❷ I began my association with the company back in 2003 as a cadet. Since then, I have had a long and fascinating journey, met many wonderful people, and become part of this friendly team. And now, after all these years, I'm still here, continuing to work and grow together with the company.
❸ Europe is renowned for its ports, each exuding history and captivating with its unique ambiance. Ancient cities with exquisite architecture offer seamen unforgettable experiences. But Hamburg is rightfully considered one of the most beautiful port cities in Europe. Here you can stroll along the waterfront, enjoy views of massive ships, and visit the famous fish market. Hamburg is a city where everyone will find something to their liking.
❹ Every day at sea is a challenge. The relentless elements challenge both body and spirit. But there is something sailors endure even more than the ocean's whims – the long months of separation from family.
❺ On vacation, I love exploring the beauty of Krasnodar Krai. My true

passion is mountain biking. With my friends, we embark on thrilling journeys along picturesque trails, enjoying breathtaking scenery and the adrenaline rush of descents and climbs.
❻ I would like to take this opportunity to send my warmest greetings to all my fellow seafarers. And, of course, my sincere appreciation to our valued colleagues in the office. Wishing you all smooth sailing and every success in our shared mission.

Sergei Rymarchuk



Chief Officer

❶ I'm from Russia, from the City of Military Glory, the Hero City Sevastopol. Sevastopol is located in the southwest of the Crimean Peninsula. It's a wonderful place for tourism, with a huge number of historical monuments and sites, as well as incredibly beautiful nature and azure beaches. I invite everyone to visit Crimea and Sevastopol, where everyone will find a vacation to their liking.
❷ I have been working with Briese for 12 years, starting when I was a student at the Black Sea Higher Naval Marine School named after P.S. Nakhimova, as a deck cadet. I learned about Briese from my friends.
❸ I have a long-standing maritime dream to enter my native port Sevastopol on a ship under my command as captain. It would be a great honour for me to bring the ship to my home harbour. I hope this wish will definitely come true.
❹ The biggest challenge for me at sea is homesickness, longing for my family and loved ones. There is nothing worse than being away from your family for a long time, not seeing your children grow up, not being close to your beloved wife, and not providing proper support to parents and friends.
❺ I try to spend every moment at home with my family and children. We travel a lot around Crimea and Russia by car, and we also travel to different countries around the world. In general, we are always on the move. My free time I try to devote to science: studying the formation and exploration of our universe, Einstein's theory of relativity, and quantum mechanics.
❻ I would like to send my best wishes and words of gratitude to everyone I have worked with over the years at sea. I have only positive memories and emotions from every vessel. I would also like to express my special gratitude to our colleagues who work at the main Germany Briese office and the branch office in Sevastopol, who once gave me the chance to prove myself on their ships and become part of a large family. And to continue our journey together...

Manuel Overa

2nd Officer

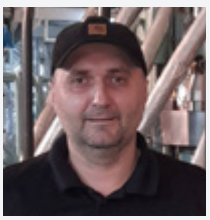
❶ I come from Tacloban City, a quaint little town in the mid Visayas Region, widely known for its products that are mainly derived from coconut, especially for medicinal use.
❷ I started my career way back in 2013 as a Deck Cadet and one of the pioneering program students of Briese Schiffahrts.
❸ My top pick would be Leixões, Portugal, for being a subtle town that has a rich history of seafaring.
❹ Changing crane wires; I did my time in that area, and I would still say that it is still challenging as of today.
❺ I partake in a few hobbies and routines at home to make my vacation more wholesome, like running, outdoor sports, and a little bit of gardening.
❻ I would like to greet my two younger cousins who are currently on-board BBC Vessels: AB Christopher Kapauan and OS Fidel Doblas. WORK HARD, BOYS!!

John Ancheta

Junior Officer

❶ I'm from Cavite City, a small city just outside of Manila, the capital of the Philippines. It is a small city, but it has two military bases. Like any other city, it shares its own historic and cultural heritage.
❷ I first learned about Briese when I was still with my previous company, and my first vessel was the BBC Oregon. After a couple of contracts, I joined the M/V BBC Spring, where I met Sir R. Nuega. He told me that if I wanted to change companies, I was welcome to join Heavylift Manila, now known as Briese Schiffahrt Philippines, in 2018.
❸ I started my seafaring life way back in 1997, and there are a lot of places around the world I remember that welcome seafarers like me as normal people. But there is a particular place that stands out for me, and that is Fernandina Beach, Florida, in the USA. It is a small town with a small port, but it has a lot of friendly people. It is a quiet and peaceful place, which I really like.
❹ Every vessel that I've worked on has its own challenges, but the most challenging one was when I was on board M/V OXL Emir. It was challenging because a colleague of mine had an accident and lost his life immediately in front of me.
❺ I spend a lot of time at home with my family. We don't usually go out just to have a good time. A simple dinner at home with my family is fine with me. I also do some fixing around my house when it's needed.
❻ I would like to send my greetings to all my colleagues who I worked with on board M/V BBC Aquamarine in 2019, and also to Captain H. Buenaventura and Third Officer RJ Agomaa, who are reliable and good people.

Aleksei Ilin



Chief Engineer

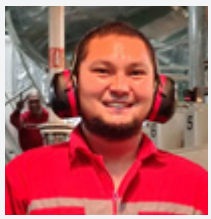
❶ Hello! I'm from Sevastopol, Crimea.
❷ I've been with the company since 2009.
❸ Any port is fine for me.
❹ Haven't faced any major challenges yet.
❺ Nothing special at the moment, just waiting for my next contract.

Serhii Zadorozhnyi

2nd Engineer

❶ Hello, my name is Serhii, and I'm from Kiliya, a Ukrainian town located on the Danube River. Kiliya is a very small but comfortable place for a good life, with a long history dating back many thousands of years, making it one of the oldest towns in Ukraine.
❷ I started working as an engine cadet in 2015. Before that, I worked at shipyards located in Izmail and Viborg city. Recently, I spent 6 months working at a shipyard in China and was involved in building the ship M/V BBC Leer.
❸ Every port where I can go ashore for shopping is enjoyable, especially my favorite ports in Europe.
❹ Each of my contracts has been very interesting, particularly my time on M/V Daxia and M/V Melum, which were larger projects than usual.
❺ My favorite vacation is spending time with my family and best friends.
❻ I would like to express my best wishes to everyone I have worked with.

Loyd Labadan



3rd Engineer

❶ I spent a couple of years of my childhood on an island called Cebu, but I consider Kalinga province as my hometown since I have stayed there longer. The stunning mountain range of Kalinga is located in the far north of the Philippines, where indigenous cultures are still highly preserved. It is a tranquil place, suitable for those who want to reconnect with nature.
❷ I started working with Briese way back in 2017 as a cadet. I have known about the Briese company since I was still studying, as I am part of the pioneering batch of scholars from the Maritime Academy of Asia and the Pacific, SEREZAEONS Class of 2019, introduced by IMEC (International Maritime Employers' Council) to Briese.
❸ As a seafarer, I feel most welcome at the port of Valparaiso in Chile since the port is not stringent when it comes to shore leave.
❹ So far, the most challenging experience is enduring the whole contract away from loved ones.
❺ At home, my wife and I are farmers, tending to our few hectares of farmland. We are also engaging in various agricultural businesses.
❻ I would like to send my regards to those whom I have worked with, and to my fellow Dux as well.

Ievgen Vakulenko

Electrician

❶ Hi, I'm from Mykolaiv. This is a city in the south of Ukraine.
❷ I started working with Briese in 2011. My first vessel was M/V Süderoog.
❸ I like all ports in Europe.
❹ A challenging experience is accepting a new shipbuilding project in China and the first months of work on this vessel.
❺ I spend time with my friends and do active recreation.
❻ I would like to wish good luck to all employees of the Briese Company.

Vadim Trofimov

Assistant Electrician

❶ I am from Russia, from the city of Kaliningrad. Kaliningrad is the westernmost point of my country. My region is famous for its large amount of amber, a significant flow of tourists, and many historical places.
❷ This is currently my first contract with Briese. I discovered the company quite by accident when I was sending out my CV.
❸ I have been to different ports, and each holds its own good memories, but my favorite port remains Veracruz (Mexico).
❹ Initially, there was emotional difficulty, as one cannot immediately adjust to being away from home. In the future, I didn't foresee any major challenges for myself; to avoid them, I just had to try to quickly grasp everything.
❺ Now, when I return home, I will start taking exams and writing my thesis. Additionally, I engage in sports, spend time with my loved ones and friends.

Alejandrino Noel

Bosun

❶ I'm from Vigan City, Ilocos Sur, located in the northern part of the Philippines. It's one of the country's favorite tourist spots due to its well-preserved Spanish colonial architecture, cultural heritage, and breathtaking natural landscapes.
❷ I started working at Briese in 2021, introduced by my colleague.
❸ One of the best ports I have been to was in Japan because of the warm welcome of the people and the country's beautiful scenery.
❹ Working on rough seas is challenging no matter what the job is.
❺ At home, I participate in shore-based activities and spend time traveling with my family.
❻ I want to send my regards to all the crew that I have worked with.

Benjie Edulan

AB

❶ I come from Maragusan, the summer capital of Davao De Oro. Maragusan is known for its cool climate and scenic landscape. Surrounded by mountains and lush greenery, the province boasts beautiful waterfalls, hot springs, and vast agricultural lands. Life in Maragusan is peaceful and simple, with a strong sense of community and a slower pace of living compared to bustling cities.
❷ I'm currently on my second contract

with Briese. I started working with them in 2022, learning about the company through a friend who recommended them to me.
❸ I felt most welcomed as a seafarer in the USA because seafarers are allowed to leave the port, explore the area, and purchase food and other necessities. The freedom to move around and access what we need makes the experience more enjoyable and convenient.
❹ The most challenging experience I've had at sea so far was dealing with bad weather. The rough seas and high winds made it difficult to maintain stability and ensure everyone's safety. However, teamwork and following safety protocols helped us get through it.
❺ When at home, I spend quality time with my family, taking time to relax and recharge. I enjoy quiet moments helping with household chores to ensure everything runs smoothly. I also prioritize getting my son and wife to school. After school, I enjoy playing basketball with my friends.
❻ I would like to send my warm greetings to my friend and colleague on M/V BBC Scandinavia. We met while working on a Briese ship during my first contract with the company. Our shared experiences and camaraderie have made my time at sea much more enjoyable. I hope you are doing well and look forward to seeing you again on our next voyage.

Jomar Galeon

AB

❶ My warm greetings to everyone. I'm AB Jomar Arendaying Galeon from the Philippines, living in a place known as the gentle people's Negros Oriental, one of the most beautiful tourist spots in the Philippines.
❷ I have been working as an able seaman here at Briese since 2021. I applied and was hired through social media.
❸ In Australia, I felt most welcomed as a seafarer because every time I have been there, the seamen's club comes on board and offers free taxi rides. Sometimes they even bring presents for all the crew.
❹ The most challenging experience I encountered was when my father passed away, and due to the pandemic, I couldn't go home.
❺ During vacations, I spend all my time with my wife and kids.
❻ Taking this opportunity, I would like to send my regards to all my previous fellow crew on M/V BBC Amber and M/V BBC Everest, especially to my German friends Captain Robert and Deck Cadet Henning.

Mark Leopardas

OS

❶ I am from Rodriguez, Rizal, Philippines. I live in a small town surrounded by beautiful mountains and waterfalls.
❷ I have been working at Briese since 2021. During the pandemic, I was searching for my first international company online and on social media. Luckily, they hired me as a cadet, and I'm very thankful for the opportunity to join Briese.
❸ The country where I felt most welcome is Germany. The people there are friendly and they welcomed us very warmly during shore leave. They are very nice people overall.
❹ One of the most challenging parts, and always challenging for me, is being homesick. However, as time goes on and I work with a very nice crew, I have been able to overcome this challenge. It's also helpful that we have internet onboard to communicate with my family.
❺ When I'm at home, I spend time with my family. We often visit my grandfather in the province and enjoy quality time with my cousins.
❻ I would like to greet Stephen Baldeviso and CJ Tolentino from M/V BBC St. Petersburg. They are very good guys who helped me when I was a cadet. I am very thankful to them for their guidance and support.

Marvin Cabrera

OS

❶ My name is Marvin S. Cabrera. I'm from the Philippines, and my hometown is Marinduque, known as one of the peaceful provinces and often called the heart of the Philippines.
❷ I became aware of this company because some of my relatives work here.
❸ The countries or ports where I felt welcomed are Germany and Belgium, especially because the teams working on loading and unloading show great appreciation for Filipino dedication.
❹ The most challenging experience I felt as a first-timer was working in international shipping. Initially, I felt homesick and distant from my family. However, I have learned to handle myself and accept the realities of being a seafarer.
❺ I spend my time with my family, often going out and celebrating with relatives and friends.
❻ I would like to send greetings to my previous Captain who promoted me to Ordinary Seaman. I hope to work with him again someday. We first met in Spain when we were onboard together.

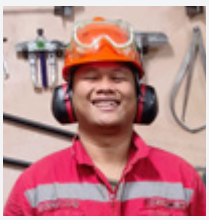
Leosammie Capuras

Fitter

❶ I'm from Masbate, the rodeo capital of the Philippines.
❷ I have been working at Briese since 2019. I became aware of this company through a friend's recommendation.
❸ The ports where I felt most welcome are all in Germany because the people there are kind and hospitable.
❹ The most challenging experience at sea is dealing with bad weather. I'm not comfortable working in rough conditions.
❺ When I'm at home, I spend my time taking care of my family.
❻ I would like to take this opportunity to send greetings to all the staff at

Briese Philippines for giving me the opportunity to work with Briese.

Christian Guir



Motorman

❶ I am from Cantilan, Surigao del Sur, located on the east part of Mindanao. My hometown is known for its seafood dishes and Bas-oy na Kalabaw (a traditional stew from Cantilan, featuring tender carabao (water buffalo) meat cooked with vegetables and spices).
❷ I have been working with Briese since 2017. I was originally recruited as part of the UC-METC-BRIESE SNPL Scholarship Program.
❸ The port I really admire is Ho Chi Minh, Vietnam, due to the people's hospitality.
❹ For me, I have not yet experienced any "challenging" situations. As long as the cooperation between the crew is good, everything is good.
❺ At home, I keep myself busy with vegetation and sports. I also spend most of my time with my family.
❻ I want to send my regards to Ms. Elena from the Manila office. She takes good care of our cash advances. Thank you, Ma'am.

Rommel Yu

Chief Cook

❶ Hi! I'm from Borongan City, Philippines, known as the "City of Golden Sunrise."
❷ I have been working with Briese since 2017. It all started through my online application.
❸ Hai Phong, Vietnam is the port I admire most for its hospitality.
❹ The most challenging experience I've had at sea so far was testing positive for COVID-19.
❺ When I'm at home, I spend my time helping my wife sell fresh chicken eggs.
❻ I would like to take this opportunity to greet and say "Thank You" to all the crew I've sailed with before.

Arnienito Ortega

Cook Trainee

❶ I'm from Southern Leyte, a province in the Philippines located in the Eastern Visayas Region, renowned for its historical sites, pristine beaches, and natural wonders.
❷ I started working at Briese last year (2023). I became aware of this company when one of my friends posted some photos on Facebook, where I saw this Briese company.
❸ Ports in Italy, like Livorno and Civitavecchia, because they welcome a lot of tourists and seafarers and it's a beautiful country.
❹ Working in the galley during very bad weather is my most challenging situation.
❺ At home, I spend my time with my family, especially with my wife and son. I also spend a little time in our backyard garden and with our animals.
❻ I would like to say "KAMUSTA" to my previous crewmates of M/V BBC Saturn, especially to Mr. Bryan James Echano.

Andrei Smirnov

Deck Cadet

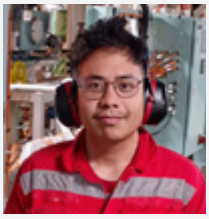
❶ I'm from Russia, from the city of Rostov-on-Don. My city is located in the south of the country and is also known as the "Gates of the Caucasus."
❷ This is my first contract, and I became aware of the company through my institute, which has some promotions for Briese.
❸, ❹, ❻ Sorry, I cannot answer questions 3 and 4 because I don't have much experience with ports yet. I've only been to Sanfu Shipyard and Nantong City, which were our ports of loading. However, I have had a great experience with my crew. I'm ready to send greetings to all crew members because each one has taught me something valuable and is always ready to help with anything I ask.
❺ When I'm at home, I like playing tennis, continue working at the Rostov Arena as security, and, of course, spend most of my time with my family and friends.

Nikita Lipskii

Engine Cadet

❶ My home is in Russia, in a small village called Hatukai in the Caucasus Mountains. It's a small, quiet, but very beautiful village.
❷ This is my first contract, and I became aware of the company through my institute, which has some promotions for Briese.
❸, ❹ This is my first experience at sea, so I can't tell anything about ports or challenges yet.
❺ At home, I try to help my relatives with work as much as possible. Life in the village is complex but interesting.

Abraham Ramos



Engine Cadet

❶ I'm from the Philippines. My hometown is in the urbanized area of Bulacan. It's a developing city, but agriculture is still the main source of income. Our hometown specializes in "Chicharon," which is deep-fried pork in a plastic package.
❷ I am fairly new to Briese and the marine industry, as this is my first contract. I graduated with a degree in Mechanical Engineering and took some subjects to enter Marine Engineering. I found out about Briese through IMEC.
❸ The most challenging experience for me is dealing with waves. I am sensitive to motion and feel even the slightest movement on the ship.
❹ When I am at home, I usually read books. I highly recommend "The 7 Habits of Highly Effective People." It's a life-changing book.
❺ I would like to say hello to everyone I've met in Briese, from the application process to the people I've worked with.

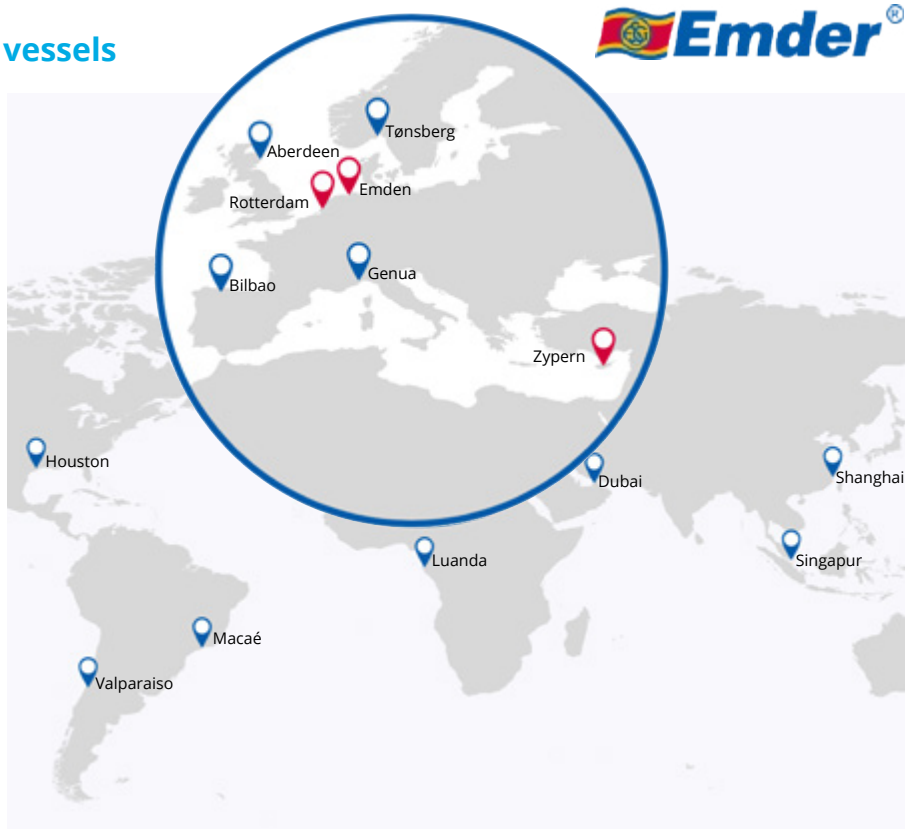

BBC Chartering

Emder Ship Supply

Emder – the caterer for your vessels

Moin! A warm welcome from us, Emder Schiffsausrüstungs AG, also called "Emder". We understand ourselves as a complete supplier for all your needs within the worldwide shipping and maritime industry, from food to non-food, a large global network and long-time experience enables us to act 24/7 worldwide.

Our headquarters are located in Emden; whereof we arrange direct deliveries within Germany and the Netherlands. As well as our managed services are based in Emden, were we coordinate food and non-food supplies all over the world. With a trusted network of business partners, we are able to bring provisions on board to the Briese fleet. Since more than 25 years, the Briese fleet belongs to our food management services. But what does it mean?



F.l.t.r.: Felix, Wenko, Lena, Angelika, Luna, Janina, Szilvia, Katharina and Nadine. Missing: Ole, Lara and Mirco.

Our aim is to enhance health and vitality among the crew, by offering a variety of food and a balanced nutrition. Our team is taking care of the vessel's needs and is available for all questions concerning provision and bonded stores.

Shortly described, we coordinate provision supplies hand in hand with the vessels. In direct contact with the crew and captain, the provision arrangements are planned and coordinated. Additionally, as an extra service, bonded stores arrangements are offered to the crew. Once the list of requested items has been received, it will be checked for best prices, large availabilities and most convenient options to deliver provisions and bonded stores. A fast and flexible workwise enables Emder to discuss with master independently of the time zone. Schedules are monitored, same as the provision inventory and consumption on board. On a regular basis, vessels are visited to conduct audits of mess and stockrooms, as well as an exchange with captain onboard. It facilitates quick handling of provision plannings, but also analysis of several components.

Briese and Emder a long-term partnership - what the future brings

Over the years, a functional system had been created and the crew is using customized files for each specific vessel. However, since digitalization is a present topic, an additional tool, the online food manager had been introduced lately to the crew. It is an online platform created by Emder, which shall support provision ordering process even more. Each vessel got their own log – in data and permissions.

For Briese, for example, provision and bonded stores orders are options on board. Both, master and cook received a log in, to enable quick access to the platform.

The master is able to generate, safe and send orders. Due to a large network of fixed business partners, a live-price availability of over 75% is accessible from worldwide ports, for the captain and cook. Once the port is chosen, the order can be shaped based on given prices and satisfactory variation of provisions.

The online platform is constructed for an easy handling for our clients, but most importantly for the cook and master. Below, an outtake is displayed of what is shown when master creates an order:

Product group	Target Quantity in KG/LTR	Actual Quantity in KG/LTR	Product group	Target Quantity in KG/LTR	Actual Quantity in KG/LTR	Product group	Target Quantity in KG/LTR	Actual Quantity in KG/LTR
Vegetables fresh	52.50	56.00	Vegetables durable	15.00	14.00	Potatoes	15.00	0.00
Fruits fresh	37.50	35.00	Fruits durable	4.50	6.00	Meat and meat products	52.50	59.00
Ham & Sausages	7.50	0.00	Canned meat products	3.00	0.00	Fish	12.00	13.00
Side-dishes	7.50	6.50	Dairy products	49.50	43.12	Bread	11.25	10.40
Oil & Fat	7.50	8.50	Mill products	22.50	22.25	Soups and soup powder	0.75	2.25
Spices, seasonings, sauces	12.00	13.95	Bakery products	18.00	17.85	Spreads	4.50	4.01
Coffee, tea, cacao	4.50	0.00	Beverages	0.00	0.00	Drinking water	187.50	180.00

Daily rate: EUR Budget: EUR Amount: EUR Exchange rate: 1.00

Available items

Save Order | Send Order | Orderform Export (Excel) | Orderform Upload (Excel) | Shopping Basket

--- Choose product group --- --- Choose item group --- Filter

Search: in: Description Search X

Item number	Product group	Item group	HS	Description	Content	Unit	Case Size	Package	Price p.U.	Quantity	Total price	Remark
12380970	Vegetables fresh	Vegetables fresh	A	Arugula / Garden Rocket, Fresh	1	KG	1	KG	10.46	12.00	125.52	
12381170	Vegetables fresh	Vegetables fresh	B	Bean sprouts	1	KG	1	KG	3.04	10.00	30.4	
12381090	Vegetables fresh	Vegetables fresh	A	Beet roots	1	KG	1	KG	1.15	0.00		
12380190	Vegetables fresh	Vegetables fresh	A	Broccoli	1	KG	1	KG	4.39	16.00	70.24	
12381020	Vegetables fresh	Vegetables fresh	A	Cabbage red	1	KG	1	KG	1.28	0.00		
12381430	Vegetables fresh	Vegetables fresh	A	Cabbage white	1	KG	1	KG	1.08	0.00		
12380500	Vegetables fresh	Vegetables fresh	B	Carrots	1	KG	1	KG	1.69	0.00		

On the upper part, product groups are shown, such as vegetables fresh, fruits fresh and their quantities. The target quantities are on the left, based on the number of crew and days inserted by the vessel. The colored items show the actual quantities of the order. The colors illustrate if recommended quantities are met, close by or above/underneath.

In terms of vitality and work-health balance, Emder gives an inspiration into the topic and works on further tools continuously. We promote a healthier work balance and nutrition. Therefore, an extra feature has been activated for Briese fleet – the healthscore (shown as HS within the picture). In order to get to know nutrition's better and to visualize it, a healthscore was implemented. It generates an understanding among cook and crew, how healthy each product is. The items are classified on a scale from green A (very good) to yellow C (medium), to red E. Ingredients, such as sugar, salt, carbs, fiber, saturated fats etc. are used, to classify each product.

For the future, the next online tool is going to be launched soon. We will offer an online menu planning for our catering vessels, whereof the cook/captain could choose various recipes from our database, to use it for weekly/monthly plannings. Recipes can be found easily by just setting a filter based on ingredients, a full list of available delicious recipes is shown. Within a few clicks, the cook will be able to create the order based on the menu and send it to us directly via the online platform. To strengthen the continuous exchange with crew on board, the crew has the option to insert their own recipes via the platform.

We are looking forward to the upcoming launch and new developments for the future with our client Briese.

From Emder to Galley

When talking about menu planning and recipe data base, we would like to introduce you to our "Emder Küche". We are on hand for help and advice for the cook, whenever there are any queries regarding ingredients, plannings, stocking or specific recipe wished.

Every week, our managed vessels receive a recipe which is tested and cooked from our colleagues. In case that there are any specific wishes or dietary restrictions, Emder is the first contact for consultation. Our team includes even a professional nutritionist.

The recipes are saved online, where the cook and captain can use their log-in and get access to a data base of about 200 recipes, from international kitchen, breakfast, lunch, dinner, BBQ, drinks, sauces, dressings, bread and other delicious meals.

For long and warm summer days, we recommend, we recommend a recipe for a delicious BBQ. In the following, our favorite recipe is shared: a homemade burger with avocado combined with a refreshing watermelon – feta salad.

Burger

Ingredients (8 persons):

For the burger patty
- 8 pcs Hamburger buns
- 2 cloves garlic
- 800 grs beef minced meat
- salt & pepper

For the toppings:
- 300 grs cherry tomatoes
- 4 tbsp olive oil
- 300 grs arugula (as per your own taste)
- 2 pcs onions
- 2 pcs avocado

For the sauce:
- 300 grs greek yoghurt
- 50 grs arugula
- 2 pcs carrots
- 6 tsp mustard medium
- 6 tsp bee honey

Peel the garlic, hash it and put it into a bowl. Add the minced meat, salt and pepper. Knead everything together. Form some burger patties from it. Let them cool down for a while.
Wash the cherry tomatoes, let them drain well. Put them on a baking plate / aluminum foil plate and sprinkle some olive oil and salt on top. They need to bake for approx. 15 minutes on the BBQ.
In the meantime, roast the burger patties for approx. 4-5 min. from each side until it's golden brown.

Cut the hamburger buns into half's and prepare the toppings. Wash the arugula, shake it gently dry. Peel the onions and cut them into rings. Lastly, cut the avocado into quarters or slices if preferred.
For the sauce, cut carrots into tiny pieces, mix them with yoghurt, mustard and honey in a bowl. Season it with salt, pepper, a bit curry and other herbes as per your taste. Cut some Arugula into small pieces and mix it as well.
Warm up the buns on the BBQ shortly. Then put everything together and add the sauce.

Watermelon Feta Salad

Ingredients (8 persons):
- 2 kgs (only fruit pulp) watermelon
- 400 grs cheese Feta
- 7 pcs mint leaves, fresh
- 100 grs pine seeds
- 1 pc oranges
- 1 pc limes
- 3 pinches chillies ground (as per your taste)
- 2 tbsp bee honey
- 4 tbsp olive oil
- salt & pepper

Open the watermelon, remove the required pulp from the rind. (Approx. 1,5 kgs melon gives approx. 1 kgs fruit pulp). Cut the melon flesh into approx. 1,5 cm cubes and place it into a suitable bowl.

For the dressing, press the orange and lime, mix both juices with the olive oil, honey and season it with chili and salt. Add the dressing to the melon.
Crumble the feta into pieces. Wash mint stalks and pluck the leaves finely. Grate the lime zest. Roast the pine seeds on medium heat, without any fat.
Mix marinated melon with feta, pine nuts, mint leaves and lime zest in a salat bowl.

Enjoy your meal! :)

Table Tennis Tournament

M/V Helgoland carried out an international (Russian, Ukrainian & Philippine) "table tennis tournament" dedicated to a celebration.

The winner of the tennis tournament is Electrical Cadet from BSS office – Evgenii Doroshenko. Second place was taken by Chief Mate from Briese Batumi office – Nikolai Nikolenko. All participants of the tennis tournament received special presents and gifts from the Captain.

M/V Helgoland new building container vessel (August 2023):
- 1781 TEU
- Gross Tonnage 18680MT
- Flag: Antigua & Barbuda

Currently, M/V Helgoland is chartered by MAERSK Company, operating on routes between the ports of China, Taiwan, and Vietnam.

The Captain and crew of M/V Helgoland extend their best wishes to all seafarers and office staff of Briese Schiffahrt for continued success, happiness, and good health.

A Day Off in Rotterdam

BCS Group – Boers Crew Services guides maritime professionals worldwide to and from their sea workplaces, leveraging extensive industry expertise. Since 1946, our team of approximately 70 professionals, with diverse areas of specialization, has been dedicated to serving maritime professionals and their shipping companies through comprehensive door-to-door services. We ensure seamless journeys for our clients' crews, facilitating smooth departures and returns from their global sea assignments.

With four offices spread across the globe (Schiedam (Rotterdam) – NL, Hamburg – DE, Antwerp – BE and Manila – PH), we can best serve our clients. Our recently opened office in Manila, Boers Visa Expert Center, enables us to provide local support throughout the entire visa process.

Providing good support is one thing, but providing the best possible service is another. With our Rotterdam roots, we take a 'hands-on mentality' to the next level. We specialize in documentation such as the Schengen visa and Visa on Arrival. We can arrange hotel rooms at fixed prices thanks to our contracts with several hotel chains. In short, with Boers Crew Services, you can rest assured that your crew changes will run smoothly in all Dutch, German, or Belgian ports.

As a Rotterdam-based company, we know exactly how to enjoy this wonderful city. Of course, you can always ask one of our drivers what you really must do when you're in Rotterdam. We are happy to help make your visit to Rotterdam unforgettable.

Your Crew, our people!
www.boers-crewservices.com

The Port of Rotterdam

The Port of Rotterdam, located in the city of Rotterdam in the western Netherlands, is one of the largest and most significant ports in the world. Stretching over approximately 105 square kilometres with a coastline of about 42 kilometres, this deep-sea port has become a global maritime hub capable of accommodating the world's largest vessels.

The history of the Port of Rotterdam dates to the 14th century when it was officially opened. Over the centuries, it evolved into a crucial European trade and transport route. Significant expansions in the 19th and 20th centuries, including the construction of the Nieuwe Waterweg in 1872 and the development of the Maasvlakte in the latter half of the 20th century, transformed the port into the powerhouse it is today.

The port is well known for its state-of-the-art infrastructure and technological advancements. As one of the world's largest container ports, it features advanced terminals such as Maasvlakte 2. Rotterdam's dedication to digitalization and innovation is apparent in its implementation of smart port technologies and sustainable solutions.

The Port of Rotterdam is not only a crucial economic engine for the Netherlands but also a key player on the global stage of maritime transport and logistics. Its rich history, economic significance, cutting-edge infrastructure, and commitment to sustainability and innovation, makes it a cornerstone of international trade and commerce.

Museum Boijmans Van Beuningen

What to do in Rotterdam

Rotterdam, a city that has risen from the ashes of World War II to become a city of modern architecture and vibrant culture, offers a lot of activities for tourists. As you step into this dynamic city, the first thing that strikes you is its stunning skyline!

Erasmus Bridge

Begin your journey at the iconic Erasmus Bridge, fondly known as “The Swan” for its graceful, sweeping lines. This architectural marvel connects the northern and southern parts of the city.

Museum Boijmans Van Beuningen

For a cultural experience, you must visit the Museum Boijmans Van Beuningen, home to an impressive collection of European art, spanning from the Middle Ages to contemporary works. Nearby, the Kunsthal offers ever-changing exhibitions that cater to diverse artistic tastes, ensuring there’s always something new to see.

Markthal

A visit to Rotterdam wouldn’t be complete without exploring the Markthal. This horseshoe-shaped market hall is not only a feast for the eyes with its beautiful artwork but also a culinary delight. Here, you can eat a lot of international food, fresh products, and Dutch specialties.

Rotterdam Harbor Tour

A harbor tour in Rotterdam offers a fascinating glimpse into one of the world’s busiest and most innovative ports. These boat tours typically take you through the harbor area, showcasing massive cargo vessels, container terminals, and the impressive infrastructure that supports global trade. Along the way, knowledgeable guides provide insights into the port’s operations, its history, and its significance to the Netherlands and the global economy.

Waterfront

Take a leisurely walk along the Rotterdam Waterfront. The area is perfect for soaking in the city’s maritime atmosphere, watching vessels pass by, and enjoying the numerous cafes and restaurants along the way. Don’t miss the chance to visit the SS Rotterdam, a historic ocean liner now converted into a hotel and museum, where you can explore its rich history and elegant interiors.

Scheepvaartkwartier (Shipping Quarter)

The Scheepvaartkwartier, or Shipping Quarter, is a historic district in Rotterdam known for its beautiful architecture and maritime heritage. This area boasts charming old buildings, picturesque streets, and green spaces. It’s home to several museums, including the Maritime Museum, and offers a range of dining and entertainment options. The district provides a blend of history, culture, and modern amenities, making it a delightful area to explore.

Euromast
For a panoramic view of the city, visit the Euromast, an observation tower standing at 185 meters. Whether you choose to take in the sights from the observation deck or enjoy a meal at the tower's restaurant, the Euromast offers unparalleled vistas of Rotterdam and beyond.

Ballentent
De Ballentent is a well-known, traditional eatery in Rotterdam, famous for its meatballs ("ballen"). Located near the harbor, around the corner of the Euromast, it has a cozy, no-frills atmosphere that attracts both locals and tourists. It's the perfect spot to enjoy hearty Dutch cuisine, with the meatballs being a particular highlight. It's also a great place to soak in some local culture and enjoy a casual meal by the water.

Watertaxi
The Watertaxi in Rotterdam is a nice way of transportation that connects various points in the city and the harbor. It offers a fast and unique way to travel, avoiding traffic and providing stunning views of Rotterdam's skyline and waterfront. With multiple stops throughout the city, it's an excellent choice to explore Rotterdam from the water.

Visitor Center Maasvlakte
The Visitor Center Maasvlakte is located in the western part of the Port of Rotterdam and provides an educational and interactive experience about the port and its development. It offers exhibits on the construction of the Maasvlakte 2 extension, port operations, and sustainable practices. Visitors can learn about the technological advancements and environmental efforts that make the port one of the most advanced in the world. The center also often features interactive displays and panoramic views of the port area, making it a fascinating visit for all ages.


Euromast

https://commons.wikimedia.org/wiki/File:01_Rotterdam_-_Euromast.jpg

These highlights showcase some of the unique and interesting aspects of Rotterdam, offering a mix of transportation options, cultural experiences, and educational opportunities.

Nightlife
As the sun sets, delve into Rotterdam's vibrant nightlife. The city boasts a diverse array of bars, clubs, and live music venues, particularly around the 'Witte de Withstraat', known for its artistic vibe and lively ambiance. But the 'Oude Haven' is also definitely worth a visit. With its cozy bars and restaurants, you can enjoy a wonderful evening there too!

Enjoy your visit to Rotterdam, the most beautiful city in the Netherlands!

BCS Group – Boers Crew Services
Your Crew, our people!

Watertaxi

A Story of KC

Meet Krystal Claire Somodio (KC), our recruiting officer and newly promoted Chief Officer from Briese Philippines. How does she manage to hold both positions? Read on.

An open-minded and energetic woman, KC was eager to become a cadet, but started with paperwork in Briese Philippines' office. Just a year later, in 2018, her maritime journey began modestly as a Cadet, but now she is navigating the waters of her career with unwavering determination.

Each year, KC's experience grows, earning her the respect of her peers and superiors alike. Her determination and skill are quickly taking her up the career ladder, breaking barriers and shattering stereotypes.

Knowing maritime work from the inside out, KC decided to keep her office job during contract breaks and focus on recruitment where she could apply her expertise. So, after voyages, KC works in the Briese office in the Philippines, where she interviews and recruits seafarers.

F.l.t.r. Tatiana Bykova and KC

And just recently, KC got a promotion as a Chief Officer. Before she went in her new role on board of M/V BBC Finland, KC spent a week working at Briese's headquarters in Leer to see the work from a different perspective, to share her experiences and to be closer to the people she interacts with on the voyages.

Visiting the Briese office was a great idea! We are delighted to work together. KC is an inspiring person, fully committed to her passion – the sea. We congratulate her on her promotion and wish KC every success in her new position.

F.l.t.r. Barbara Germer, KC and Melisa Giesenberg

Promotions

Welcome aboard this edition, where, as usual in the first half of the year, we dedicate this section to the crew members who've moved up the ladder in our fleet. They're the heart and soul of Briese, ensuring our growing fleet sails smoothly, while maintaining top-notch standards.

Over the period from 29th March 2023 to 11th June 2024, a wave of promotions has swept through our ranks. While we applaud every step up in the ladder, we'll spotlight those who've reached the Top-4 ranks.

To all our newly promoted crew members, your dedication is impressive, and we wish you continued success in your new roles.

Masters

Promoted on	Name	Agency	Vessel
12.04.2023	David Sarkisian	BSS	BBC Pluto
18.05.2023	Denys Zabolotny	BSS	BBC Singapore
24.05.2023	Ilya Mekhilyaynen	BSP	BBC Austria
22.07.2023	Konstantin Aleshin	BSP	Monika
26.10.2023	Vyacheslav Kikot	BSS	BBC Utah
28.11.2023	Yevgen Kyryllov	BSS	BBC Rio
08.08.2023	Philip Gian Acapulco	Manila	BBC Virginia
03.10.2023	Sergei Samsonov	BSS	BBC Norfolk
12.12.2023	Maxim Pishchev	BSP	BBC Texas
08.02.2024	Ilya Gusterin	BSP	BBC Rheiderland
23.02.2024	Maksim Isaev	BSS	BBC Seine
28.02.2024	Sviatoslav Kurakov	BSS	BBC Kherson
12.04.2024	Dmitry Morgachev	BSP	BBC Vermont
28.04.2024	Viktor Danylchenko	BCU	BBC Rhonetal
29.05.2024	Dmitriy Kalinin	BSP	BBC Denmark
07.06.2024	Aleksandr Strochek	BSS	BBC Austria
07.06.2024	Ruslan Romanov	BSP	Aramis

Chief Officers

Promoted on	Name	Agency	Vessel
28.02.2023	Dmitrii Chumachenko	BSP	BBC Australia
14.03.2023	Andrei Kalinin	BSP	BBC Hudson
16.03.2023	Sergei Markelov	BSP	BBC Alberta
24.05.2023	Jill Colango	Manila	BBC Manila
11.06.2023	Aleksandr Nikitenko	BSS	Jan
13.06.2023	Georgy Vetlugaev	BSP	Mindoro
19.06.2023	Yuriy Kukharets	BSS	BBC Olympus
13.08.2023	Sviatoslav Seliverstov	BSS	Petkum
29.08.2023	Oleksandr Yefanov	BSS	Aramis
07.09.2023	Oleksandr Reutsoy	BCU	BBC Lima
25.09.2023	Rafael Rakhmatullin	BSP	BBC Livorno
27.09.2023	Vadym Babenko	BCU	BBC Danube
29.09.2023	Andriy Shmatko	BSS	Schillig
05.10.2023	Renat Sarsemaliev	BSS	BREB Countess
05.10.2023	Alexander Saliy	BSP	BBC Oregon
07.10.2023	Angelbert Ligas	Manila	BBC Sapphire
08.11.2023	Igor Andriyenko	BCU	BBC Norfolk
23.11.2023	Sergei Zalogin	BSS	BBC Denmark
24.11.2023	Andrey Buvaylov	BSP	BBC Ocean
28.11.2023	Dmitry Korovin	BSP	BBC Nyhavn
15.12.2023	Kyrylo Kunderenko	BSS	Monika
30.12.2023	Sergei Katiushchenko	BSP	BBC Bergen
03.01.2024	Martin Florian	BCM	BBC Everest
17.01.2024	Paul Sonny Vitalez	Manila	BBC Sapphire
21.02.2024	Vitaly Chmil'	BSP	BBC Michigan
25.02.2024	Alexander Polunin	BSP	BBC Uranus
09.03.2024	Aleksandr Boiko	BSS	Jan
22.03.2024	Dmitrii Iaroshkevich	BSS	BBC Sebastopol
30.03.2024	Anton Hudymenko	BSS	Mila
01.04.2024	Dmitry Zhigalov	BSP	BBC Ocean
09.04.2024	Kristal Claire Somodio	Manila	BBC Finland
09.04.2024	Yevgeniy Tsarenko	BSS	BBC Bangkok
12.04.2024	Iaroslav Krupa	BSS	Helgoland
16.04.2024	Vladimir Mikhailov	BSP	BBC Amethyst
03.05.2024	Alexey Kobelkov	BSP	BBC Volga
08.05.2024	Sergey Stepanov	BSP	BBC Lisbon
09.05.2024	Eldar Urazakov	BSP	BBC Norway
09.05.2024	Dzianis Shydlouski	BSP	BBC Ukraine
16.05.2024	Yaroslav Feshin	BSP	BBC Nile
19.05.2024	Serhii Zakomorin	BCU	Borkum
01.06.2024	Dmytro Lukianov	BSS	BBC Singapore

Chief Engineers

Promoted on	Name	Agency	Vessel
02.04.2023	Iurii Liubimenko	BSS	BBC Jupiter
08.05.2023	Andrey Makarov	BSP	Wybelsum
04.07.2023	Andrei Pirozhkov	BSS	Jan
02.08.2023	Aleksei Datsiuk	BSS	Siargao
25.08.2023	Yevgen Muravlyov	BCM	BBC Fuji
26.08.2023	Yury Stepanov	BSP	BBC Iceland
21.09.2023	Nikita Vlasov	BSS	BBC Raise
06.11.2023	Illya Sydorov	BSS	BBC Citrine
26.11.2023	Aleksandr Stoilovskii	BSP	BBC Lima
27.12.2023	Yegor Mordvinov	BSS	BBC Vermont
23.02.2024	Vladimir Sidorov	BSS	Langeness
21.03.2024	Andrey Zhitnukhin	BSP	Ditzum
25.03.2024	Sergey Zalomov	BSP	BBC Lima
12.04.2024	Yury Vlasovskikh	BSP	BBC Ceres
25.04.2024	Viktor Khimichev	BSP	BBC Weser
01.06.2024	Dmitry Tryaseykin	BSP	BBC Hong Kong

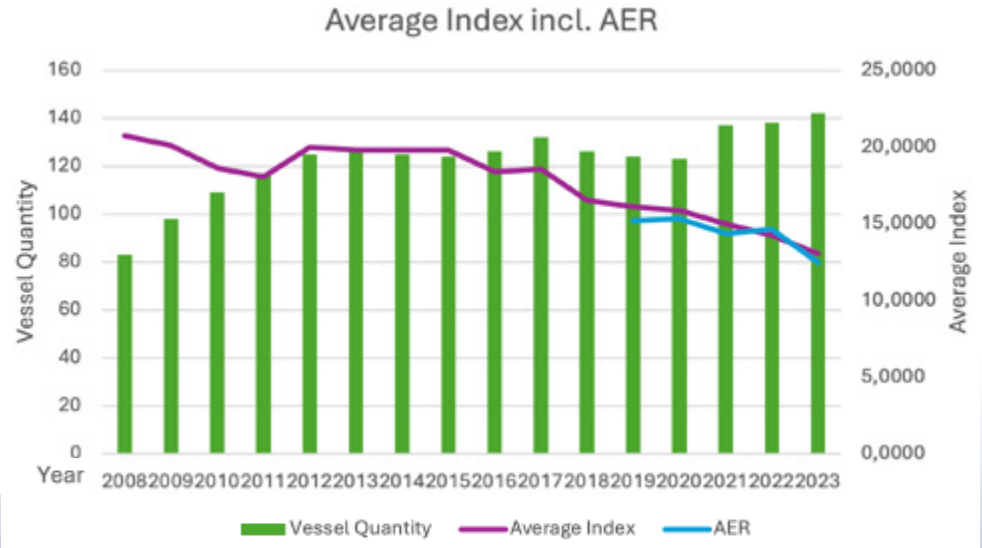
2nd Engineers

Promoted on	Name	Agency	Vessel
10.04.2023	Anton Latukhin	BSP	BBC Mars
28.05.2023	Gennadii Sukhanov	BSS	BBC Jade
01.06.2023	Arsenii Kovalevskii	BSS	BBC Amethyst
13.06.2023	Aleksei Piavko	BSP	BBC Louise
18.06.2023	Dmitrii Chernov	BSP	BBC Marmara
19.06.2023	Denis Karymov	BSS	Wybelsum
19.06.2023	Serhii Zadorozhnyi	BCU	BBC Finland
12.07.2023	Sergey Chizhenkov	BSP	BBC Australia
13.08.2023	Evgenii Kuliush	BSP	BBC Volga
18.08.2023	Dmitrii Butsykin	BSP	BBC Ocean
19.08.2023	Evgeny Doronin	BSP	BBC Emerald
24.08.2023	Daniil Zenovskiy	BSP	BBC Jupiter
05.09.2023	Leo Joseph Tenio	Manila	BBC Manila
15.09.2023	Mykola Sushchenko	SMK	BBC Sapphire
22.09.2023	Vladimir Popov	BSP	BBC Louise
14.10.2023	Aleksandr Bas	SMK	BBC Aquamarine
15.10.2023	Arsen Maksutov	BSP	BBC Amber
23.10.2023	Kirill Enkov	BSP	BBC Maine
01.11.2023	Sergei Zriunin	BSS	BBC Ganges
11.11.2023	Melvin Faunillan	Manila	BBC Rushmore
02.12.2023	Dmytro Lebediev	BCU	BBC Seine
19.01.2024	Viktor Veselov	BSS	BBC Norway
20.01.2024	John Fantonial	Manila	BBC Ruby
28.01.2024	Viktor Borisenko	BSP	BBC Apollo
26.02.2024	Andrey Zaytsev	BSP	BBC Raise
28.02.2024	Rondy Alcontin	Manila	Sjard
03.03.2024	Evgenii Linnikov	BSP	Emma Janneke
15.03.2024	Ruslan Mirzayev	BSP	BBC Marmara
04.04.2024	Mikhail Stulba	BSP	BBC Uranus
06.04.2024	Dhaven Junne Dinawanao	Manila	BBC Manila
18.04.2024	Aleksandr Kirillov	BSP	BBC Rio
22.04.2024	Vitaly Yanchugov	BSS	Jan
25.04.2024	Serhii Kraplina	BCU	BBC Vesuvius
29.04.2024	Yehor Zhelnov	BCU	Baltrum
16.05.2024	Dmitrii Sologub	BSP	BBC Nile
27.05.2024	Igor Kalinovskii	BCU	BBC Norway

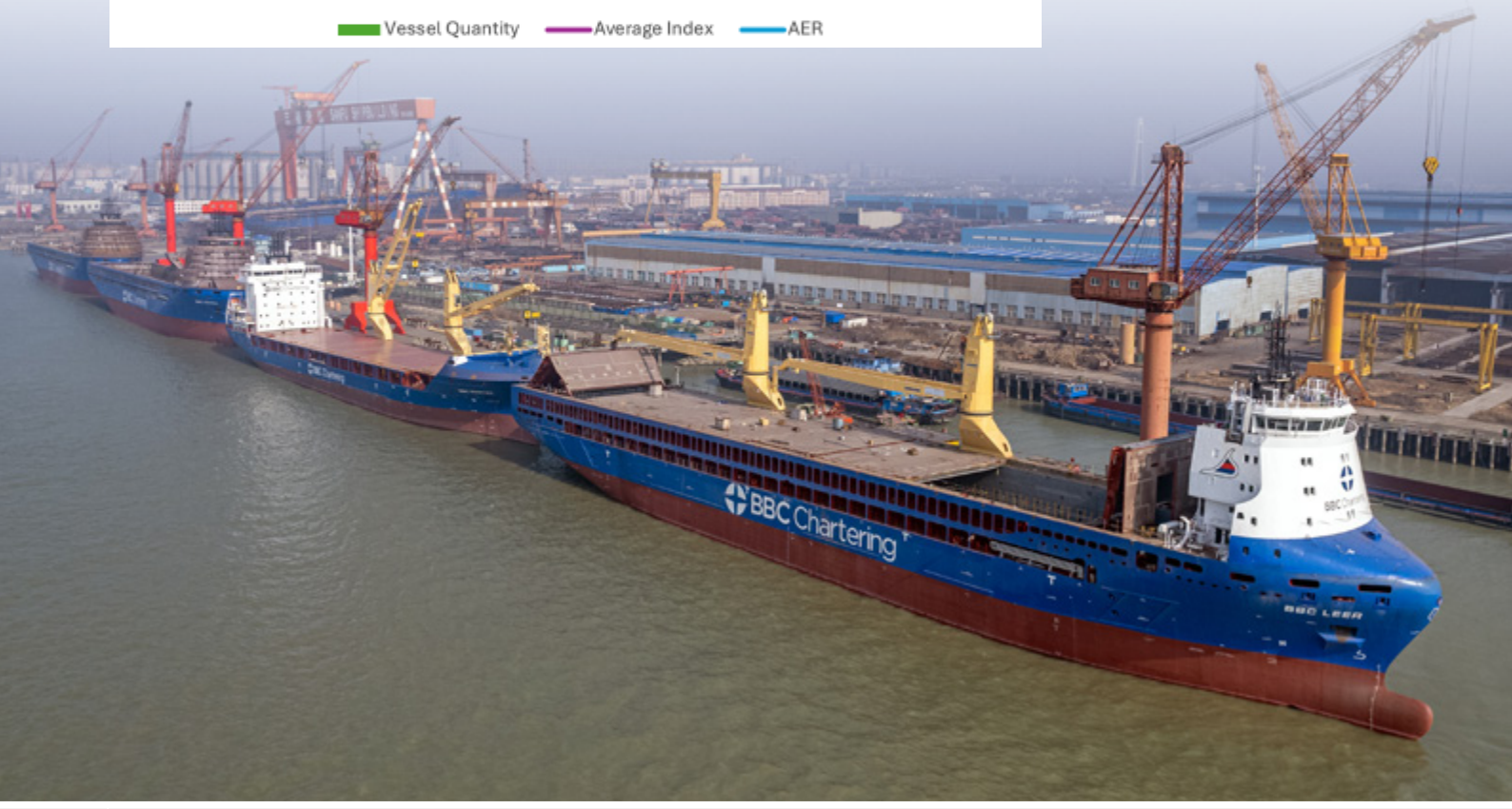
Briese Fleet Energy Efficiency and Compliance with IMO Regulations

The International Maritime Organization (IMO) updated its greenhouse gas (GHG) strategy in July 2023, aiming for international shipping to reach net-zero emissions by around 2050. This ambitious strategy includes interim milestones and focuses on technical and financial measures such as a GHG Marine Fuel Standard and a marine GHG emissions pricing system. By the end of 2025, these measures should be finalized, with implementation expected to begin in 2027.

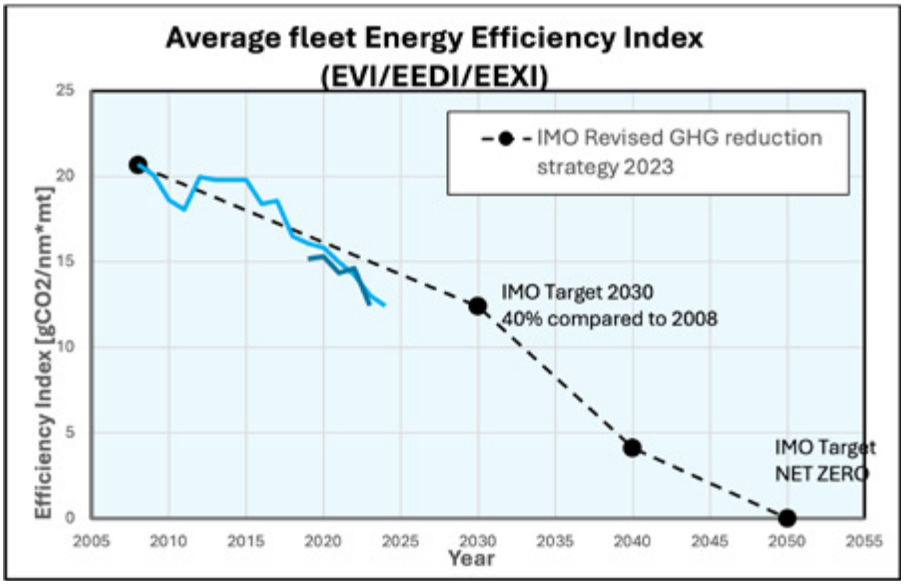
As a leading multipurpose vessel (MPP) ship owner and operator, Briese Schiffahrt is dedicated to minimizing its environmental footprint while modernizing its fleet, optimizing performance, and maintaining reliable service. The company has been calculating its fleet's Energy Efficiency Index (EEI), based on the Energy Efficiency Design Index (EEDI), Energy Efficiency Existing Ship Index (EEXI), and Estimated Index Values (EIV), since 2008.



Fleet Energy Efficiency Improvements: Graph 1 illustrates that Briese Schiffahrt's efficiency indices have improved by up to 11 % and an increment of 3 % in the number of vessels in the fleet. This reflects the company's commitment to enhancing the energy efficiency of its fleet.



Annual Efficiency Ratio (AER): Since 2019, Briese Schiffahrt has documented the annual bunker consumption for vessels over 5000 GT. The Annual Efficiency Ratio (AER), which measures a ship's carbon emissions per actual capacity-distance (dwt/nm sailed), has been decreasing due to fleet modernization and performance optimization. Notably, 27 % of Briese's fleet is younger than five years, and 66 % of the fleet is between 10 - 20 years old, indicating significant fleet renewal.



Future Plans and IMO Targets: Briese Schiffahrt's data indicates that they are on track to be even below the international target. To meet the IMO 2030 target can be achieved through fleet replacement and retrofitting. However, achieving the IMO 2040 target with a total CO_2 reduction of 70 % will require the adoption of GHG-reduced fuels, including 30 % reduction in the GHG intensity of the fuel used.

Sustainability Commitment: In the medium term, Briese Schiffahrt aims to operate more efficient ships, supported by newbuilding projects. The company is also considering transitioning from fossil fuels to biofuels or e-fuels, in conjunction with ongoing efficiency measures. Through these efforts, Briese Schiffahrt is committed to sustainability and reducing carbon emissions, aligning with and surpassing international targets set by the IMO.

Briese Schiffahrt's ongoing efforts in fleet modernization, performance optimization, and potential transitions to alternative fuels position the company well to meet the IMO's ambitious GHG reduction targets.

Operational Report Briese Inspection Pt. II

In 2023, Briese Schiffahrt's technical ship management division faced significant challenges and responsibilities, including ensuring the nautical and technical readiness of vessels, compliance with regulations, and managing the fleet's maintenance and repairs. Inspection Groups 3 and 4 demonstrated a diverse workload, handling tasks such as drydocking and the installation of ballast water treatment systems. The company's commitment to operational efficiency, compliance, and strategic adjustments in the maritime industry is pointed out by the scope of work by each Inspection Group.

Listed are only a couple of major jobs done by the two Inspection Groups.

Inspection Group 3

Inspection Group 3 manages currently 17 vessels. The team consists of Kai Tammen, Torsten Schumacher, Ole Tjaden, Ralf Swaart as Technical Superintendent and Asja Stomberg as Nautical Superintendent and Silvia Koch as Inspection Assistant. Following surveys and maintenance tasks are planned for their vessels.

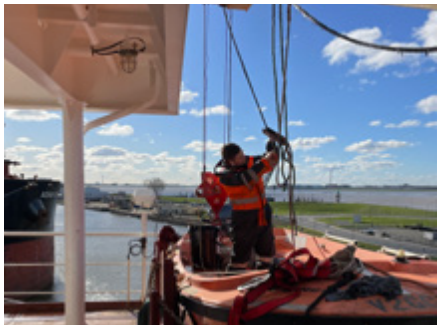
Following drydockings took place in 2023:
- **M/V BBC Xingang** in Bremerhaven, 02/2023
- **M/V BBC Asia** in Klaipeda, 02/2023
- **M/V BBC Virginia** in Bremerhaven, 06/2023
- **M/V BBC Switzerland** in Tuzla, 07/2023
- **M/V BBC Fuji** in Durban, 11/2023

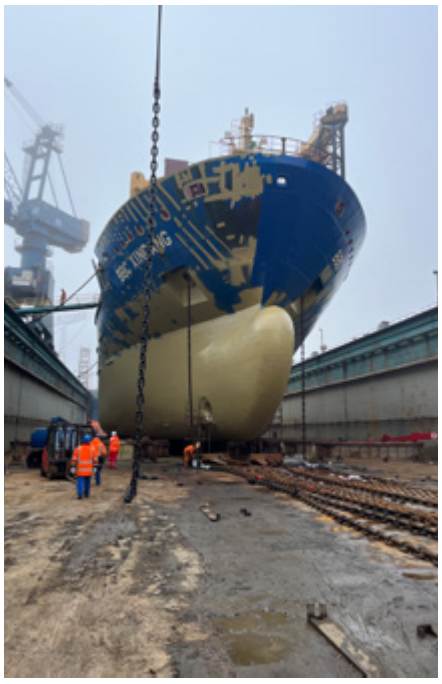
Following drydockings are scheduled for 2024:
- **M/V BBC Austria** in Gdynia, 04/2024
- **M/V BBC Kibo** in Bremerhaven, 05/2024

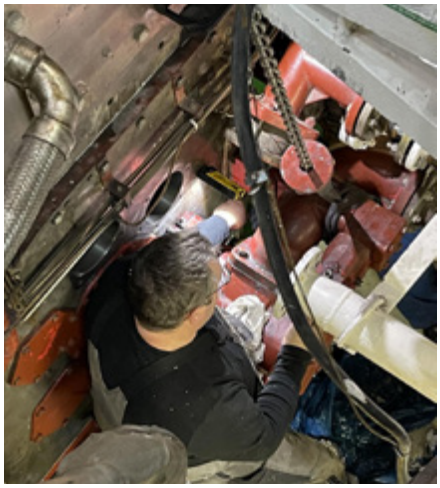
Ballast water treatment systems were installed on below vessels during drydocking:
- **M/V BBC Xingang** in Bremerhaven, 02/2023
- **M/V BBC Asia** in Klaipeda, 02/2023
- **M/V BBC Switzerland** in Tuzla, 07/2023
- **M/V BBC Austria** in Gdynia, 04/2024

Following newbuildings joined the fleet of Inspection Group 3 since 2023:
- **M/V BBC Sebastopol** and **m/v BBC Kherson** taken over from Inspection Group 5
- **M/V BBC Philippines**
- **M/V BBC Rostov**

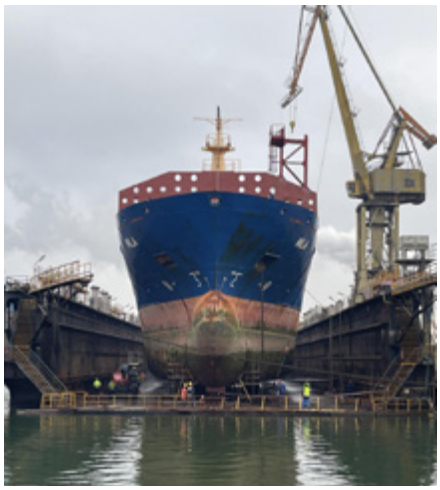
Following vessels were sold to new owners in 2023:
- **M/V BBC Africa**
- **M/V BBC Greenland**
- **M/V BBC Scandinavia**
- **M/V BBC Oregon**
- **M/V BBC Virginia**









Inspection Group 4

At the end of 2023 Inspection Group 4 manages 16 vessels for the moment. Further newbuildings are in the pipeline. Colleagues of the Inspection Group are Udo Zimmermann, Jürgen Brink and Wolfgang Eilers as Technical Superintendents, Florian Schepers as Nautical Superintendent and Christian Koch as Inspection Assistant.

Following drydockings took place in 2023:
- **M/V BBC Adriatic**
- **M/V Mila**

Following drydockings are scheduled for 2024:
- **M/V Anmiro**

Main or auxiliary engine overhauls:
- **M/V Anmiro**
- **M/V BBC Balboa**
- **M/V BBC Belem**
- **M/V BBC Bergen**
- **M/V BBC Brisbane**
- **M/V BBC Ocean**
- **M/V BBC Pacific**

Ballast water treatment systems were installed on below vessels:
- **M/V Anmiro**
- **M/V Mila**
- **M/V Anmare** (2024)

EPL installation (2024):
- **M/V Anmiro**
- **M/V Anmare**

Following newbuildings joined the fleet of Inspection Group 4 since 2023:
- **M/V Anmare**

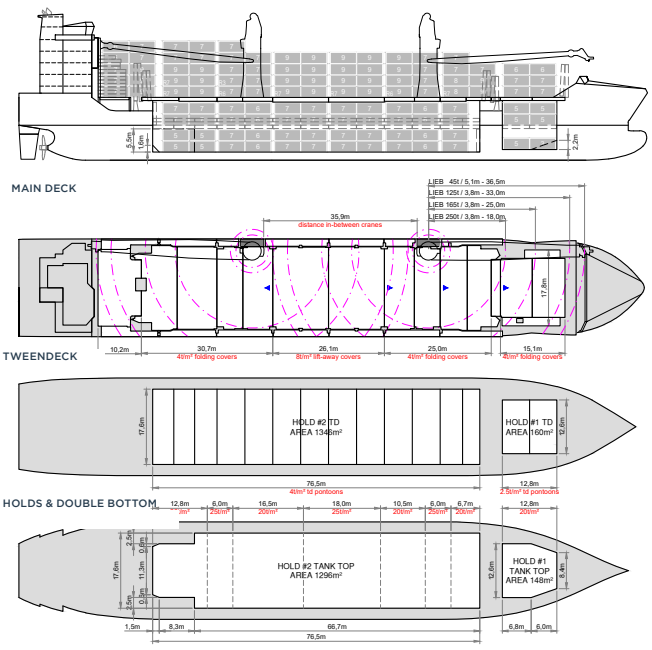
Following vessels were sold to new owners in 2023:
- **M/V Ameland**
- **M/V BBC Adriatic**
- **M/V Hollum**
- **M/V Ostermarsch**
- **M/V BBC Caribbean**

New to the Fleet

M/V BBC Rostov

On January 25th 2024, M/V BBC Rostov, the final vessel in the premium project cargo carrier series, was delivered. This series, which includes BBC Ukraine, BBC Manila, BBC Sebastopol, BBC Kherson, and BBC Philippines, marks the completion of the 12,500 dwt series constructed at Taizhou Sanfu Shipyard. These vessels are integral to Briese Schiffahrt and BBC Chartering, serving as a crucial backbone for their operations.

Wishing M/V BBC Rostov and the entire series a successful journey ahead!



Facts and Figures:

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

Photo by Gary R. Clifford

Bulk carrier

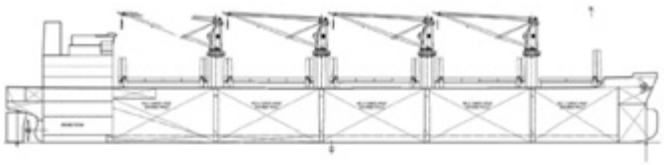
M/V BBC Ceres was delivered on 24th of January 2024 built at Jiangmen Nanyang shipyard as a sister vessel to M/V BBC Apollo.

Furthermore, a new bulk carrier named M/V Emma Janneke was delivered on 18th of March 2024 from Toyohashi Shipyard.

Mrs. Amke Briese, mother of Emma Janneke, who is the grandchild of Mr. Roelf Briese, was in Japan together with newbuilding manager Bernd Böning to attend the delivery ceremony. Both vessels are Tier III approved and built with five hold and hatches.

Hence these bulk carriers are able to capture next to the traditional handysize bulk market the general cargo market, for example with cargo like: Neo bulk (Bulk in Big Bags), steel products and the cargo from fast growing market of green energy (like windmills and etc.)

M/V BBC Ceres has an open hatch and box-shaped cargo hold design.



34 % more fuel efficient on design speed 13.8 knots	up to **20 %** higher max speed with EPL	**12 %** more fuel efficient on its Aux. Engines

Datas based on M/V BBC Ceres

These bulk carriers are comparable to the Tianjin Xingang 37.300 tdw. vessel type, which are managed by the Briese Shipping also. Currently in total nine handysize bulk carrier are in the company's fleet.

The 40.200 tdw. bulk carrier N/V BBC Ceres has the following advantages compared to Tianjin Xingang 37.300 tdw. vessel type:

- The future-oriented design is environmentally friendly and fully compliant with EEDI phase II, enabling significant fuel savings compared to standard 2nd tonnage.
- At 12 kn the fuel-savings is about 44% compared to a 10-year-old 37k dwt handysize.
- 34% more fuel efficient on design speed 13.8 knots
- Up to 20% higher max speed with EPL
- More fuel efficient on its AE (12% less consumption on AE)

The vessel's design and features makes her also suitable for the general cargo trade, which suits well to Briese Shipping.

M/V BBC Lakermax – Next Generation MPP vessels

The multipurpose, project carrier and heavylift sector is small and not as volatile compared to the container and bulker shipping sectors. Multipurpose ships are versatile in its use and can transport all kind of goods from standardized containers to heavy, complex cargo. This niche sector is a vital supply chain element without which maritime transportation of infrastructure and in particular windmills would not be possible.

Since the last shipping boom cycle ended a decade ago hardly any ships were built nor decommissioned. With a ship's lifespan of 25 years the global fleet is over-aged with 18 years in average and its renewal overdue.

Briese Schiffahrt as the global market leader in the multipurpose, project & heavylift segment has optimized and further developed and designed many MPP-vessel-types, the workhorses of the industry. Already today, Briese Schiffahrt is transporting every second windmill across the seven seas. The outlook for an increased demand for transportation capacity over the coming decade is promising. IEA's Net Zero by 2050 scenario requires steep annual run rates for wind to reach 280 GW by 2030 – three times the volume built in 2020.

Ideal timing for investment hence Briese Schiffahrt is kicking off 2024 with the delivery of the new LakerMax-type vessels.

The first vessel of this series, M/V BBC Leer, was delivered on 23rd of May 2024 and further four vessels are going to be delivered throughout this year. The handover was celebrated with a special ceremony during which Mila Briese, the daughter of Wilke Briese, had the honor to christen M/V BBC Leer.

These modern heavy-lift vessels seamlessly integrate into the portfolio of Briese Schiffahrt. The LakerMax type represent some of the newest, most efficient vessels in the MPP sector.

These triple-deckers represent a significant leap forward in the world of heavy-lift and project cargo transportation, manifesting the commitment to reliability, efficiency, and innovation.

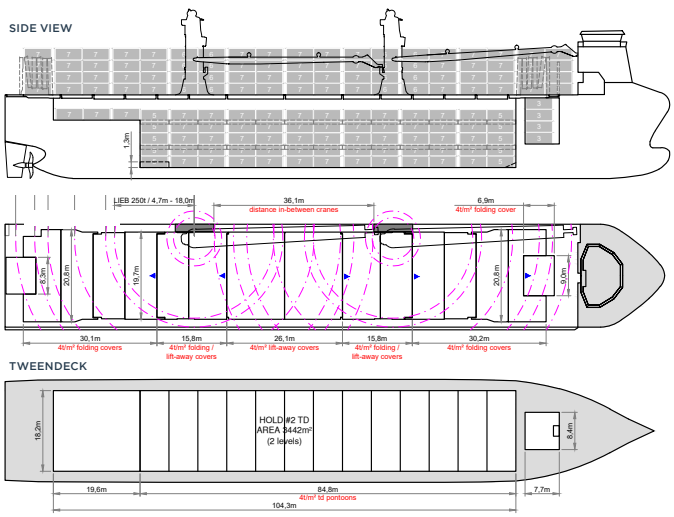
The design is adapted to the diverse needs of clients across industries. Whether transporting massive machinery, oversized components for energy projects, or critical infrastructure materials, these vessels offer a versatile solution for a wide range of cargo types. The vessels are pioneers in the market; an absolutely new idea, which was not existing before and a masterstroke of the newbuilding department of Briese Schiffahrt.

Capacity

- Second to none cargo hold volume for valuable and sensitive freight
  - 46% more cargo hold volume than a F500 type
  - 60% more deck space than a F500 type
  - One main cargo hold, box shape with dimensions 84.76 m x 18.20 m (lower space) and 104.33 m x 18.20 m (upper space). Clear height of hold: 15.44 m
- More unobstructed space on deck entirely flush
- Certified to sail 'open-top', i.e. to operate with open hatch covers.
- Hatch covers and tweendecks allow for loads up to 4.0 mtons per sqm, while the tanktop can handle up to 20.0 mt per sqm, in dedicated areas up to 25.0 mt/sqm

Effiency

- Similar fuel consumption as F500 type even with much higher cargo intake
- Higher capacity of cargo spaces below deck compared to existing tonnage allows for up to 30% reductions in GHG emissions per freight ton carried
- Performance Monitoring System



Flexibility

- Highly flexible tween deck with 9 height positions and 23 possible positions for vertical segregation bulkheads for lower compartment
- Two versatile and powerful Liebherr LS 250 shipboard cranes, which offer a combined lifting capacity of up to 500 mt and individually a large lifting height (37.4 m @ 10 m outreach)
- Main Engine with power margin to allow higher voyage speeds when required
- Bridge and crew accommodation is located at the front of the ship, with all on-deck facilities of the vessel located portside. This allows for an impressive unobstructed 2,830 sqm of space on the weather deck
- Design has been optimized to still fit both the St. Lawrence Seaway and the Great Lakes (hence the name)

"The LakerMax-type together with the F-500-type form the backbone of our services for the next two decades." Says Ulrich Ulrichs CEO of BBC Chartering.

The fleet expansion of Briese Schiffahrt continues consisting of the LakerMax type vessels, bulk carriers and OTECO 900 type ships.

Facts and Figures:

Vessel type:	Multipurpose Tripledeck Heavylifter
Classification:	Bureau Veritas/Lloyd's Register
GT / NT:	15,629 / 7,409
Deadweight (summer):	13,414 mt
Max. draft (summer):	8.50 m
Max. draft (open hatch):	7.85 m
Length o.a.:	149.95 m
Length between pp.:	143.05 m
Breadth moulded:	23.20 m
Depth to main deck:	13.20 m
Height above keel:	42.20 m
Container capacity	
Cargo gear:	Liebherr LS250 (portside); Lifting capacity 2 x 250 mt
Nominal capacity:	1,059 TEU
Reefer plugs:	52
Deck Strengths	
Tanktop:	20 mt/sqm
Tanktop in special areas:	25 mt/sqm
Tweendeck:	4 mt/sqm
Hatchcovers:	4 mt/sqm
Holds/Hatches	
Cargo hold capacity:	25,967 cbm / 917,016 cbft
Floor space under deck:	4,934 sqm
Floor space on deck:	2,830 sqm

M/V ECO Trophy

Further to M/V ECO Titan and M/V ECO Trust newbuilding M/V ECO Trophy was delivered on 1st of February 2024 from Dayang Shipyard, China.

Built under Class BV the vessels are sailing under Portuguese Flag. Designed to manage heavy cargo, these ships incorporate solutions that improve safety and efficiency.

The Portuguese Administration has granted them several exemptions due to their innovative design, demonstrating a commitment to supporting advanced maritime solutions.

These exemptions include:
Flooding Prevention: Acceptance of automatic closing devices considered watertight, akin to those approved by the Netherlands Administration.

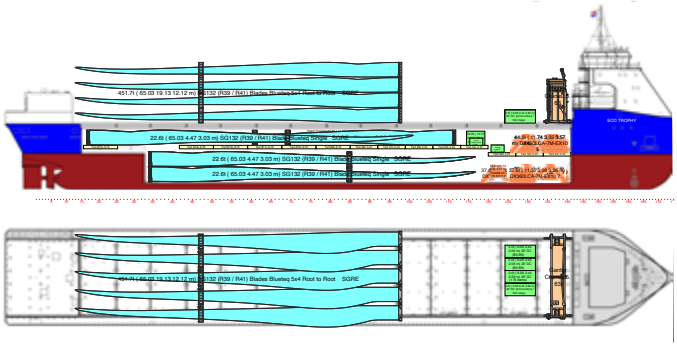
Open Hatch Navigation: Voyages in "open hatch" condition are allowed under the Load Line Convention, consistent with MSC/Circ. 608/rev.1, with dual load line certification per Portuguese Circular 19. Bureau Veritas (BV) has also assigned an open hatch class notation.

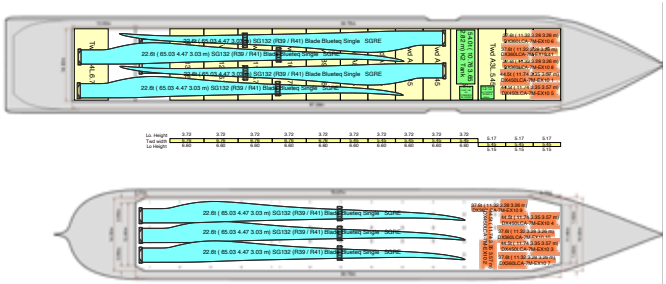
Navigation Lights Setup: Exemption from the usual requirement for spacing masthead lights at least half the ship's length apart.

Cargo Certification: Authorization for BV to issue the INF Code Cargo Fitness Certificate. M/V ECO Titan, M/V ECO Trophy and M/V ECO Trust also achieve very low Energy Efficiency Design Index (EEDI) and Energy Efficiency Existing Ship Index (EEXI) scores, marking them as environmentally friendly.

The newbuilding started the maiden voyage on 28th of February. Besides some general cargo 30 blades were loaded on and below deck, which again proofs the flexibility and advantages of the ship's type.

Source: EUROMAR NewsApril 2024





Christening of ECO Titan vessel

It was once just an idea that turned into a reality thanks to the work of the whole team, and especially our engineering group. The OTECO 9000 series vessels have been designed and modified specifically for the project cargo market.

With a length of 132.8 meters, a beam of 18.85 meters, and a waterline width of only 17.6 meters, the vessels have a superstructure located at the bow of the vessel, so that the entire open deck area of more than 2,000 m² can be used for deck cargo. In addition, the cargo hold with a length of approximately 85 meters in the lower hold and 97.4 meters in the upper hold can be flexibly divided into several compartments using inter-deck panels and/or grain bulkheads.

ECO Titan is the flagship, the first vessel of the series which was built and started her maiden voyage immediately after delivery to the fleet in 2023.

Considering the tight time schedule of shipments, we were happy to christen it in between – on 10th June. The ceremony was held in Eemshaven by our team together with the crew.

Briese Chartering vessel operator, Diana Amoedo Rivas, ECO Titan's godmother, fulfilled her mission perfectly and we all believe that the christening ceremony will bring the ship good luck and help her in her passages!
With fair wind and good sea, ECO Titan!

Dear Captain Shapovalov, Dear crew, Dear christening guests,

It is an honor for me to be designated as godmother of our first 9.000 tons Eco-Type vessels, she is waiting to be christened with the name Eco Titan.

What is Titan? On the one side, it is Saturn's largest moon, with a diameter of 5.150 km, it would take about 122.570 ships to cover such a circumference, but it is completely covered with ice, so a vessel would not be able to sail.

On the other hand, Titan (titanium) is a chemical element that is highly durable and resistant to corrosion in seawater. If we were to load it with titanium to its maximum cargo capacity, the value of the cargo would be about 935 million euros. Both the satellite and the chemical element got their name from Greek mythology, where the Titans were the Olympian gods.

Dear godchild, I wish you, your crew, owners and charterers always very good and safe voyages und stets eine handbreit Wasser unter dem Kiel!

I christen you with the name "Eco Titan"!

Hipp-Hipp Hurra!
Hipp-Hipp Hurra!
Hipp-Hipp Hurra!

Sold Vessels

M/V Accum

After being about 14 years in trade for Briese M/V Accum was sold to new owners on 12th of January 2024. The vessel was sailing mainly for Briese Chartering and loaded various types of cargoes.

The roughly 86 m long Multi-purpose dry cargo ship – Equipped for carriage of containers – Strengthened for heavy cargo was built at Haiphong Equipment Manufacture & Shipbuilding Co. Ltd. (Lisemco), Haiphong Vietnam under Briese Supervision.

Responsible for the technical management was Briese Netherlands / Briese Inspection Group 7 under command of Peter Edelenbosch.

M/V BBC Pluto

On 24th of April bulk carrier M/V BBC Pluto has been sold to new owners. After delivery in 2021 and being successfully in service for Briese Schiffahrt for three years the vessel was handed over.

Handover took place in Busan and was supported by Kai Groen on site.

Picture shows Kai Groen together with Captain David Sarkisian and Chief Engineer Sergei Skrebov.

M/V BBC Utah

M/V BBC Utah was sold to new owners on 04.06.2024 in Montreal, Canada. Handover was managed by Bernd Hartmann and Florian Küper on site.

Last crew on board was Master Aleksei Shchelokov, Chief Engineer Alexey Kuryan, Chief Officer Dmytro Voronkov, 2nd Officer Vitaly Knyazev, 2nd Engineer Vladimir Sapozhnikov, Electrial Engineer Pavlo Chybichyk, Fitter Spartak, Chumasov, Chief Cook Alvin, Barcurin, Bosun Mikhail, Ponomarev, AB Lendlie Navarro, AB Novy Inojales, OS Nathaniel Castro, OS Evan Lester Olayres, Motorman Mark Allan Alboroto.

M/V BBC Russia and M/V BBC Arkhangelsk

On 10th of June M/V BBC Russia and on 21st of June M/V BBC Arkhangelsk was sold to well known business partners Transport Desgagnés Inc. situated in Canada. Handover of M/V BBC Russia was managed by Bernd Hartmann on site.

Thanks to Master and crew for their commitment and work done. Last crew on board was: Master Alexey Zabegaylov, Chief Engineer Alexander Khozyaynov, Chief Officer Aleksey Nazarov, 2nd Officer Vladimir Babin, Electrician Daniil Blagov, AB Daniil Gumenchikov, Chief Cook Rauf Khalilov, Deck Cadet Maksim Orishchenko, Junior Officer Denis Smetkin, AB Dmitrii Smirnov, Wiper Andrei Sokolenko, 2nd Enigneer Mykola Sushchenko, Bosun Kostyantyn Tsepulin, Engine Cadet Artem Turkin, 3rd Engineer Igor Volodin.

After M/V BBC Arkhangelsk was delivered in August 2020 and operated 270,241 miles under the Briese flag, Briese Schiffahrt has unfortunately had to say goodbye to her.

By the way: The Captain Alexey Afanasyev picked up the ship from the shipyard at time of delivery and has remained loyal until sale.

Thanks to Master and crew for their commitment and work done. Last crew on board was: Captain Alexey Afanasyev, Chief Engineer Vladislav Rybin, Chief Officer Oleg Kalinkin, 2nd Officer Ruslan Batyeyev, Junior Officer Anton Astapenko, 2nd Engineer Andreas Sobczak, 3rd Engineer Jessie Ledesma, Electrician Anton Vladimirov, Chief Cook Rinat Shamaev, Bosun Igor Barsukov, AB Justin Gelle, AB Evgenii Pavlov, OS Alex Baconga, Deck Cadet Samarin Dmitrii and Ivan Yarovoy and Wiper Alia Anikin.

M/V Ditzum

M/V Ditzum was sold on 11th of June 2024 in Spain. This 19 year old vessel was built at Rousse Shipyard under Briese Supervision. Inspection Group 1 managed the vessel and also handover was accomplished by Markus Schmidt and Roger Nuega on site.

Last crew on board was Master Oleg Strarikov, Chief Engineer Andrey Zhitnukhon, Chief Officer Yury Predet, OOW / Nav. Volodymyr Zhdanov, Chief Cook Sergiy Levchenko, AB Gocha Abashidze, OS Oleksandr Butenko, Wiper Volodymyr Melnychenko and Engine Cadet Ivan Sushchevskii.

M/V Randzel

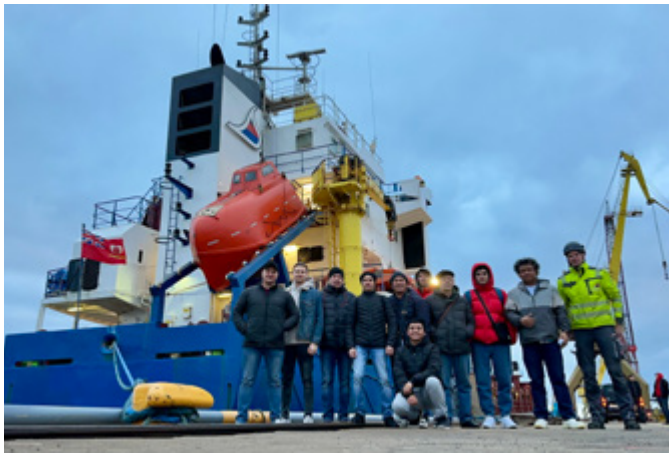
M/V Randzel was delivered mid of January to new owners. Also this vessel was built at Rousse Shipyard and sailing since delivery for Briese Shipping. Handover was managed by Roger Nuega on site.

Last crew on board was Master Pavel Mikhailin, Chief Engineer Ivan Ilchuk, Chief Officer Dmytro Voronkov, AB Aleksei Bezumnov and Aleksandr Iurkin, Chief Cook Andrii Diianov, Engine Cadet Oleksandr Kolesnyk, Motorman Dmytro Lutsenko, OOW Denys Ryabinin and Deck Cadet Viktor Vatamaniuk.

M/V Nordersand

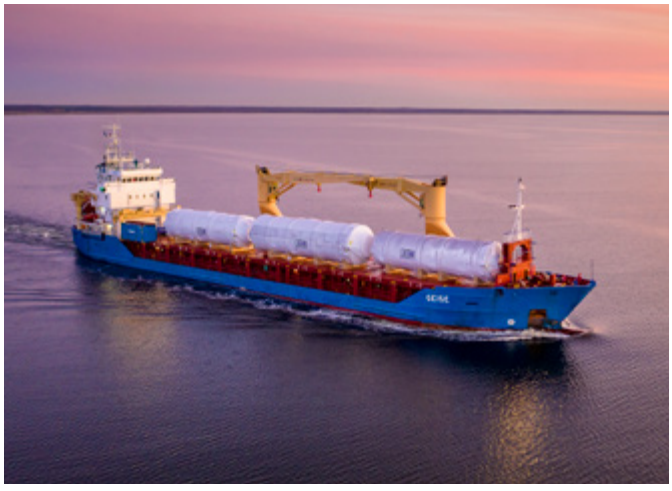
M/V Nordersand was in trade for Briese Schiffahrt 20 years after the vessel was sold to new owners on 05.02.2024. The 4525 DWT general cargo ship was built at Rousse Shipyard in Bulgaria under Briese Supervision. Handover was managed by Florian Küper from Briese Shipping.

Last crew on board was Master Yevgenii Oberemok, Chief Officer Sergei Skarzhinskii, Chief Engineer Sergey Shestakov, OOW Maksym Solomein, Bosun Melchor Adalia, AB Elvie Basibasi, Chief Cook Sergiy Dergachov, Wiper Nykyta Bessarab and Deck Cadet Maersk Madrazo as well as Sergei Tikhonov.



M/V Geise

M/V Geise was sold to new owners on 10th of January 2024. The 18 years old vessel was built at Rousse Shipyard, NB 436 under supervision of Mihaela Maximov, who also served as godmother of the vessel.



Last crew on board Master Sergei Mikhailov, Chief Engineer Roman Rebrystyi, Chief Officer Yakiv Anisimov, 2nd Officer Nikita Khokhryakov, OS Christian Cebreros, Bosun Jimmy Fernandez, Motorman Ivan Kolesnychenko, AB Ace Joseph Sumagaysay and Chief Cook Serhii Burachynskyi.

A dream yacht trip turns into a rescue mission

For the full story, visit:

While underway from Manila South Harbour, Philippines to Fuzhou, China, M/V Samal was involved in a SAR (Search and Rescue) activity. A catamaran with two crew members got in distress and needed help. The story behind the rescue operation was written by Cameron Dueck and published on May 30, 2024, in the South China Morning Post.

Briese Shipping thanks Captain Oleg Derendiaev and the crew of M/V Samal for their exceptional efforts in assisting persons in distress. Their bravery and quick thinking in challenging conditions were crucial in ensuring safety.

In 2019, Taiwanese retiree Andy Kuo Lee and his wife, Jennifer Chen, bought a 44-foot catamaran named ‘Our Rose’. They spent four years living their dream, sailing through Malaysia, Indonesia, and the Philippines. But in 2023, while trying to sail home to Taiwan, things went incredibly wrong.

Lee and his wife, Jennifer Chen, at Rebak Island Resort and Marina in Langkawi, Malaysia. Photo: Andy Kuo Lee

After some repairs and improvements were done to the catamaran in Puerto Galera, in the Philippines, Andy Kuo Lee together with an experienced Dutch sailor named Jeroen Elout set out to sea. As the boat sailed out of the protective lee of Luzon Island, the crew encountered unexpectedly severe conditions. The forecast had predicted freshening winds, but nothing beyond their experience. However, they were taken by surprise when they faced 30 knots of wind and three - to four-metre sea waves from the east. These waves were generated by the strong currents mixing with winds coming off the open Pacific Ocean, creating steep and tall waves that were worse than anticipated and soon began to hinder their progress.

While sailing 60 miles west of Luzon, Lee discovered water entering the starboard hull. The crew activated additional bilge pumps, lowered sails, and tried to bail out the water. Despite using an emergency epoxy kit for repairs, the situation worsened overnight. Exhausted and struggling with rising water, Lee and Elout couldn’t stop the ingress.

In a desperate bid for survival, they sent out a distress signal “MAY DAY” on VHF Ch 16 . Luckily, the M/V Samal, a nearby container ship from the Briese Schiffahrts GmbH fleet, came to their rescue. The crew managed to pull Andy and Elout from the rough seas, saving their lives.

On next day, before disembarkation in Kaohsiung, all happy: Lee (left) and his crewmate, Dutch professional diver Jeroen Elout (right), with the Captain of the M/V Samal Oleg Derendiaev after their rescue.
Photo: Captain Oleg Derendiaev

Captain Oleg Derendiaev of the M/V Samal couldn’t bring his vessel too close to catamaran ‘Our Rose’ due to strong winds and waves, suggesting instead that the sailors use their kayaks. However, the rough seas made this impossible. Desperate, the sailors decided to jump into the sea, thinking they could quickly swim to the ship. But in the stormy sea, this complicated their rescue. Captain Derendiaev had to make a second circle to safely pull them from the water. With winds at Force 7 (around 30 knots) and 1.5-metre waves, Elout, a strong swimmer (professional diver), towed Lee to safety. The ship’s crew lowered ladders and pulled them aboard after they swam over 100 meters. Although exhausted, the sailors did not require medical assistance and were relieved to be rescued.

They were given dry clothes, hot food and a cabin to rest in while the M/V Samal diverted to Kaohsiung to drop them off. ‘Our Rose’ was left to her fate.

Everything ended happily and safely thanks to the well-coordinated work of the well-trained crew with regular training.

Lee (centre left) and Elout (centre right) with crewmen of the M/V Samal, chief officer, bosun, AB. Photo: AB Chua Quimbo

Impact of drought on the Panama Canal

In October 2023, an extreme drought caused by El Niño led to the driest month in 73 years for Panama. This drastically affected the Panama Canal, which relies on water from Lake Gatun. Rainfall was 41 % below normal, causing the lake's water levels to drop significantly.

As a result, the Panama Canal Authorities (PCA) had to reduce the number of ships passing through the canal each day to conserve water.

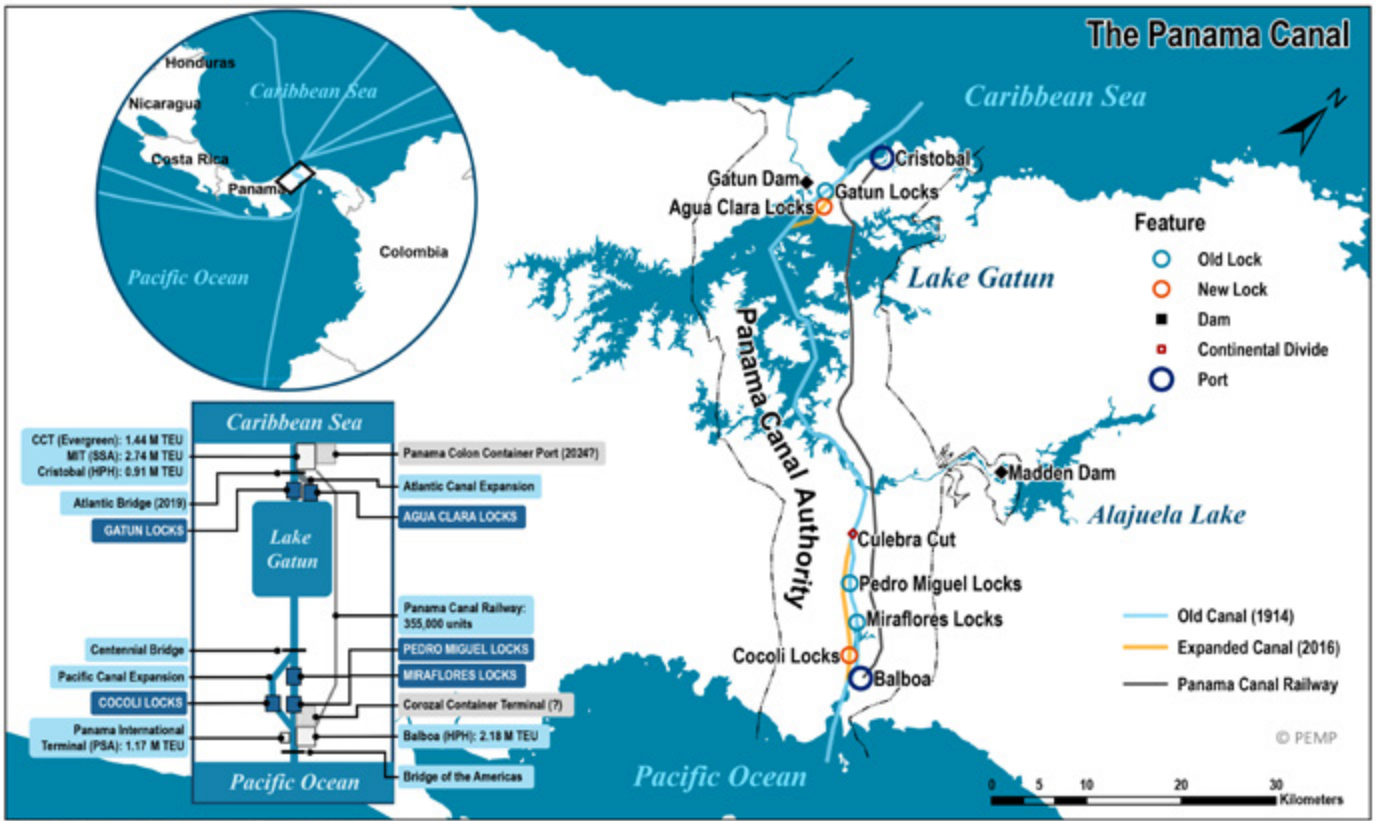
For every ship that passes through the canal, around 200 million liters of water are required. The Gatun and Alajuela Canal Lake System is vital for meeting the needs of Panama's population and ensuring the smooth operation of the canal. Water from this system is used for:

1. Providing drinking water to over 50% of the country's population in key districts.
2. Supporting the operation of the Panama Canal.
3. Generating electricity.
4. Fostering economic activities such as agriculture, industry, and tourism.

The system includes multiple water treatment plants with ongoing construction for additional facilities to enhance water supply infrastructure.

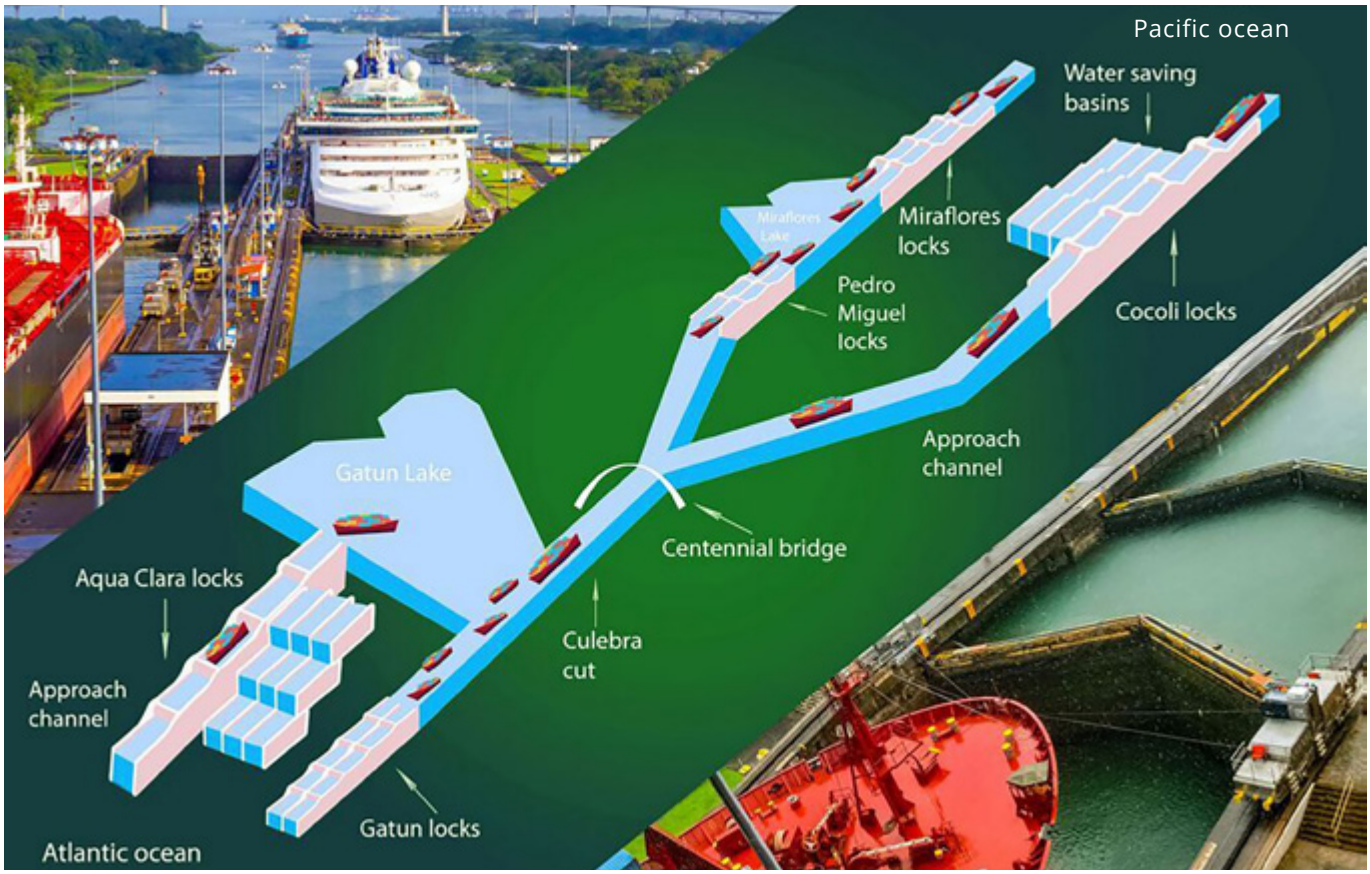
By November 2023, the PCA limited the number of slots to an absolute minimum over the following three month and established an auction system for booking slots, leading to high costs and long waiting times for ships. These auctions were carried out by the PCA, and nominated agents bid the amount their customers, like BBC Chartering, were willing to pay.

The auction prices for transit slots raised, with costs reaching a high peak of $315,000 plus the regular Canal fee for ships of about 12,000 DWT. This system significantly increased the costs for passing the Panama Canal, which had to be paid on top of the regular Canal fee (as an average, this fee can be $90.000, - for ships of about 12.000 tdw).



https://porteconomicsmanagement.org/pemp/contents/part1/interoceanic-passages/main-components-panama-canal/

https://www.maschinenmarkt.vogel.de/stau-vor-panamakanal-hat-kaum-folgen-fuer-schiffsverkehr-mit-europa-a-150b2b5be5107af394fe87735b512b88/



In December 2023, the Panama Canal authorities announced that the situation is not expected to improve until end of dry season from December to April 2024. Therefore, only well-known and particular customers were allowed to transit the canal to maintain water levels and the auctions for transit slots were at exorbitant levels.

The Panama Canal is a highly frequented waterway and many vessels were forced to wait for their transit slot; already end of November 2023, the waiting time off the Canal reached 25 days, aiming 30 days soon. Slots available for booking at this moment were confirmed to be 24 per day and anticipated to be 18 per day in February 2024.

Impact on BBC Chartering

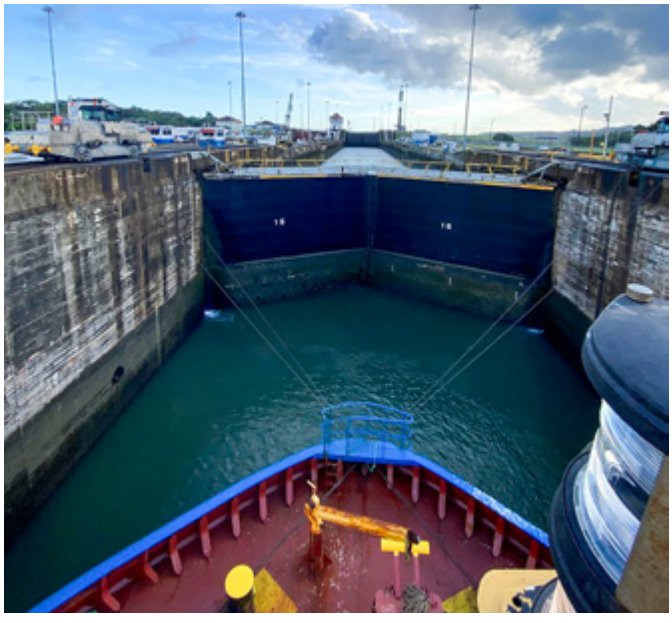
BBC Chartering, which frequently uses the Panama Canal, faced major challenges:

- Increased Costs: The high auction prices and additional fees increased overall shipping costs.
- Delays: Long waiting times disrupted shipping schedules and cargo deliveries.
- Customer Communication: The company had to manage customer expectations and communicate the reasons for increased costs.

In May 2024, the PCA announced to be back to 31 slots, anticipating 32 slots being available in June.

The PCA is planning to implement a permanent booking system for all ships, moving away from the old “waiting in line” system.

The drought in Panama has significantly impacted the Panama Canal, leading to reduced transit slots and higher costs. For companies like BBC Chartering, this situation demands careful planning, cost management, and transparent communication with customers.



FuelEU Maritime Regulation

The FuelEU Maritime Regulation is a significant component of the EU's Fit for 55 package, next to EU ETS system, aimed at decarbonizing maritime transport by setting strict guidelines and targets for greenhouse gas (GHG) emissions from ships.

It has two key requirements:

1. Reduce the GHG intensity of the energy used on board.
2. Use of onshore power supply (OPS) in main European ports.

All ships in the EU with a gross tonnage above 5,000 mt in commercial passenger or cargo transport regardless of their flag will be affected.

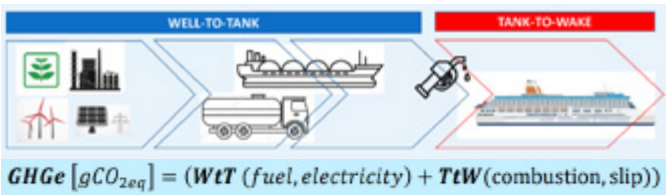
1. GHG Intensity Limits

GHG Intensity Limit Definition:
The regulation mandates a reduction in the GHG intensity of the energy used on board of ships, aiming to decrease the average amount of GHG emissions per unit of energy. This is calculated using a reference value of **91.16 grams of CO_2-equivalent per megajoule (g CO_2e/MJ)**, which serves as the baseline. This reference value is then reduced by specific percentages over time, enforcing stricter limits progressively.

Reduction Targets:
The reduction targets are phased in over several years, forcing ships to gradually use less carbon-intensive fuels:

Source: https://www.now-gmbh.de/wp-content/uploads/2023/10/NOW_Factsheet_FuelEuMaritime_Oktober-2023.pdf

Evaluation Metrics:
The emissions are assessed on a **"Well-to-Wake"** basis, considering the entire lifecycle of the energy used, including production, transport, and consumption of marine fuels.



Source: https://european-dredging.eu/pdf/01-DG_MOVE_on_FuelEU_Maritime.pdf

How is the GHG reduction achieved?
For most shipping companies' compliance with FuelEU will involve the use of sustainable alternatives to fossil fuels. For Briese shipping as well as standard ships this will Mainly be biofuels as sustainable alternatives.

GHG intensity for fossil fuels as shown in the table below will not be suitable.

HFO	91.6
MGO	90.6
LNG Otto Medium speed	91.0

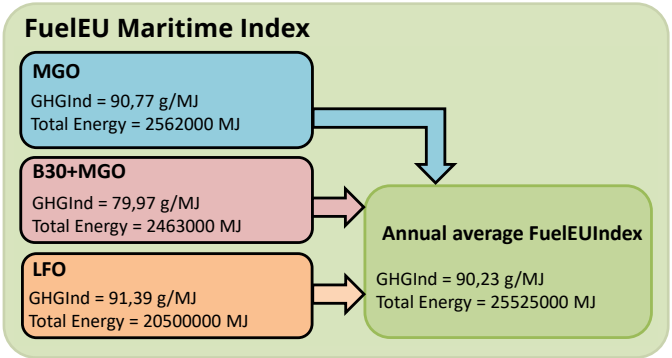
Biofuels
Biofuels are made from organic materials like plants. Under the FuelEU Maritime Regulation, biofuels used by ships must meet certain criteria:

- **Sustainability and GHG Savings:** They must be produced sustainably and save a significant amount of greenhouse gases compared to fossil fuels. This is outlined in **RED Article 29** (RED stands for Renewable Energy Directive).
- **No "Food-and-Feed" Crops:** Biofuels cannot be made from crops that are used for food or animal feed. This helps avoid competition between food and fuel production.

Renewable Fuels of Non-Biological Origin (RFNBOs) and Recycled Carbon Fuels
RFNBOs and recycled carbon fuels are advanced types of clean fuels:

- **RFNBOs:** These are fuels made using renewable energy but not from biological sources (e.g., synthetic fuels produced from renewable electricity).
- **Recycled Carbon Fuels:** These are made from waste materials that would otherwise release carbon into the atmosphere (e.g., capturing and reusing industrial emissions).

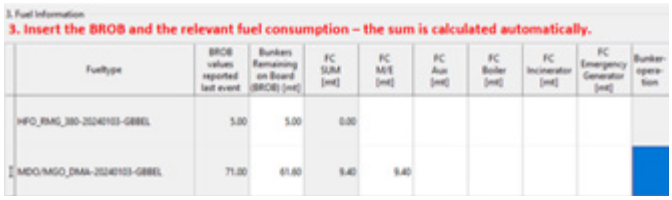
Important to know is that not each drop of fuel needs to fullfill the reduction target, but the yearly average of all fuels used in the EU (scope). Below diagram shows an example how to roughly calculate the annual average FuelEU Index of energy used.



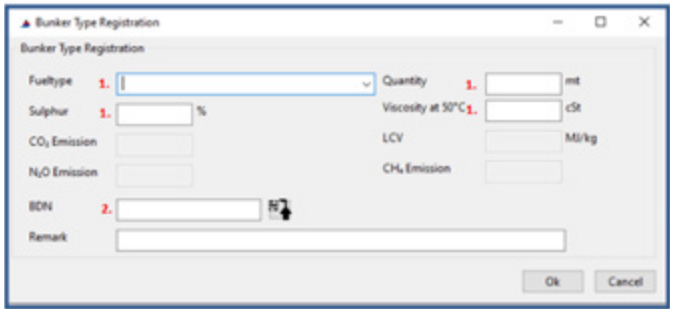
The **FuelEU Maritime Regulation** aims to promote alternatives to conventional marine fuels to meet its targets. The choice of fuel will depend on the voyage, affecting whether ships select for biofuels, RFNBOs, or other clean fuels. Consequently, the demand for alternative fuels is expected to rise, encouraging the development and adoption of these alternative fuels across the maritime industry.

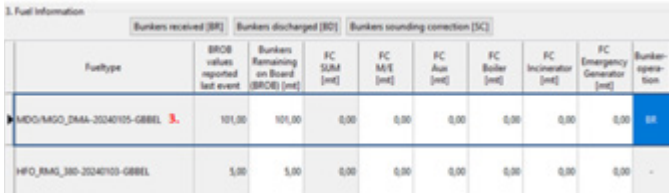
Briese Emission Reporting Tool (BERT)
Briese has upgraded its BERT software to be align with forthcoming IMO and FuelEU regulations. These enhancements, introduced earlier this year, are necessary to track and report fuel consumption of the vessels accurately. Further developments of the software will be done during the year and a new version will be introduced at a later stage.

Key update is the new 'fuel information' tab (screenshot 1), which now offers a more detailed breakdown of fuel consumption. Previously, the software provided only a broad overview, but now it distinguishes between fuel usage for main engines, auxiliary engines, boilers, incinerators, and emergency generators. This is crucial for compliance with upcoming IMO regulations, which demands accurate reporting of fuel consumption across different vessel systems.



Additionally, the 'bunkers received' tab (screenshot 2) has been amended to include automatically an identification system of bunkers received. Each bunker now receives a unique ID (screenshot 3), containing details such as fuel type, bunkering date, and port of bunkering. This documentation will enable Briese to precisely track when and which fuels were used – a necessity for proving compliance with GHG intensity calculations, particularly under the impending FuelEU Maritime framework.





Not to comply with the FuelEU regulation will impose significant penalties to each single ship. Hence to be familiarize with the software and to fill in accurate information is crucial for the vessel operation.

2. Zero-Emission Requirements at Berth

From **1 January 2030**, the regulation requires that container ships and passenger ships use **Onshore Power Supply (OPS)** while berthed at main European ports. OPS provides electrical power from the shore, allowing ships to turn off their engines and thus reduce emissions. This requirement aims to cut down on emissions produced when ships are at port.

Extended Obligation:
From **1 January 2035**, this obligation is extended to all ports, not just the main ones, as long as the quay is equipped with OPS.

Exemptions:
OPS usage is not mandatory if:
- The vessel berthed for less than two hours.
- The ship uses zero-emission technologies for all its electrical power demand at berth.
- There's incompatibility between the ship's onboard equipment and the OPS.

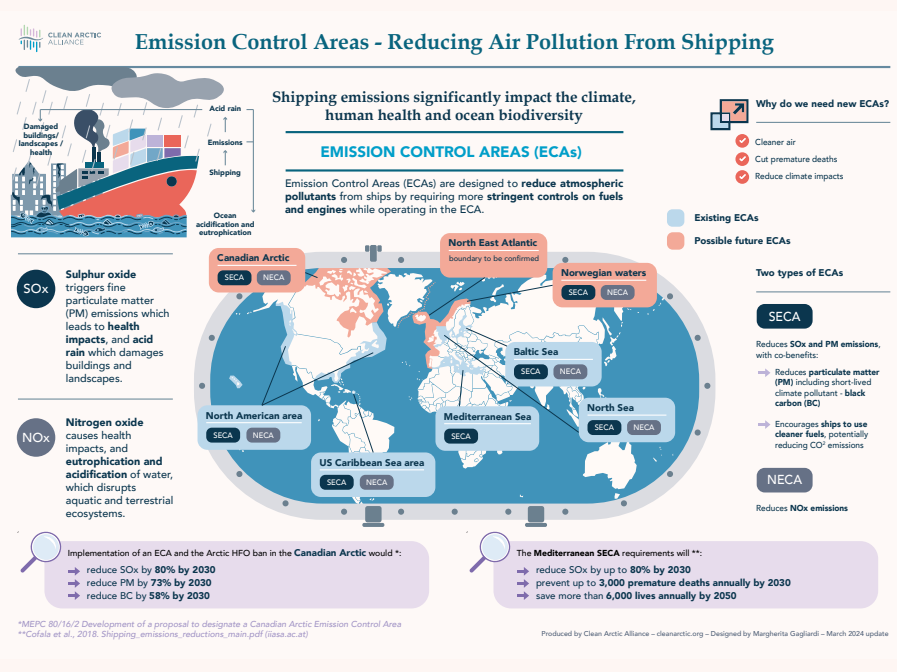
Due to further new regulations, the composition of marine fuels will significantly change in the upcoming years. The FuelEU Maritime Regulation is already setting the stage for this shift by promoting biofuels, renewable fuels of non-biological origin (RFNBOs), and other cleaner alternatives to conventional marine fuels. Additionally, the International Maritime Organization (IMO) is developing similar regulations, reinforcing the global trend towards reducing greenhouse gas emissions in maritime transport.

SECA und NECA

Identification of two new special areas, emissions control areas (ECA) and particularly sensitive sea areas (PSSA)

Since 2020, the International Maritime Organization (IMO) has enforced a global sulfur cap for marine fuels, limiting sulfur content to 0.50% (mass by mass) under the MARPOL Annex VI Regulation 14. This significant reduction from the previous limit of 3.50% aims to lower sulfur oxide (SOx) emissions from ships, contributing to better air quality and environmental protection.

Moreover, even stricter sulfur limits are enforced in designated Emission Control Areas (ECAs), where the sulfur content in marine fuels must not exceed 0.10%. These ECAs, also known as SECA (Sulfur Emission Control Areas), include regions like the North Sea, the Baltic Sea, the North American ECA, and the US Caribbean ECA.



Source: https://cleanarctic.org/2024/03/18/mepc81-imo-urged-to-create-new-arctic-areas-free-from-shipping-pollution/

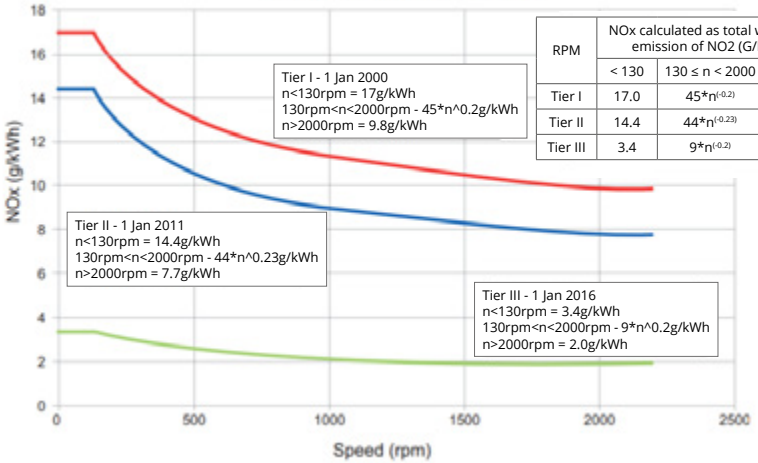
Starting from May 1, 2025, the Mediterranean Sea will be designated as a SECA, requiring all ships operating in this area to comply with the 0.10% sulfur content limit in their fuels. This initiative is part of ongoing efforts to reduce air pollution from shipping and its harmful effects on human health and the environment in the Mediterranean region.

The emissions of nitrogen oxides (NOx) from ship engines are regulated under Annex VI of the International Maritime Organization's (IMO) MARPOL Convention. These regulations aim to reduce NOx emissions, which contribute to air pollution, including smog and acid rain. The NOx emission standards are categorized into three tiers (Tier I, II, and III), each with different limits based on the construction date of the ship and the area of operation.

NOx Emission Tiers:

1. Tier I:
   - Applies to ships constructed on or after January 1, 2000.
   - Sets basic NOx emission limits depending on the engine speed (measured in revolutions per minute, RPM).
2. Tier II:
   - Applies to ships constructed on or after January 1, 2011.
   - Imposes stricter NOx emission limits than Tier I, again dependent on engine speed.
3. Tier III:
   - Applies to ships constructed on or after January 1, 2016.
   - Introduces even more stringent NOx emission limits, but only within designated NOx Emission Control Areas (NECAs).

NOx-Emission Limits based on construction date of vessel



RPM	NOx calculated as total weighted emission of NO2 (G/kWh)			Relative Reduction from Tier I
	< 130	130 ≤ n < 2000	≥ 2000	
Tier I	17.0	$45*n^{(-0.2)}$	9.8	0%
Tier II	14.4	$44*n^{(-0.23)}$	7.7	15.5% - 21.8%
Tier III	3.4	$9*n^{(-0.2)}$	2.0	80%

Source: I Kostova et al 2023 IOP Conf. Ser.: Earth Environ. Sci. 1128 012026

MEPC 81 agreed to designate two new areas as an emission control area for nitrogen oxides, sulphur oxides and particulate matter and approved draft amendments to regulations 13, 14 and appendix VII of MARPOL Annex VI with a view to adoption at MEPC 82.

1. Canadian Arctic waters as an emission control area for nitrogen oxides, sulphur oxides and particulate matter

In order to ensure the soonest implementation of the strengthened requirements on NOx, SOx and particulate matter in Canadian Artic waters, the effective date of the proposed ECA was agreed to 1 January 2025.

Sulphur oxides (SOx) and particulate matter:

The Canadian Arctic ECA will impose a fuel oil sulphur content limit of 0.10 percent by mass. Sox requirement will enter into force on 1 March 2027.

Nitrogen oxides (NOx):

Tier III NOx requirement will apply to ships constructed (keel laying date) on or after 1 January 2025 and will be operating in the Canadian Arctic ECA.

Source: https://www.cbc.ca/news/canada/north/auditor-general-finds-aging-icebreakers-aircraft-hamper-monitoring-of-arctic-waters-1.6652624

2. Norwegian Sea as an Emission Control Area for nitrogen oxides and sulphur oxides and particulate matter

In order to ensure the soonest implementation of the strengthened requirements on NOx, SOx and Particulate Matter in Norwegian Seas, the effective date of the proposed ECA was agreed to 1 March 2026. However, taking into account that when the keel is laid, the ship can be built, delivered and put into operation several years later, the application date of this area includes the "three dates criteria" (building contract, keel laid and delivery date) to prevent delay in implementing Tier III NOx regulations.

Sulphur oxides (SOx) and particulate matter:

The Norwegian Sea ECA will impose a fuel oil sulphur content limit of 0.10 percent by mass. SOx requirement will enter into force on 1 March 2027.

Nitrogen oxides (NOx):

Tier III NOx requirement will apply to ships constructed on or after 1 March 2026. Ships constructed on or after 1 March 2026 will mean a ship:

1. For which the building contract is placed on or after 1 March 2026; or
2. In the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 1 September 2026; or
3. The delivery of which is on or after 1 March 2030.

Figure 2. Proposed Norwegion Sea ECA [Source: MEPC 81/11/1]

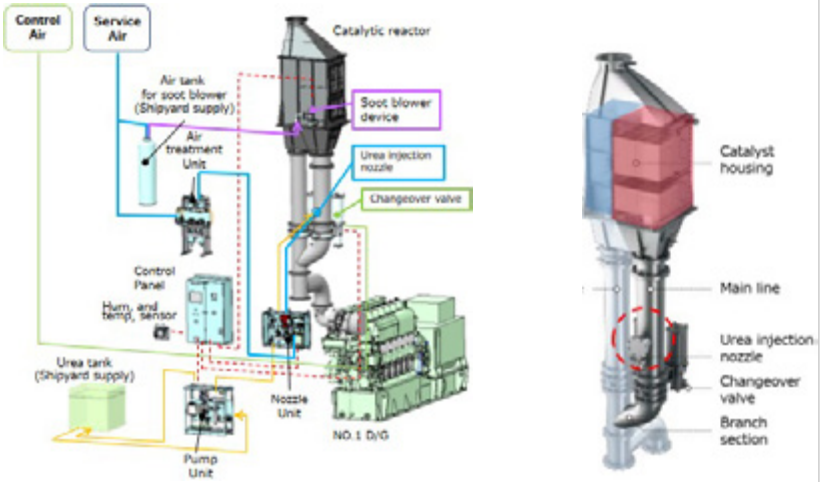
Source: https://www.classnk.or.jp/hp/pdf/info_service/imo_and_iacs/MEPC81_sumE.pdf

Tier III NOx compliance in the Briese Group
Since 2023 five bulk carrier with Tier III are sailing for the Briese Group, namely M/V BBC Mercury, M/V BBC Venus, M/V Emma Janneke, M/V BBC Apollo and M/V BBC Ceres.
NOx compliance is achieved through engine design. NOx reduction technologies can be applied to reduce NOx emission. There are three main technical ways to achieve IMO NOx Tier III compliance, and these involve the use of Selective Catalytic Reduction (SCR), Exhaust Gas Recirculation (EGR) and Otto cycle engines using gas as fuel.

Briese vessel with Tier III technology

Main Engines:
HP SCR CAT

Aux Engines:
LP SCR CAT



Source picture: https://man-es.com/docs/default-source/press-releases-new/20200224-makita_pbst_scr-hp_en.pdf

Selective catalytic reduction (SCR) is an exhaust gas aftertreatment technology having a NOx reduction capability of more than 80%. SCR systems are using a urea-water solution, which is injected into the hot exhaust gas stream. The urea solution is converted by the heat into ammonia and well mixed with the exhaust gas in the mixing tube. The ammonia is reacting in the catalytic reactor with the NOx and same is converted to nitrogen and water.

SCR is a well-known “add-on” exhaust treatment system and does not interfere with the basic engine design.

Change Over Procedure NECA Area
A Tier III engine has two emission cycle operating modes: Tier II for operation outside NOx Emission Control Areas (NECAs) and Tier III for operation inside NECAs. The switch to Tier III mode must be completed before entering a NECA. After leaving the NECA engines can be switched back to Tier II mode.

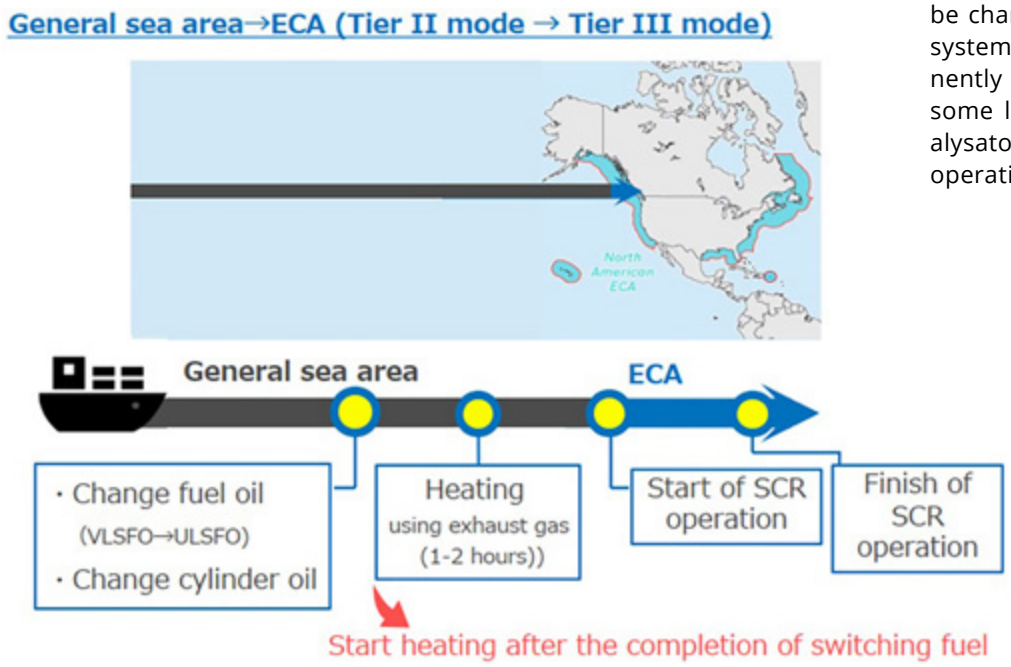
Key Points for Tier III Compliance:
1. Dual Operating Modes:
   - Tier II: Used outside NECAs.
   - Tier III: Used inside NECAs.
2. Switching Procedures:
   - The switch to Tier III mode should begin in time to achieve full compliance 2-4 hours before entering a NECA.
   - This switch must follow the changeover to the correct fuel type, typically Marine Gas Oil (MGO) DMA 8217.

Compliance Process:
1. Fuel Changeover:
   - Switch to MGO DMA 8217 or other compliant fuel types before entering the NECA.
   - Ensure the fuel changeover is completed before starting the NOx mode change.

2. Emission Mode Switch:
   - Start the switch to Tier III mode 2-4 hours before entering the NECA to ensure full compliance.
   - After leaving the NECA, the engine can be switched back to Tier II mode.

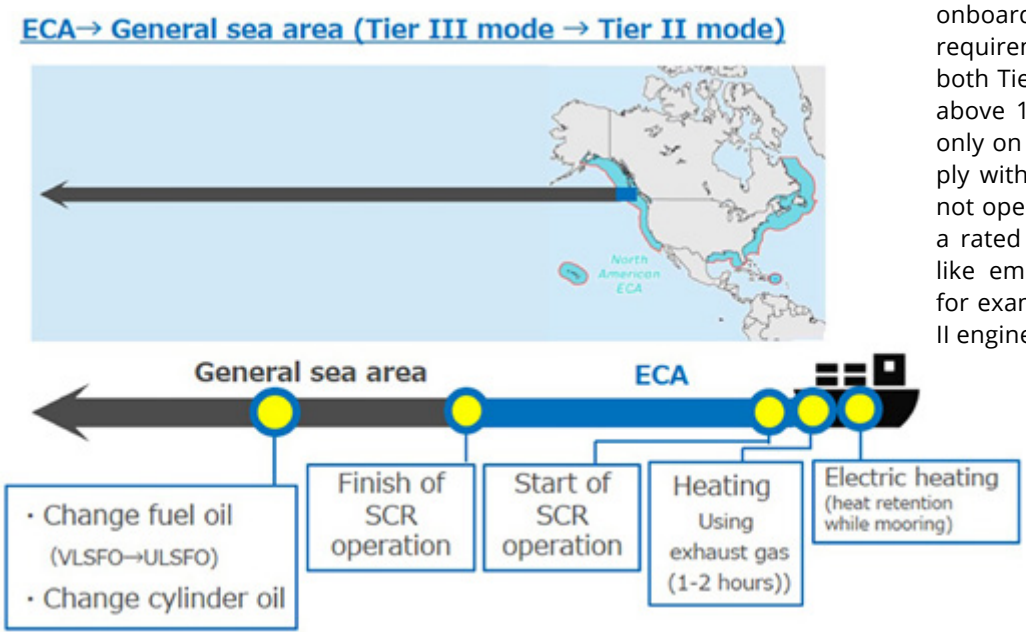
By following these procedures, ships ensure compliance with the stricter NOx limits within NECAs, contributing to reduced air pollution in these sensitive areas.

SCR - Change over ECA Area BBC Mercury Type



All main and auxiliary engines must be changed over to TIER III. The SCR system will not start to work imminently after activation. It might take some longer time until the SCR catalysator has reached the minimum operational temperature.

SCR - Change over ECA Area BBC Mercury Type



The marine diesel engines installed onboard a ship subject to NOx Tier III requirements are typically certified to both Tier II and Tier III. If any engines above 130 kW are certified to Tier II only on a vessel which needs to comply with Tier III, such engines should not operate in NOx ECA. Engines with a rated maximum power of 130 kW, like emergency/ harbour generators for example, can be operated as TIER II engines in NOx ECA Areas.

The Tier status of the engines need to be recorded in the engine logbook at entry into or exit from an NOx ECA Zone, or when the on/off status changes within such area, together with the date, time and position of the ship, in accordance with Regulation 13/5.3 of MARPOL Annex VI.

Typical operational conditions for entering and operating within NECA may include:

- Change over from Tier II to Tier III mode
- Starting of additional generator engine for load requirement
- Shutdown of Tier II only certified engines
- Keep a record of the urea consumption

Nautical and Technical Seminar in Istanbul

For the first time, Briese Schiffahrt GmbH & Co. KG hosted a big seminar in Istanbul. It brought together both seafarers and office staff to talk about important topics and the latest challenges happening in maritime operations. The seminar aimed to facilitate mutual learning and professional development for all attendees within the maritime industry.

As the seminar was planned as a combined seminar there were 24 seafarers invited, 12 from Nautical and 12 from Engine Department.

Sunday, May 26th
The participants arrived in Istanbul throughout the day, settling into their accommodations and preparing for the seminar ahead. The day concluded with a welcome dinner at the hotel restaurant, providing an opportunity for attendees to network and socialize in a relaxed setting.

Monday, May 27th
The first day of the seminar began with an opening speech by Managing Director Wilke Briese, who welcomed all speakers and participants. In addition, he gave an interesting presentation about Briese Schiffahrts GmbH & Co KG, including general information and recent developments. All lessons on that day were attended by both departments, so all attendees spent the entire day together.

The first topic was air pollution, where Technical Fleet Manager Jörg Larink presented on sulfur oxides, nitrogen oxides, and greenhouse gas emissions, as well as the rules and regulations affecting the shipping business.

The next topic covered the preparation of vessels for drydock. Technical Superintendent Nikolay Zhelonkin discussed proper planning of dockings to make time in shipyards as efficient as possible.

The last presentation of the first day was given by Deputy Fleet Manager Kai Groen, focusing on USCG, AMSA, and the Code of Conduct. Following this, a panel discussion moderated by Kai took place.

The first day of the seminar concluded with a dinner at the hotel restaurant, where everyone had food and the opportunity to discuss the topics in more detail.

While the seafarers were busy with their lessons, some participants from office staff took the opportunity to visit M/V Bonacieux, which was anchored in the Bosporus.

Tuesday, May 28th
2nd day of the Seminar started differently for Engineers and Officers. While the Nautical Department had a lesson about Bill of Lading and Chartering Documents with a presentation held by Lawyer Christian Beutler, the Engine Department got updates on latest Technical Circulars in an open discussion moderated by Jörg Larink.

Afterwards both departments continued with joint activities. Training and recruitment manager Sergei Stoliarov gave an insight on the new office in Georgia and the recruitment of seafarers from Georgia. The last topic of the day was about Ballast Water Treatment Systems with speaker Technical Superintendent Oleg Azhmiakov.

After the lessons concluded on this day, all participants embarked on a Sightseeing Tour of Istanbul. Guided by an expert, they explored the diverse richness of the city's cultural heritage and iconic landmarks. It provided a captivating journey through history, offering insights into the vibrant mosaic of Istanbul's past and present.

The day wrapped up with a dinner at a special restaurant in the city. Here, attendees enjoyed a unique group activity where they cooked together at BBQ grills set up at their tables. It was a fun and interactive way to dine, adding to the memorable experiences of the day in Istanbul.

Wednesday, May 29th
The last day of the Seminar was again split for both departments. Our Chief Officers and Captains had lessons about NaviPlanner 5 and Navi Sailor 5, two IT Solutions developed by company Wärtsilä. Thereafter Nautical Fleet Manager Bernd Hartmann informed our Officers about latest developments with Piracy issues and Nautical Superintendent Captain Hanns Bergmann held a presentation about stowage planning and heavy lift operations.

Oleg Azhmiakov was in charge of the Engineers on that day. He gave an overview and compliance strategies for MARPOL regulations, taught about maintenance and lubrication techniques for two-stroke cylinders and told about distribution and responsibilities within the engine department.

Last topic of the seminar was a summary of key points learned during the lessons and a Q&A session moderated by Bernd Hartmann. Afterwards each participant received a certificate, marking the conclusion of the seminar.

While the seafarers and speakers were engaged throughout the day, attendees from the Crewing Department, along with colleagues from Crewing Agencies, had a meeting to discuss the latest issues and challenges experienced.

In the evening, all attendees experienced a wonderful Boat Tour of the Bosporus, complemented by a nice dinner onboard, marking the final program of the seminar. It provided the perfect opportunity to relax and enjoy time together with colleagues, reflecting on the enriching experiences and insights gained throughout the seminar.

Participants from Seafarers:

Rank	Full Name	Agency
Master	Ruslan Gelivanov	BSP
Master	Dmitrii Griga	BSS
Master	Konstantin Spitsyn	BSP
CO	Andrei Kostrov	BSP
CO	Kirill Kuraev	BSP
CO	Anton Makeev	BSP
CO	Dmitry Onopchenko	BSP
CO	Yuriy Remzov	BSS
CO	Dmitrii Reutskii	BSS
CO	Sergei Rymarchuk	BSS
CO	Aleksandr Strochek	BSS
CO	Aleksandr Vorontsov	BSS
CE	Anton Brovkov	BSP
CE	Aleksei Ilin	BSS
CE	Maksym Kolbeskii	BSS
CE	Artem Oboronin	BSP
CE	Aleksandr Stoilovskii	BSP
2nd Eng	Mikhail Barannikov	BSS
2nd Eng	Oleg Deshchenya	BSS
2nd Eng	Taras Iurkovskii	BSP
2nd Eng	Dmitry Kolodkin	BSP
2nd Eng	Konstantin Kostik	BSP
2nd Eng	Sergei Tretiak	BSS
2nd Eng	Aleksandr Alekseev	BSS

Thank you to all participants and speakers for the successful seminar. A big thank you also to our agency, ECHO GEMI Acenteliği, for handling the arrangements. Hakan Ümit and their team did an excellent job.

Seminar in Manila

Earlier this year, we held a **seminar in Manila**, similar to the one conducted in 2023. With some of the following pictures we would like to give you a small insight.

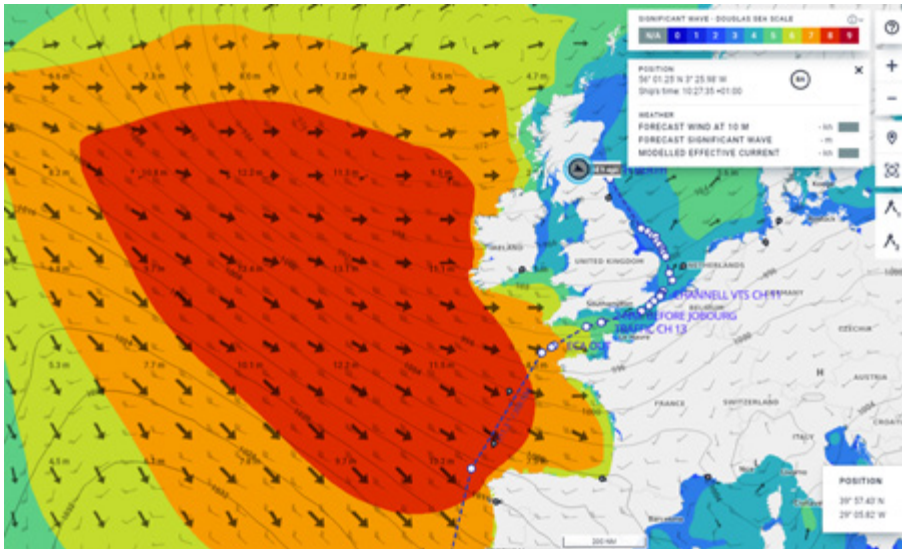
Hiding behind the storm

In November 2023 BBC Project Division started to work on a shipment of 10 reels from Kalundborg (DK) and Rosyth (UK) to Bata, Equatorial Guinea. Beginning of January 2024, BBC was nominated by their client DeepOcean for this project. An empty carousel from Rotterdam to Bintan Island was added to this interesting voyage.

For DeepOcean it was very important to meet the given loading dates, as the cargo had to be placed in time on berth at Bata, so that the specialized construction vessel M/V Edda Freya could start installation work in time. The best fit for this project was M/V BBC Amber. Due to stowage reasons, loading was started with the carousel in Rotterdam.

In meantime DeepOcean informed BBC, that one unit got no road transport permission from Great Yarmouth to Rosyth. To help the client, it was decided to add the port Great Yarmouth as a 3rd loading port for DeepOcean to load this unit prior proceeding to Kalundborg and Rosyth.

On this shipment a special focus had to be put on the weather conditions not only for the safety of the crew and vessel but also for the deck cargo. Bad weather conditions caught the vessel already prior berthing at Great Yarmouth. The harbors tugboat was not strong enough to get the vessel safely alongside. The berthing operation had to be suspended and the ship was brought back to anchorage. Already at this point of time, the cable tower and basket to Bintan Island was already on deck. After 1,5 days the weather conditions finally improved, and M/V BBC Amber berthed, loaded and sailed without issues.



Weather conditions in February 2023

After loading in Kalundborg, the vessel stopped at Gothenburg for bunkering and continued her trip to Rosyth. While alongside in Northern England, the weather was fine, but the forecast already showed that the Biscay passage will become a challenge.

For the safety of everybody, the ships command together with the OPS department decided to stay two days longer in Rosyth allowing the conditions in Biscay to improve. On March 22nd M/V BBC Amber slowly headed towards English Channel to be ready when a "good" weather windows will open.

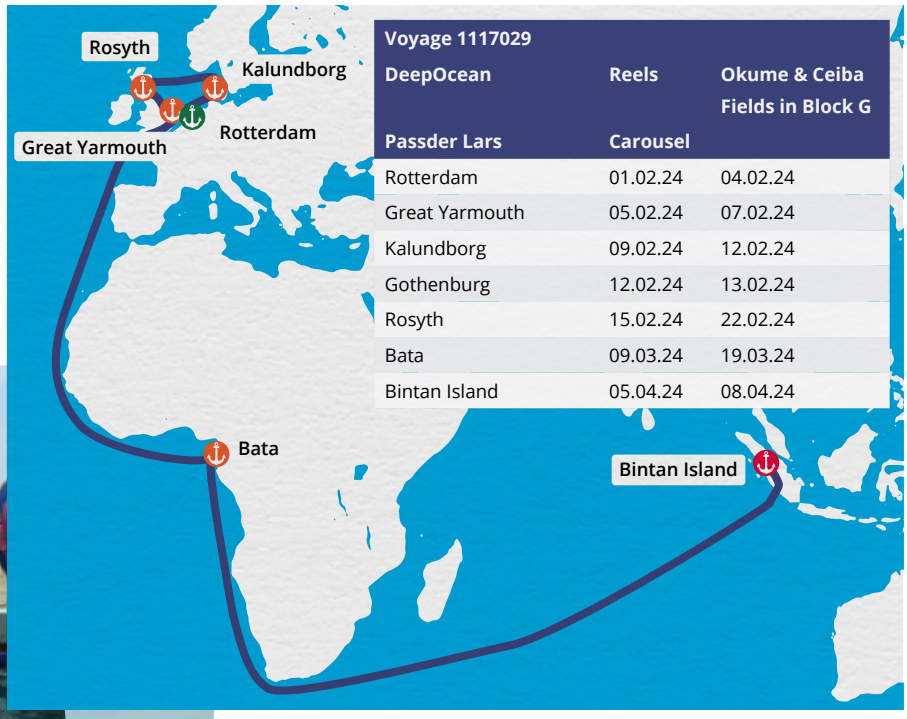
The approach, strategy and execution of vessels command was well set. On 26th of February, the vessel entered Biscay and first had to deviate north to keep clear of the slowly improving condition. One day later on 27th of February, the vessel successfully passed Biscay and after some still rough hours alongside the Portuguese coast, the vessel safely departed from Europe towards Bata for discharging of the reels and accessories. As per crew: *"The waves were more than 6 meters. But vessel and crew strongly withstood all weather challenges, under sensitive guidance of our Captain!"*

During the booking of this cargo, maritime news also reported an attack on a tanker north Principe Island (São Tomé Country). Therefore, it has been agreed to sail around São Tomé Island and approach Bata from the south.

After being safely alongside in Bata, the discharging operation offered more challenges. The reels not only had to be placed in between fixed stationary harbor cranes but also in a specific order to match the clients' requirements. Aforesaid sequence requested quite some shifting activities of the vessel alongside the berth enabling the vessel to reach the different onshore storage positions.

After vessels departure, the client performed BBC's "lessons learned and performance evaluation" which was completed with the highest rating and compliments for the performance of the M/V BBC Amber crew.

Thanks to Master Dmitry Kolesnikov and his entire crew for their professional work and top performance!



Voyage 1117029		
DeepOcean	Reels	Okume & Ceiba Fields in Block G
Passder Lars	Carousel	
Rotterdam	01.02.24	04.02.24
Great Yarmouth	05.02.24	07.02.24
Kalundborg	09.02.24	12.02.24
Gothenburg	12.02.24	13.02.24
Rosyth	15.02.24	22.02.24
Bata	09.03.24	19.03.24
Bintan Island	05.04.24	08.04.24

Hi everybody, BBC Amber in contact!

This voyage has brought us new challenges. We were loading cargo for our new partner Deep Ocean, at ports of Europe. It was reels and their supplies. Due to delays in loading we didn't have time to pass a Biscay and got caught in a heavy storm, so we had to drift on the spot. The waves were more than 6 meters. But vessel and crew strongly withstood all weather challenges, under sensitive guidance of our Captain.

On arrival in port Bata (Equatorial Guinea) we realized that the ordeal was not over, and the strong swell prevented us to discharge the cargo safely and the constant shifting exhausted the crew. Nevertheless, we all endured the difficulties given to us. Cargo discharged in safe working practice.

There was also good news - we were warmly welcomed by local authorities, agent, inspector, showing and telling us about their country.

But that's not all, the ship is on its way to the next port in Indonesia to unload remaining cargo.

See you soon, with best wishes BBC Amber crew.

In the upcoming autumn issue of the BBC Navigator you`ll find a further interesting story about the BBC Xingang "The offshore shuttle".

If all equipment is used in another way to secure the cargo

The recent undertaking by Briese Chartering to quote on a project of considerable breadth for the deck of M/V BBC Balboa necessitated a concerted effort. The cargo, which comprised steel structures and equipment for a Subsea project, demanded detailed planning and execution. Notably, the vessel's compatibility with the port restrictions at the loading port in Bilbao was instrumental in facilitating the smooth commencement of operations.

The utilization of tween deck panels as a foundational framework on deck to arrange a specific support structure underscored the creativity and adaptability of the team involved. Such measures were essential in maximizing deck space and ensuring the secure transportation of the cargo.

The cargo itself, earmarked for a Subsea project in Norway, denotes its significance in advancing underwater technology for research and resource extraction purposes. Upon its delivery in Tonsberg, Norway, the cargo is scheduled for further assembly and painting, underscoring the complexity and specialized nature of the equipment involved.

The successful delivery of the cargo to its destination in icy and cold Norway stands as an attestation to the professionalism and collaborative spirit of all parties involved. The concerted efforts of the team, both ashore and aboard the vessel, ensured the safe and timely delivery of the cargo.

In conclusion, the successful execution of this transport mission is a statement to the dedication, expertise, and meticulous planning exhibited by all involved parties. Such accomplishments underscore the commitment to excellence and the ability to overcome challenges.

On Board Impressions

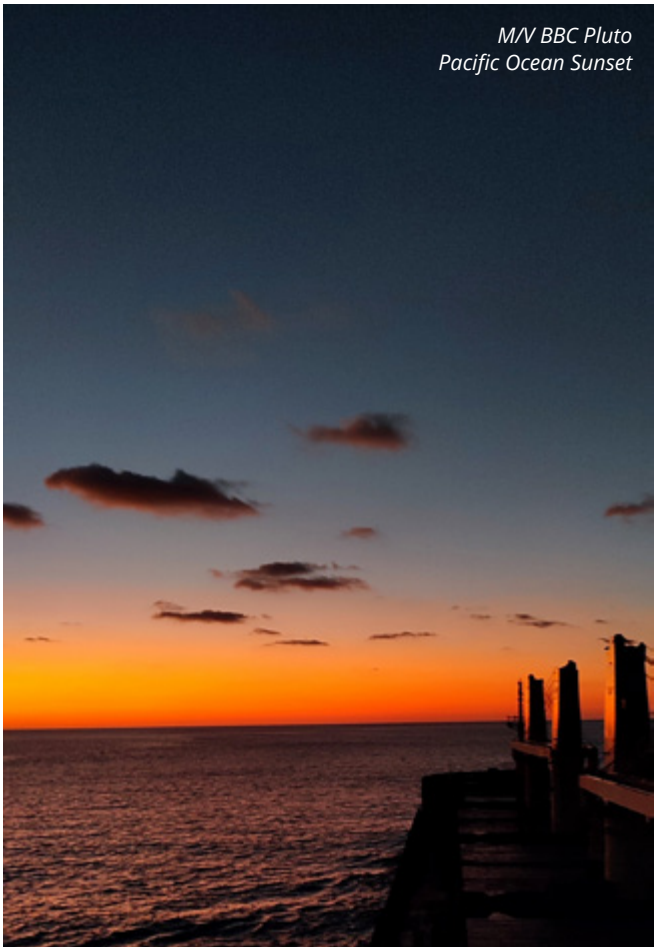
M/V BBC Saturn Capt. Peter Mösselberger, Paranagua, Fospar Terminal, discharging fertilizer

Drydocking M/V BBC Jupiter

M/V Wybelsum

M/V ASC Lotti

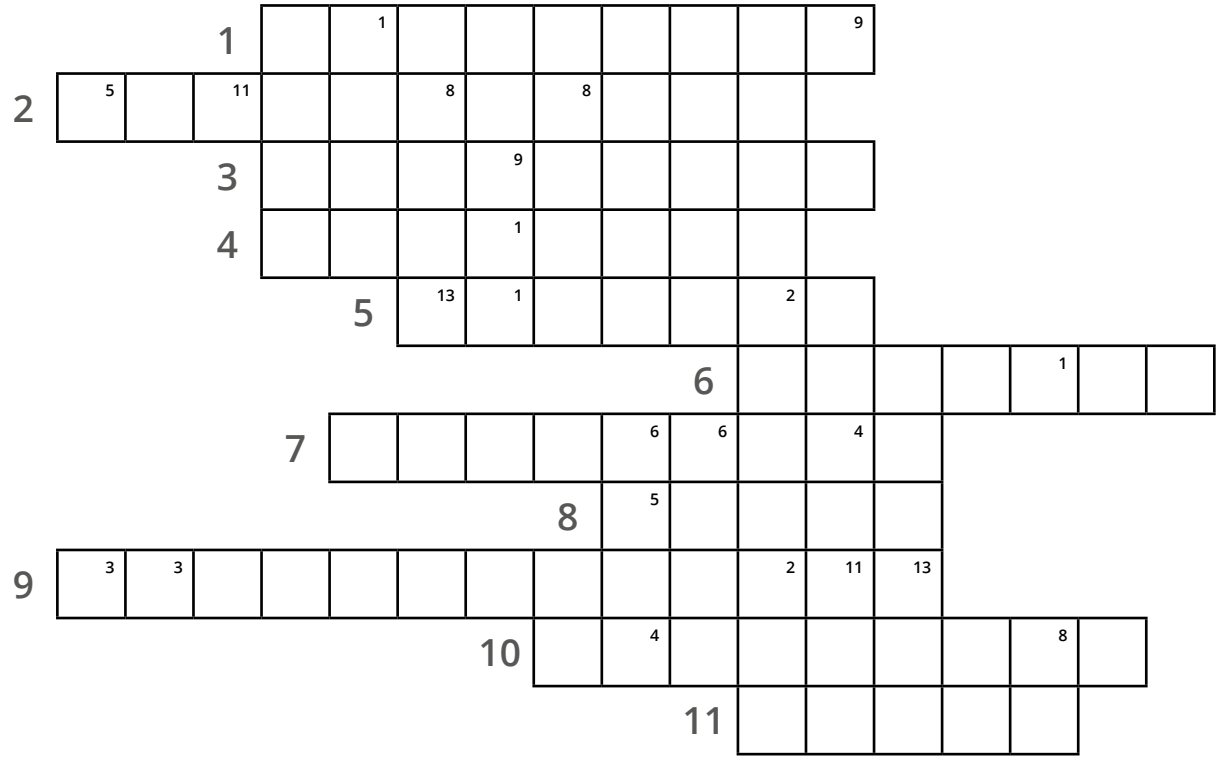
M/V Emma Janneke
from 2nd officer
Ricardo M. Maines Jr.



M/V BBC Pluto
Pacific Ocean Sunset

Briese Akrostichon-Puzzle

Once you found one correct word, make sure to insert the letter marked with a number to each corresponding field



1 An important cargo
2 Without it, a long sea passage needs to be done
3 Over land and sea, they journey far and wide
4 Latest Series of vessels in Briese Fleet
5 Gateway between Europe and Asia's embrace
6 First of its kind
7 Goal is to reduce as much as possible
8 Safeguarding vessels with precision and care
9 Any Port, any cargo. Flexible, Reliable and safe
10 Ocean gateway, Europe's largest seaport
11 Noble in their simplicity, yet mighty in their role

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:

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

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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Attention: Sandra Sürken, Benjamin Conrad, Julia Kosteniuk

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