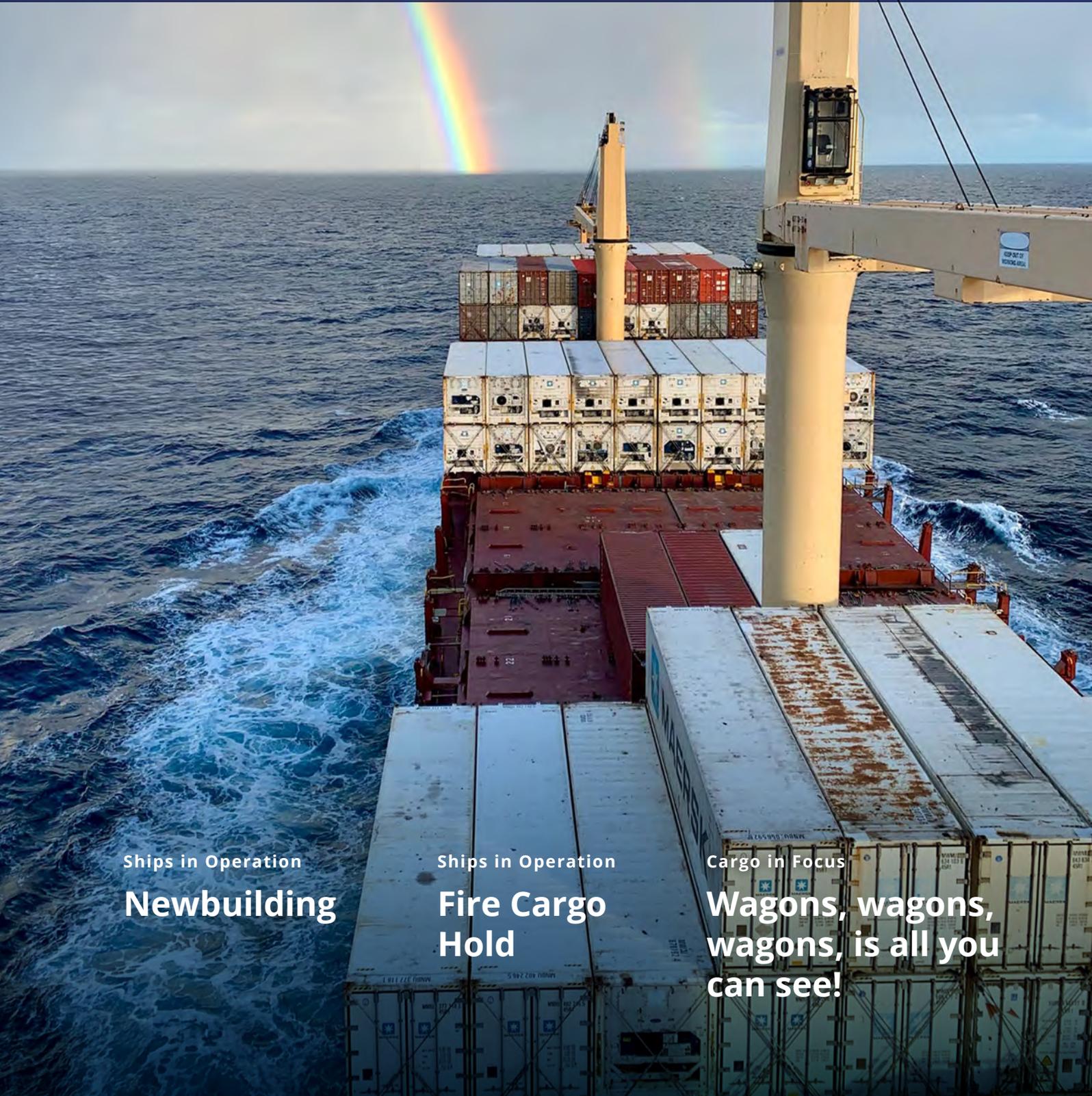


2021  
ISSUE NO.

09

# Briese News



**Ships in Operation**  
**Newbuilding**

**Ships in Operation**  
**Fire Cargo**  
**Hold**

**Cargo in Focus**  
**Wagons, wagons,**  
**wagons, is all you**  
**can see!**



**Dear Masters,  
Dear Seafarers ,**

after ten years of shipping depression with a subsequent Corona shock, cargo owners now suddenly chase our ships to get their cargo transported.

Ship owners rub their eyes wondering whether this positive momentum will last. We believe it will and have already launched a larger fleet renewal program when prices for newbuildings were still reasonable. In this edition we will present some of our newbuilding projects.

Presently, one big threat for our business is environmental regulation. The IMO introduces more and more bureaucratic regulatory frameworks but unfortunately fails to address the core challenge: To substitute fossil fuels used in shipping today with cleaner fuels that can be consumed by the installed diesel engines. In the past, ships had to burn the waste of the oil refinery industry to stay in competition. This was possible because the engines on our ships are much more robust compared to engines used in automotive or aviation industry.

It is a pity IMO does not promote the introduction of renewable liquid fuels more strongly. Instead, shipping must deal with a complex regulatory framework which leaves owners puzzled and insecure whether newbuilding projects may survive the next regulatory wave.

The positive news is: In any case our business will benefit from the transformation towards renewable energy as our main cargoes are wind turbines and infrastructure equipment which will be needed to transform the industry towards a green industry.

Many regards from our headquarters in Leer,

**Wilke Briese**



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# Coronavirus Vaccination

The Corona Pandemic is affecting everybody's life around the world for more than a year now. To date there have been over 150 million cases of Coronavirus (COVID-19) and more than three million COVID-19 deaths recorded worldwide.

Since end of 2020 vaccination programs have been started and different types of vaccines were developed and verified for use. These vaccines are all designed to teach the body's immune system to safely recognize and block the virus that causes COVID-19.

## Type of vaccines

Several different types of vaccines for COVID-19 are existing:

### Inactivated or weakened virus vaccines:



#### BBIBP-CorV/Sinopharm; CoronaVac; Covaxin

These vaccines use a form of the virus that has been inactivated or weakened so it does not cause disease, but still generates an immune response.

### Viral vector vaccines:



#### Oxford/AstraZeneca; Sputnik V/Gamaleya; Johnson & Johnson; CanSinoBIO

These vaccines use a safe virus that cannot cause disease but serves as a platform to produce coronavirus proteins to generate an immune response.

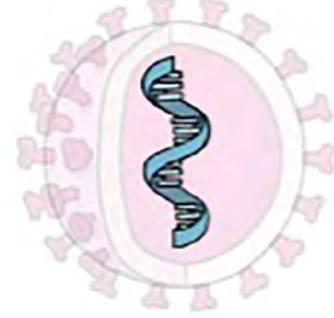
### Protein-based vaccines:



#### EpiVacCorona

These vaccines use harmless fragments of proteins or protein shells that mimic the COVID-19 virus to safely generate an immune response.

### RNA and DNA vaccines:



#### Pfizer BioNTech; Moderna

These vaccines contain genetic material from the Corona virus that instructs human cells to generate a protein that itself safely prompts an immune response.

### Safety and Efficiency

Most vaccines, including the different COVID-19 vaccines, are given as an injection. Many COVID-19 vaccines authorized for use in different countries are reported to be more than 50% - and often exceed 90% - efficient in preventing an infection of the vaccinated persons. All vaccines must undergo different trial phases, first in a laboratory and then with human volunteers, before they are approved for use in the wider population.

These vaccines reduce the severity of symptoms or prevent symptoms completely in a vaccinated person. However, it is currently unknown if they prevent an individual carrying the virus and passing it on to others. It is not uncommon to have reaction after the injection, as the body responds to something recognized as foreign and identifying it. Such reactions are reported to be mild and short lived, lasting up to 48 hours. Side effects can occur after the first or second dose. Local reactions such as pain, redness and swelling are documented, particularly in those under 55 years. Up to 50% may suffer headache, fever, or fatigue. These side effects respond well to Paracetamol and usually settle within two days.

### Protection

Protection after having received the vaccine starts to develop approximately 12 days after the injection is given.

### Virus Mutation

The COVID-19 vaccines are expected to provide at least some protection against new virus variants and are effective at preventing serious illness and death. Any virus changes or mutations should not make vaccines completely ineffective as these vaccines create a broad immune to the body's immune system. If any of these vaccines become less effective against one or more variants, it will be possible to adapt the composition of the vaccines to protect against these new variants.

Studies show that people who have had COVID-19 may be infected again, and that immunity after clinical disease may not protect a person against the new mutations. Protection from the vaccine is likely to be broader and people can be vaccinated shortly after recovery from the disease.

### Proof of vaccination

It is currently unclear whether the authorities in different countries will accept all vaccines available today or in the near future for immigration purposes. The record of having received a vaccination should be kept in hard and electronic copies to certify the date and type of vaccination. This is to be kept safely together with the seafarers' travel documents. Where possible, proof of vaccination should be recorded in the national language with an English translation.

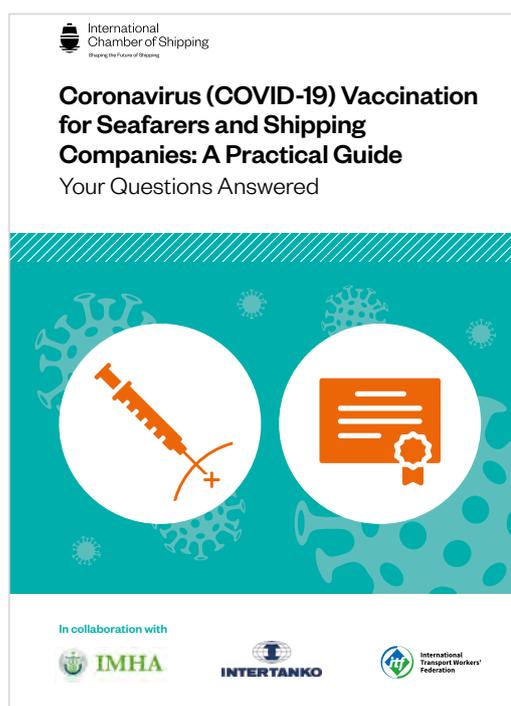
### Prevention Measures

Apart from vaccinations it is important to uphold hygienic principles such as physical distancing, washing hands with soap and water or the use of hand sanitizer, good respiratory hygiene, and the use of masks. These are the main methods to prevent spread of COVID-19 and seafarers should continue these practices even if they are vaccinated.

For information where and how to get vaccinated please contact the respective crewing agency. They will be happy to inform about the current status accordingly. Further, first ports in the US have started programs to provide vaccinations with vector vaccines of Johnson Johnson's Janssen-Cilag for shipboard crew.

### Refer Links:

COVID-19 Vaccination for Seafarers and Shipping Companies: A Practical Guide



## Introduction



*Hello, I'm Clemens Plawenn-Salvini,*

*I am working as a Superintendent in the Crewing Department since October last year and am covering the crew training.*

*After my years sailing the offshore fleet and teaching at the maritime campus here in Leer, I'm happy to be part of the Briese Team. Elia has decided to part ways, which has left a hole to fill in Briese News, which I will do in the future.*

*Apart from work, I have three children, which take up the most part of my time. I also enjoy landscaping around my house and logic puzzles.*

## Internal Lessons for Trainees

The "trainee end-of-year meeting" was the opportunity to honor the committed colleagues who, beginning with the corona crisis, kept the trainees "Schiffahrtskaufmann/-frau" interested in learning and engaged in different topics during the internal lessons.

Those topics have been ship types, maritime geography and voyage planning, ISM/HSE, ship certificates, general overview of ship engineering, claims & insurance processes, and training on soft skills.

The lecturers' engagement to transfer theoretical knowledge in a practical, application-oriented context is of great value for our trainees.

**A special honoring certificate was handed over to Thomas Oberschelp due to his exceeding engagement.**



f.l.t.r: Thomas Oberschelp, Wilke Briese, Doris Klinder, Bernd Hartmann, Claudia Schwarz, Henning Gerdes. Günter Willms and Christian Beutler are missing.

# Trainee Video

**Lukas Kappernagel is the “Certified Ausbildungsbotschafter”**

He has attended the training, offered by the EmsAchse initiative, in autumn 2020. During the Corona situation the planned program to present the company and the professional education “Schiffahrtskaufmann/-frau” at schools and fairs was unfortunately not realizable.

But still, Lukas has not been inactive: he put a lot of effort in a new promotion video clip. All trainees were involved in the production and finally Briese Schiffahrt can be presented as a training company in the digital and social media.



Curious? Have a look at  
<https://vimeo.com/523793920>  
 or check the QR Code.

# Briese Research

## BRIESE RESEARCH New Office

Briese Research has moved into new office premises on 01 March 2021. This step has been necessary because the number of staff has increased due to new projects. The new visitor address is: Hafenstrasse 15, 1st floor, 26789 Leer. Communication options remain the same.

## BRIESE RESEARCH and Corona

The Corona problem is a challenge for all of us. Nevertheless, BRIESE RESEARCH succeeded with some concepts to keep the research vessels running.

R/V Meteor, R/V Sonne and R/V Maria S. Merian – usually operating worldwide – will stay in a schedule from/ to Emden this year. All members to join those vessels – crew and scientists – have to pass an extensive quarantine period of 10 days in a hotel before boarding the research vessel. The quarantine period includes several corona tests. The new 10-days-quarantine regulation came into force in March 2021.

R/V Sonne was the first vessel to implement these new regulations. The new concept makes it possible to realize important research projects. R/V Sonne has left Emden on the 19th of March for a record-breaking scientific cruise of 64 days, bound for the southern Atlantic. The aim is to secure measuring devices from various research institutions. Due to the pandemic, these devices could not be serviced last year; now there is a risk of gigantic data and device loss.

The expedition is coordinated by the University of Hamburg, the chief scientist is Dr. Niko Lahajnar from the University's Center for Earth System Research and Sustainability.



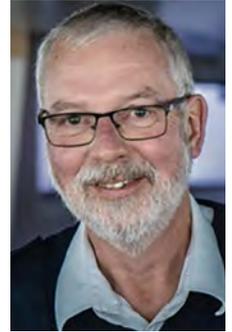
## Captain Lutz Mallon

After many years on board Captain Lutz Mallon left R/V Sonne on the 08th of February 2021 for retirement.

Captain Mallon started his career at sea as Able Seaman in 1974 (Deutsche Seereederei). From 1983 - 1986 he studied Nautical Science in Rostock-Warnemuende. After completion he worked as a Nautical Officer on board merchant ships. In 1997 he had the opportunity to change his career towards research shipping, starting as 2nd Officer on board of R/V Poseidon. During his employment he served on different research vessels and was able to gain significant experience in research shipping. In 2004 he took over the position as Master on the previous R/V Sonne. In this function he was also supervising part of the newbuilding of the new R/V Sonne, which was brought

into service in 2014. Until February 2021 Captain Mallon was resident Master on board of R/V Sonne.

Due to his extensive experience and his personality, he was highly appreciated by the Briese office staff, by all employees on board, by the customers, and by the scientists. For many crew members he was like a father.



**BRIESE RESEARCH likes to thank Captain Mallon for the good cooperation within the last years and wishes him all the best for this new phase of his life. They are grateful for having had the possibility to work with him.**

## Meteor IV Project

BRIESE RESEARCH has won a contract to support the Federal Ministry of Education and Research for building a new research vessel. The process started in October 2020. The newbuilding is planned to replace R/V Meteor and R/V Poseidon and will be like new R/V Sonne.

The ministry plans the delivery of the vessel for 2024.

The ship management will be carried out by BRIESE RESEARCH and it is planned for a period of 15 years, which leads to employment until 2029.

## R/V ALKOR and R/V LITTORINA are operated with more environmental-friendly gas oil

In general, ships are not considered to be environmental-friendly. At sea, R/V Alkor and R/V Littorina had been running on marine diesel oil (MGO DMA) with a maximum sulphur content of 0.1% for some time. The next step, which was taken last year, at the initiative of BRIESE RESEARCH, was the changeover to innovative synthetic fuel GTL (gas-to-liquid) on R/V Alkor and R/V Littorina. This fuel burns cleaner and embodies a higher energy content. Thus, it not only protects the environment, but also offers ecological and health benefits.

The conversion can reduce local emissions of soot particles by up to 70 %, of nitrogen oxides by up to 20 % and of carbon monoxides by up to 9 %. In addition, the emissions are practically sulphur-free. According to the manufacturer, CO2 emissions are also reduced by 4-5 % due to the composition of the fuel. This is another important step towards making research trips more sustainable.



# From Galley to Galley

This time featuring  
Chief Cook Vitaliy  
Chumak, on board  
M/V BBC Neptune



## For 4-5 persons

- 1 kg of meat (beef)
- 1 ½ kg of small onions
- 6 Cloves of garlic
- 1 Onion, finely chopped
- 2-3 Tablespoon of vinegar
- 1 ½ Cups of tomato juice
- 3 Whole cloves
- olive oil
- salt and pepper

## 1 Beef Stifado

Cut the meat to small portions and put it into the pan with the finely chopped onions and bring the oil to heat. Turn the meat over a few times, to turn brown evenly. Add salt, pepper and vinegar, tomato juice and garlic.

Supplement the sauce with some water and allow the meat to stew. In the meantime, peel the onions, soak them in the water, then drain and salt them. Fry them together with the meat when it is ready. Allow to stew altogether until only the sauce remains.

Served best with rice, German Potato Fritters & vessels' special "Neptune Pancakes".

## 2 German Potato Fritters

- 2 potatoes (grated)
- 1 onion (grated)
- 1 egg
- 1 full tablespoon of flour
- cooking oil
- salt and pepper

Mix gradually in a mixing bowl all the ingredients; potatoes, onions, flour, egg (cracked, of course), and add a pinch of salt and pepper.

To get the right amount of consistency, whip it with a bigger spoon. Pour a cup of the mixture unto the frying pan (preferably non-stick) for frying, turn it upside down later on so that you can fry both sides. Then remove it from the pan and unto a plate, serve with an apple mousse.

## 3 Neptune Sweet Pancakes

- 1 cup of flour
- 100 ml milk
- 100 ml water
- 1 egg
- 1 tablespoon of vanilla essence
- 1 tablespoon of butter (for frying)
- salt and sugar

Put and mix in a bowl the flour, milk, cracked egg and add the vanilla essence; use a hand mixer if available.

Pour one ladle of mixture into the well-greased (butter) frying pan. Spread the mixture evenly, the thinner the pancake, the better, and do not forget to turn it upside down. Serve it while it is hot.

Enjoy your meal! :)

# M/V Julius Null Island

M/V Julius was in the lucky position to be on the 1st day of New Year 2021 at 12:00 UTC at the position with coordinates 0°0'N, 0°0'E.

That position is also known as "Null Island".

During this memorable coincidence, the vessel was under command of Captain Maxim Nester. Some crew members swam in the ocean and tried to touch the buoy for seaman's good luck.



**Null Island** is a name for the point on the Earth's surface where the prime meridian and the equator cross, located in international waters in the Gulf of Guinea (Atlantic Ocean) off the west African coast. In the WGS84 datum, this is at zero degrees latitude and longitude (0°N 0°E), and is the location of a buoy.

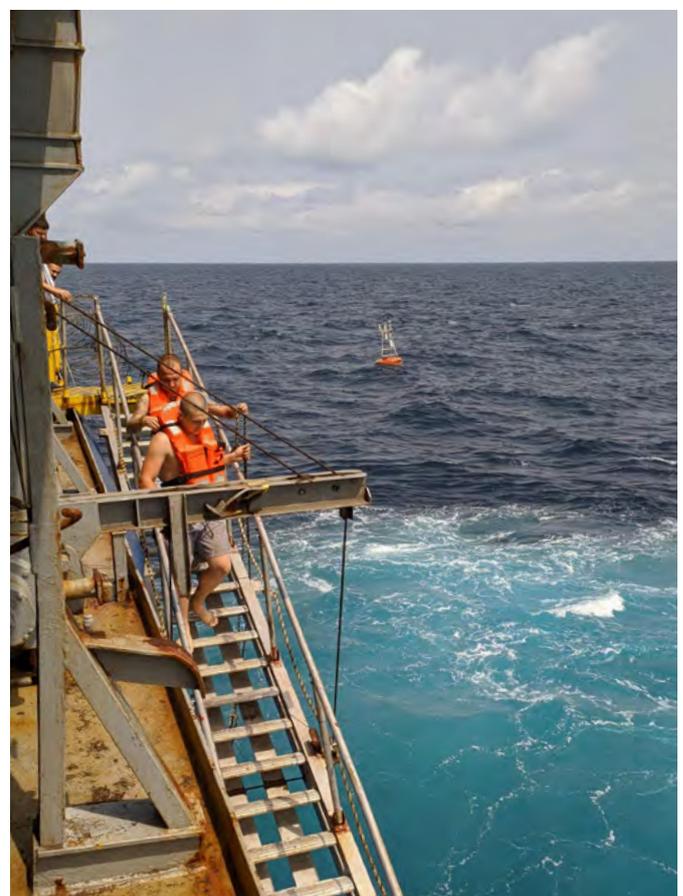
The name 'Null Island' serves as both a joke based around the suppositional existence of an island there and as a name to which coordinates erroneously set to 0,0 are assigned in placenames databases in order to more easily find and fix them.

There is a moored weather and sea observation buoy at 0.000 N 0.000 E (0°0'0"N 0°0'0"W). This buoy ("Station 13010 - Soul") is part of the PIRATA system operated jointly by the United States, France, and Brazil.

("Station 13010 - Soul") collects data on air temperature, water temperature, wind speed, wind direction and other variables as part of the Prediction and Research Moored Array in the Atlantic (PIRATA) program. Observations collected by Soul and other buoys in the PIRATA network support research into climatic conditions and weather forecasting in the Tropical Atlantic and beyond.

Captain Maxim Nester wrote the following:

*Also we were surprised to find a lonely weather buoy established in an area with almost 5000 metres depth. We hope that such a start of the Year 2021 will bring us and Company Briese SCHIFFAHRT good luck and there will be a lot of great moments in crew seamen's life.*



# Apart from Work

Apart from Work is back with a huge contribution by our crew this time. Firstly, here is a thank you to the three crewmember who shared their talents.

Dmitrii Litvinov, Author of the book „The old debts” (Original Name “Старые долги”) and Electrician on board M/V BBC Citrine, would like to introduce himself and say a few words about his book.

*I was born and grew up in modern Ukraine. After having finished the University, I worked several years as a leader of Fire Fighting command ashore.*

*I finished the Maritime University in 2011 and since then I am working as a seaman. In 2013 I began to work at Briese as an Electrician and until present days, with two years (2016-2017) time-out.*

*I started to write my book on M/V BBC Citrine, during sad known event of COVID-19 time. A totally locked down world, no flights and uncertainties in crew changes pressed on the mood of each crew member. To get rest from occurring things I took my laptop and simply began to describe invention events. Having reread my written words, I remained complacent and so I continued. From those first six pages the main scenario was born, and at the end of my contract I was finished with the first book.*

*Now I am working on the continuation of the first book, planning to publish my second book by end of 2021. There are a total of three books planned in this books cycle called “The Winds of the Badlands”.*

## Summary of the Book

The world around is a Badland, endless poisonous sands blown by violent winds, dried up under an overheated radioactive sun.

In a few places suitable for life, survivors established their settlements. The surrounding world is hostile and cruel. To survive and ensure the survival of the next generations; the settlers revived and developed old crafts, productions and restored some of the lost technologies. The people work in digs, blacksmiths, workshops and in productions.

On expeditions to the ruins of ancient cities they search for valuable and useful items of the past era, but their main goal is to find lost knowledge and technology. To move and develop further, the settlers are forced to trade with other communities.

But in a world where even nature has rebelled against mankind, in a world where the ozone layer is worn out, the harsh ultraviolet burns out all life and solar storms last for months, only the bravest will dare to cross the Badlands and

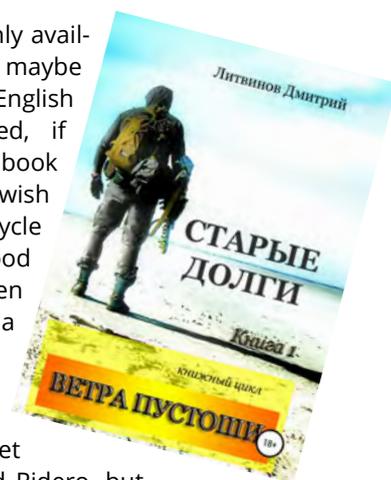


hold a caravan with goods and resources to exchange and sell. Everything has changed, the planet and nature have become different – only mankind has not changed from being naive, stupid, greedy, and insatiable.

Unfortunately, the book is only available in Russian language but maybe some time from now an English translation may be ordered, if Dmitrii will decide to let his book become more popular. We wish him all the best with his book cycle and hope he continues his good job on board our fleet even though he might become a famous author.

The book can be bought on leading Russian book internet platforms such as LitRes and Ridero, but in the same way the book possible find on large world internet platform Amazon.

<https://www.litres.ru/dmitriy-litvinov-24329972/vetra-pustoshi-kniga-1-starye-dolgi/>



The second contribution is from AB Ilya Nabatov (M/V Adiante), a passionate analogue photographer who wants to introduce himself and show some of his pictures.

*Hello, this is Ilya. Since childhood I loved viewing family photographs.*

*The thing is, my grandparents were protestants, and in Ukraine it was illegal at that time. That is why they had the church offices in parks and made photos of them. My father also had photography as a hobby. I believe, that's why I do like photography as it's stored on the generation level.*

*In 2012 I found a mechanical photo camera in the bag full of broken toys and other stuff in the second-hand store. I bought it as it was cheap and nice (now I take photos with my Yashica which I also found in the second-hand store).*

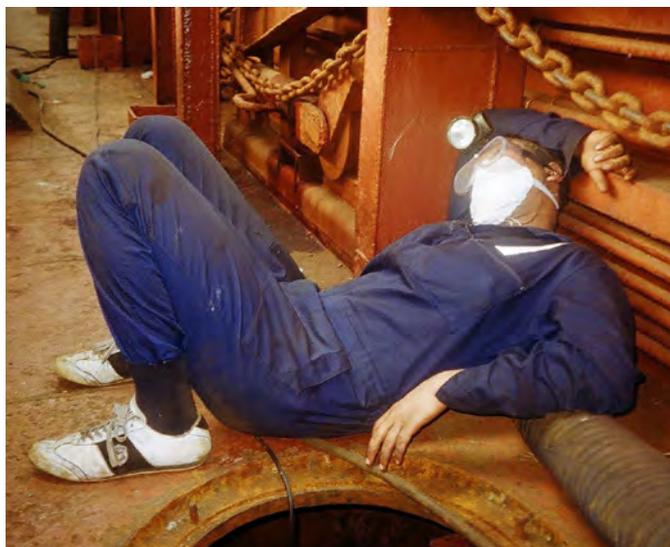
*After I developed my first film the popular phrase from the Soviet movie made finally sense to me: "Life is just a moment between the past and the future". And this moment can be captured on the camera. I usually take 6-7 films on the ship. When I go home I develop it and I feel overwhelmed as I already forgot what pictures I took and here they are, almost by a surprise.*

*By the way, in Ukraine film is quite expensive, but in Finland and Sweden they offer good prices for films in every store. I am not a fan of modern way of taking photos: all those instant photos and social networks. I do not like making hundreds of photos and then spending hours to choose one of them. Such photos are not as valuable for me as the one shoot that I make with my photo camera.*



*Probably, that's also why I like working at the sea as this craft still has some antique fashion here and there. As for the sea theme in photos, I like dividing the shoot to two parts, one for the sea and another for the sky. This is just like everything else in the world: north and south, east and west, plus and minus, black and white. And most importantly, this is the self expression that everyone is looking for, no matter what person is doing for a living.*

*Thanks to the photography, I am happy with how place, time and circumstances play with me. This is one of the reasons I start my days cheerfully and looking forward to the future.*



Last but not least, Bosun Giselo Alaba contributed a nice painting of his vessel M/V BBC Kwiatkowski in November 2020.

The variety of talents on board beneath the profession as seafarer in a specific rank is very impressive and we hope to get more contributions for future issues of the Briese News. Getting to know crew on board in this way is always very interesting.



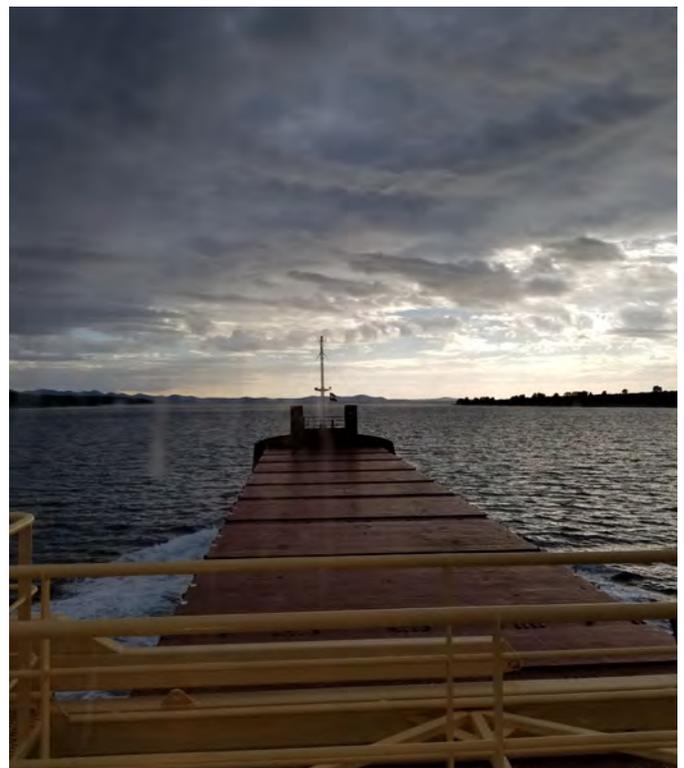
*From left to right:  
Chief Mate Sorokin Pavlo;  
Bosun Alaba Giselo Reyes;  
Captain Sergey Lazarev*

## Cover Letter Participation

One highlight of each Briese News is always the creation of the cover picture. From using a drone to using subversive techniques like an underwater dome, several things have been tried to get the best possible shots. This time the decision was made to let the crew take the best cover picture.

The chosen picture on the cover page was taken by Chief Officer Azyoma from M/V Süderoog. Photo was taken on 07th of February 2021 on the way from Rotterdam to Tangier in Atlantic Ocean, passing Cabo de São Vicente (south part of Portugal). This cover picture has been chosen because the mood of the picture is friendly and cheering, feelings that are useful in these still difficult times.

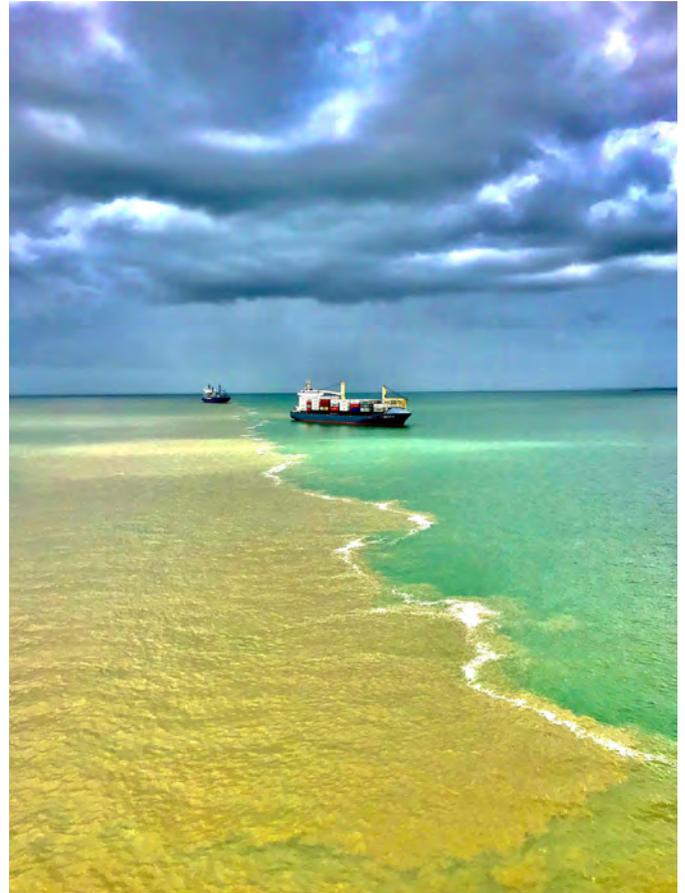
In addition, also the other pictures provided for this reason shall be shown, as all of them were very creative.



*M/V Schillplate, Captain Selve*



*M/V Mellum, Captain Eliseev*



*M/V Süderoog, CO Azyoma*



*M/V Lunamar, OS Dusugulov*

For the future we would appreciate if you can provide us with your best pictures so that they may become cover pictures as well.

# Promotions 2020

While having well known seafarers sailing for Briese since many years already it is also important to train and promote well educated seafarers. Therefore, the first issue of the year is now dedicated to the promoted seafarers in the Top-4 ranks. The following list shows all promotions in these ranks throughout 2020.

**Briese wishes all of them success in their new position.**



## Masters

| Promoted on | Name             | Agency | Vessel          |
|-------------|------------------|--------|-----------------|
| 14.01.      | Ponce, R.        | Manila | BBC Ruby        |
| 20.02.      | Ogarte, T.       | Manila | BBC Sapphire    |
| 12.03.      | Eliseev, E.      | BSP    | Julius          |
| 25.05.      | Beltermann, R.   | BCM    | BBC Fuji        |
| 16.06.      | Keyser, T.       | BCM    | BBC Switzerland |
| 16.06.      | Tokar, B.        | BSP    | Aramis          |
| 16.06.      | Gerashchenko, R. | BSP    | BBC Alberta     |
| 01.07.      | Mashalov, F.     | BSP    | Bonacieux       |
| 09.07.      | Surkov, A.       | BSS    | Wybelsum        |
| 10.07.      | Matuls, M.       | BSP    | BBC Rhonetal    |
| 11.07.      | Aleynikov, I.    | BSP    | BBC Balboa      |
| 16.07.      | Kazakov, S.      | BSP    | BBC Lagos       |
| 19.07.      | Samolyuk, M.     | BSS    | BBC Louise      |
| 27.08.      | Dubovik, A.      | BSP    | BBC Asia        |
| 27.08.      | Yelmanov, D.     | BSS    | BBC Virginia    |
| 01.10.      | Luzan, D.        | BSS    | Störtebeker     |
| 04.12.      | Galich, S.       | BSP    | Milady          |
| 06.12.      | Gelivanov, R.    | BSP    | BBC Rheiderland |



## Chief Officers

| Promoted on | Name              | Agency | Vessel                |
|-------------|-------------------|--------|-----------------------|
| 11.01.      | Morgachev, D.     | BSP    | BBC Caribbean         |
| 14.01.      | Sharko, P.        | BSS    | BBC Scandinavia       |
| 21.01.      | Zvyekov, Y.       | SMK    | Störtebeker           |
| 29.01.      | Saprykin, F.      | BSS    | BBC Ocean             |
| 03.02.      | Marchuk, B.       | BSS    | Cap Salia (ex Petkum) |
| 19.02.      | Rymarchuk, S.     | BSS    | BBC Aquamarine        |
| 05.03.      | Serkov, D.        | BSP    | BBC Lagos             |
| 05.03.      | Fabyanchuk, R.    | BSP    | Langeness             |
| 15.03.      | Shyrokoradyuk, S. | BCU    | BBC Seine             |
| 13.05.      | Bamburov, A.      | BSP    | BBC Bahrain           |
| 15.05.      | Azyoma, Y.        | BSS    | Süderoog              |
| 15.05.      | Rudenko, S.       | BCU    | Ameland               |
| 18.05.      | Olyunin, Y.       | BSP    | BBC Greenland         |
| 11.06.      | Druzhinin, A.     | BSP    | BBC Russia            |
| 12.06.      | Orishich, R.      | BSP    | Hollum                |
| 17.06.      | Shevchenko, Y.    | BSP    | Johannes              |
| 01.07.      | Strochek, O.      | BSS    | Kurt Paul             |
| 03.07.      | Ilin, I.          | BSP    | Cimbris               |
| 31.07.      | Posevin, A.       | BSP    | BBC Bergen            |
| 13.08.      | Anisimov, Y.      | BSS    | BBC Adriatic          |
| 24.08.      | Nikitin, V.       | BSS    | BBC Greenland         |
| 23.09.      | Bilykh, G.        | BSP    | BBC Nyhavn            |
| 28.09.      | Ostap, A.         | BSP    | Julius                |
| 12.11.      | Berezin, O.       | BSS    | BBC Ganges            |
| 17.11.      | Fateev, M.        | BSP    | Lunamar               |
| 18.11.      | Sadykov, I.       | BSP    | BBC Brisbane          |
| 25.11.      | Khromov, M.       | BSP    | BBC Marmara           |
| 27.11.      | Tryshkin, S.      | BSS    | Bonacieux             |
| 28.11.      | Kurakov, I.       | BSS    | BBC Coral             |
| 03.12.      | Chebakov, S.      | BSP    | BBC Manitoba          |
| 14.12.      | Popkov, M.        | BSP    | BBC Pacific           |
| 17.12.      | Nektov, M.        | BSP    | BBC Jade              |
| 19.12.      | Shavyrko, E.      | BSP    | BBC Ocean             |
| 20.12.      | Selivanov, D.     | BSP    | BBC Virginia          |
| 23.12.      | Skliar, A.        | BSS    | BBC Germany           |





## Chief Engineers

| Promoted on | Name           | Agency | Vessel          |
|-------------|----------------|--------|-----------------|
| 22.02.      | Balyshev, A.   | BCU    | BBC Scandinavia |
| 15.03.      | Vorobyov, O.   | BSS    | BBC Gdansk      |
| 29.04.      | Trofimov, D.   | BSP    | BBC Louise      |
| 09.05.      | Mazur, A.      | BCU    | Hooge           |
| 20.05.      | Salo, A.       | BSS    | Wybelsum        |
| 13.07.      | Brovkov, A.    | BSP    | BBC Congo       |
| 16.07.      | Golubev, D.    | BSP    | BBC Emerald     |
| 14.09.      | Go, R.         | Manila | BBC Ruby        |
| 21.09.      | Shevchenko, A. | BSP    | BBC Asia        |
| 29.09.      | Barysh, R.     | BSP    | Ditzum          |
| 17.12.      | Rebrystyi, R.  | BCU    | BBC Kwiatkowski |



## 2nd Engineers

| Promoted on | Name            | Agency | Vessel                |
|-------------|-----------------|--------|-----------------------|
| 27.01.      | Kovalenko, E.   | BSP    | Hooge                 |
| 05.02.      | Lyubimenko, Y.  | BSS    | BBC Hudson            |
| 29.02.      | Azarov, A.      | BSP    | BBC Germany           |
| 09.03.      | Datsiuk, O.     | BSS    | BBC Amber             |
| 15.05.      | Karimov, I.     | BSP    | Süderoog              |
| 01.06.      | Lysenko, A.     | BSP    | Cap Salia (ex Petkum) |
| 01.07.      | Kozyura, V.     | BSS    | BBC Nyhavn            |
| 13.07.      | Sydorov, V.     | BSS    | BBC Emerald           |
| 24.07.      | Obukhov, A.     | BSP    | BBC Rushmore          |
| 27.08.      | Hlynskyi, O.    | BSS    | BBC Asia              |
| 02.10.      | Matyukov, D.    | BSP    | BBC Kibo              |
| 22.11.      | Kuzmin, A.      | BSP    | Langeness             |
| 15.12.      | Pechenevsky, V. | BSS    | BBC Aquamarine        |
| 17.12.      | Kalkysh, O.     | BSS    | BBC Jade              |
| 22.12.      | Meyer, L.       | BCM    | BBC Everest           |
| 23.12.      | Bacus, C.       | Manila | BBC Ruby              |

# Obituary Captain Sergey Petrov

It is with great sadness that we have to inform about the recent passing of a well known Master of Briese Fleet. Captain Sergey Petrov, who started his career at Briese in 1999 on M/V Germana and thereafter made several contracts throughout the complete fleet, passed away due to a heart attack on 06th of June 2021. His services during all these years within Briese Fleet are much appreciated and he will be duly missed.

**Briese Shipping would like to convey deepest sympathies to his wife and family.**



**\* 11.04.1954 – † 06.06.2021**

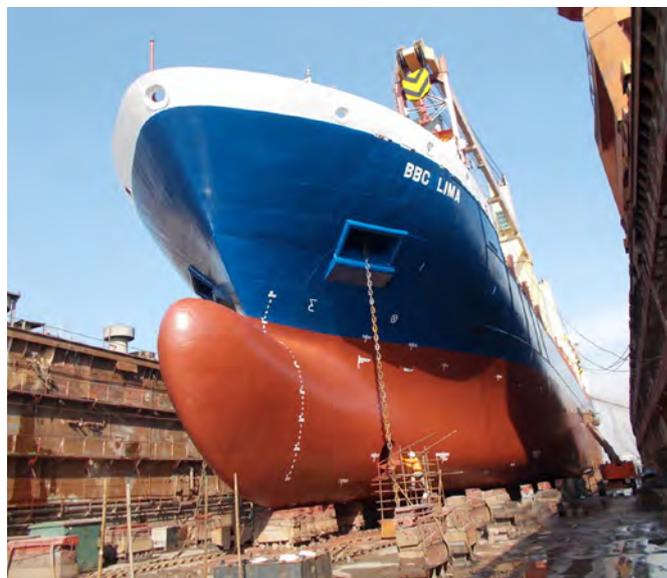
# New to the Fleet

## M/V BBC Lima

In 2015 M/V BBC Lima was taken over as M/V Bremen to be named BBC Lima from Messrs. Schepers-Shipping GmbH & Co. KG of Haren/Ems. From 2015 up to 2016 the management was with company SMS Bereederung GmbH & Co. KG. In 2016 the management changed to company Rörd Braren Bereederungs GmbH & Co up to 2021.

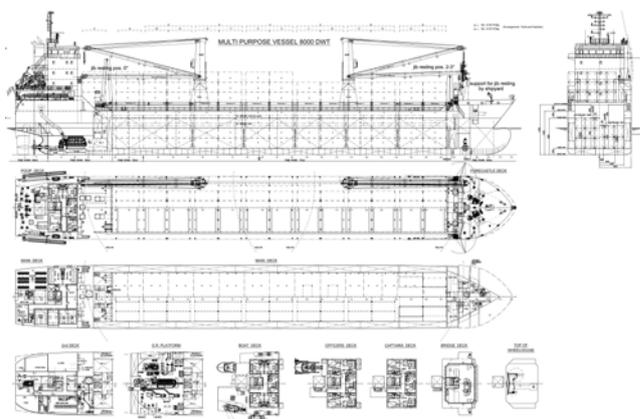
On 18th of February M/V BBC Lima was brought back to the technical management of Briese Schifffahrt.

During the change of management the flag has also been changed from Germany to Madeira (Portugal). The handover took place in Gdynia and was managed by Slava Babychuck. As the vessel is a sister ship to M/V BBC London and M/V BBC Lisbon, Inspection Group 7 will take care for all matters of the vessel now.



### Facts and Figures:

|   |  |
|---|--|
| <i>Classification:</i>  | GL + 100 A5 E3 + MC E3 AUT strengthened for heavy cargoes, equipped for the carriage of containers, equipped for the carriage of dangerous goods |
| <i>GT / NT:</i>   | 7,138 / 2,266  |
| <i>Deadweight (summer):</i>   | 7,821 mt   |
| <i>Max. draft (summer):</i>   | 7.00 m   |
| <i>Length o.a.:</i>   | 130.20 m   |
| <i>Length pp.</i>   | 122.00 m   |
| <i>Breadth moulded:</i>   | 16.50 m  |
| <i>Depth to main deck</i>   | 11.50 m  |
| <i>Cargo hold capacity:</i>   | 12,181 cbm / 430,167 cbft  |
| <i>Floor space under deck:</i>  | 2,179 sqm / 23,463 sqft  |
| <i>Floor space on deck:</i>   | 1,133sqm / 12,197 sqft   |
| <i>Cranes 2 NMF cranes situated portside 80 mt capacity each / 160 mt capacity combined</i> |  |
| <i>Container intake:</i>  | 444 TEU nominal<br>320 TEU at 14 mt homogeneously loaded<br>30 reefer plugs on deck  |

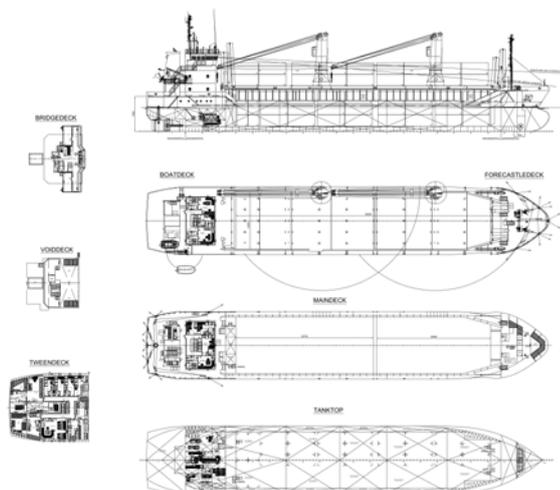




## M/V Bremer Johanna

On 4th of February M/V Bremer Johanna was taken into the Briese Management. The vessel was built in 2008 at Bodewes shipyard and is the last of a series of three geared forest product vessels with a cargo carrying capacity of 4.000 tons. The vessel is owned and operated by BREB GmbH & Co KG situated in Cuxhaven, which is a partner company of Briese Schifffahrt.

It was handed over in Cuxhaven and was reflagged to Madeira. Florian Küper and Andreas Böckenkröger accompanied the handover. The vessel is managed by Inspection Group V from now on.



## Facts and Figures:

|                          |  |
|--------------------------|--|
| <i>Classification:</i>   | GL + 100 A5 E2 + MC E2 AUT equipped for carriage of containers strengthened for heavy cargo strengthened for un-/loading aground G SOLAS II-2-Reg 19 agd |
| <i>GT / NT:</i>          | abt. 3.172 / abt. 1.788  |
| <i>Deadweight:</i>       | abt. 4.300 t   |
| <i>Loa:</i>              | abt. 89,98 m   |
| <i>LBP:</i>              | abt. 84,98 m   |
| <i>Beam:</i>             | abt. 15,20 m   |
| <i>Design Draft:</i>     | 5,32 m sfb   |
| <i>Maximum Draft:</i>    | 5,32 m   |
| <i>Draft in Ballast:</i> | 3,7 m  |
| <i>Cranes:</i>           | 2 x 36 SWL NMF   |

### 1 Hold

|                                 |                              |
|---------------------------------|------------------------------|
| <i>Type:</i>                    | boxshaped, vertical sides    |
| <i>Strongbeam:</i>              | yes                          |
| <i>Size:</i>                    | 57,05 x 12,65 x 8,26 m       |
| <i>Hatch covers:</i>            | 2 pairs of hydraulic folding |
| <i>Strength on tanktop:</i>     | 15,0 t / sqm                 |
| <i>Strength on hatch-Cover:</i> | 1,6 t / sqm                  |

### Cargo Capacity

|                         |                               |
|-------------------------|-------------------------------|
| <i>DWCC:</i>            | abt. 4.100 t                  |
| <i>Volume:</i>          | 5.960 cbm / 218.000 cbft bale |
| <i>Containers:</i>      | 221 TEU                       |
| <i>Reeferplugs:</i>     | 4 upto 20                     |
| <i>Timber capacity:</i> | abt. 5.500 cbm LP             |

### M/V BBC Norway & sisters

In January 2021 the Sales and Purchase Department successfully signed a contract about the purchase of in total five secondhand MPP vessels. These five vessels belonged to Pacific International Lines (PIL) as M/V Mellum did.

Pacific International Lines has developed from a coastal ship-owner/operator in Singapore, into the largest ship-owner in Southeast Asia with a focus on Asia-Africa, the Middle East, Oceania and Latin America. Today, PIL is ranked 12th amongst the top containership operators in the world, offering container liner services and multi-purpose services. (Source: [www.pilship.com/en-pil-today/150.html](http://www.pilship.com/en-pil-today/150.html)) The vessels, which have cranes with lifting capacity of 200 tons, were used by PIL on a regular service from Asia to Africa.

All five vessels were built as a series in China at Dalian Ship Building Industry Co Ltd. between March 2012 and June 2013. During handover, the vessels have been re-flagged from Singapore to Antigua and Barbuda and are managed by Inspection Group I and Group V after handover.

M/V BBC Norway, former M/V Kota Bayu, was the first vessel, which has been taken over on 25th of February 2021 in Houston, USA. The handover on site was arranged and managed by Stepan Shulpin. This vessel is now managed by Inspection Group V.

M/V BBC Finland (06.04.2021), M/V BBC Denmark and M/V BBC Elisabeth (both 12.04.2021) have been delivered in Singapore in April. Due to travel restrictions no representative from the Briese Office was able to be on site. Therefore Mr. Jens Otto Grever, technical manager at BBC Chartering Singapore in conjunction with Ole Jorgensen as freelancer organized the handover of all three vessels for Briese Shipping. Finally M/V BBC Iceland was taken over on 27th of May 2021 in Singapore.



#### Inspection Group I:

##### M/V BBC Denmark

(former M/V Kota Bakti)

##### M/V BBC Elisabeth

(former M/V Kota Bagus)

#### Inspection Group V:

##### M/V BBC Norway

(former M/V Kota Bayu)

##### M/V BBC Finland

(former M/V Kota Bakat)

##### M/V BBC Iceland

(former M/V Kota Bangsa)





## Facts and Figures:

**Classification:** 100A1 container cargoes in all holds and on upper deck and on all hatch covers, shipright ACS(B), LI, EP(B,I), \*IWS, LMC, UMS, shipright BWMP (F), part higher tensile steel, green passport, shipright SERS, shipright SCM

**GT / NT:** 18,189 / 8,440

**DWT at max. draft:** 24,964.3

**LOA / LBP:** 161.33 m / 152.00 m

**Breadth, moulded:** 27.39 m

**Depth to main deck:** 13.50 m

**Depth to second deck:** 10.15 m

**Summer draft:** 9.815 m FWA 209 mm

**Grain capacity:** 30,239 cbm (without tween decks)

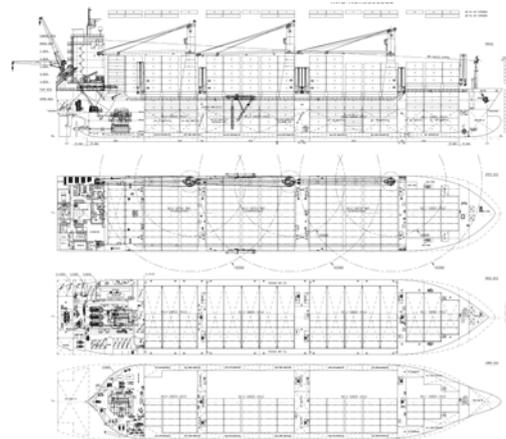
**Bale capacity:** 27.720 cbm (with tween decks)

**Container intakes:** 822 TEU on deck + 675 TEU in holds  
Total 1,497 TEU

**Reefer plugs:** 86 FEU / 440 V

*Vessel is equipped with 3 cranes all mounted on Port side.*

*No. 1 SWL 60 mt Outreach 20 m , No. 2 & No. 3 SWL 100 mt*



Stepan Shulpin in front of M/V BBC Norway



**Introduction:**  
**Jens Otto Grever**

After a 3-year training program within MAN-Diesel in Germany, I worked another 7 years for MAN-Diesel as certified service technician. Thereafter I took up naval architecture and ocean engineering studies at the University of Applied Sciences in Bremen, Germany. Over my final project I got in contact with Beluga Fleet Management, and it was agreed, that I optimize the hulls of the P1 and P2 vessels with regards to damage stability and upcoming new rules within Solas 2009. I was assigned with the position of New Building Manager and later Area Manager China-Newbuilding Division.

Throughout my time at Beluga Fleetmanagement I was involved in 61 Newbuilding projects of the F, M, N, and P type series and acted as attorney in fact for 23 newbuildings.

After the liquidation of the Beluga Group, I was dynamically taken in by the newly founded Hansa Heavy Lift GmbH and continued to deliver the last P2 and F type vessels, until, at the end of 2011 I was transferred to Singapore to build up the Port Captain and Engineering department. I was assigned the role as Head of Cargo Management Asia Pacific.

As I had been in contact with BBC Singapore already since 2016, it was a straightforward move for me to join BBC Chartering after the collapse of Hansa Heavy lift in January 2019. Great thanks to Lars Schoennemann and Jimmy Jensen for the acceptance of my application!

At BBC Chartering I work as Technical Manager, mostly involved in engineering and vessels attendances. Since Covid-19 kicked in and changed the world as we knew it, Briese Schifffahrt trusted me with several inspection and repair jobs here in Singapore and finally with the coordination onsite during the handover of the Kota B type vessels. This was a challenging but very rewarding task. It was a great pleasure to cooperate with the colleagues from the Fleetmanagement, Sales & Purchase department, Inspection Group 1 and 5 and mostly with Captain Rogelio, Sergey and Andrey and their crews.

**Introduction:**  
**Ole Schunck Jorgensen**

My name is Ole Schunck Jorgensen. I was born in Denmark in 1948. When I am not working around the world, I live in Lemvig, a small town on the west coast of Denmark with my wife. I also have three children who, like me, enjoy living and working abroad.

As long as I can remember, I have wanted to go to sea. After I had finished school, I took the traditional path of four years and four months as a fitter trainee, followed by two and a half years of studying at the Maritime Engineering College in Copenhagen and Svendborg. After graduating, I slowly worked my way up through the ranks from assistant 4th Engineer to finally Chief Engineer. I spent all in all 38 years at sea, including national service in the Royal Danish Navy.

I have been working on general cargo, container vessels, RoRO vessels, ferries, and offshore vessels.

What made the biggest impression on me from my seafaring years, are my trips on a containership with a propulsion plant consisting of three main engines producing 75.000 HP on 3 props. As 3rd Engineer every morning, I transferred 250 Tons HFO to the settling tanks. Another experience I remember fondly was from my time on a Fast Ferry 1100 Pax



between Denmark and Norway, cruising speed 35 -37 Knots; 6 main engines, 5 water jets. Total 46.00 HP.

I ended my seafaring career in 2008 and, subsequently, I took up technical superintendency during which time I had the pleasure of working ashore in Hamburg, Cyprus, Leer, Singapore and Malaysia. I have enjoyed all the places I've been, but I particularly enjoyed the five years I lived in Leer, where I had a small apartment with a first-class view to Gallimarkt, with all the advantages that included of cozy small town German life.

## M/V Mellum

The container market is presently working on a high level. After all big container charterers have redelivered nearly all vessels in last spring, all container tonnage is back in trade now.

An answer why the daily rates improved is not easy and the reasons are different. On the one hand, consumer behavior shifted away from services (like travelling, culture, entertainment) to physical products. On the other hand, the rehabilitation of warehouse stocks in the industry and commerce is notable. Especially the container freights to North America increased significantly.

Another big issue is the shortage of containers itself. The bottleneck of containers already started last year. Positioning of empty containers binds a lot of capacity, which is rather used for transportation of goods.

Consequently, Briese Schiffahrt took the chance to buy another container vessel towards the end of 2020. M/V Mellum was taken over on 22nd of December in Manila. For the handover superintendents Pavel Kurazov and Hanns Bergmann have been on site.

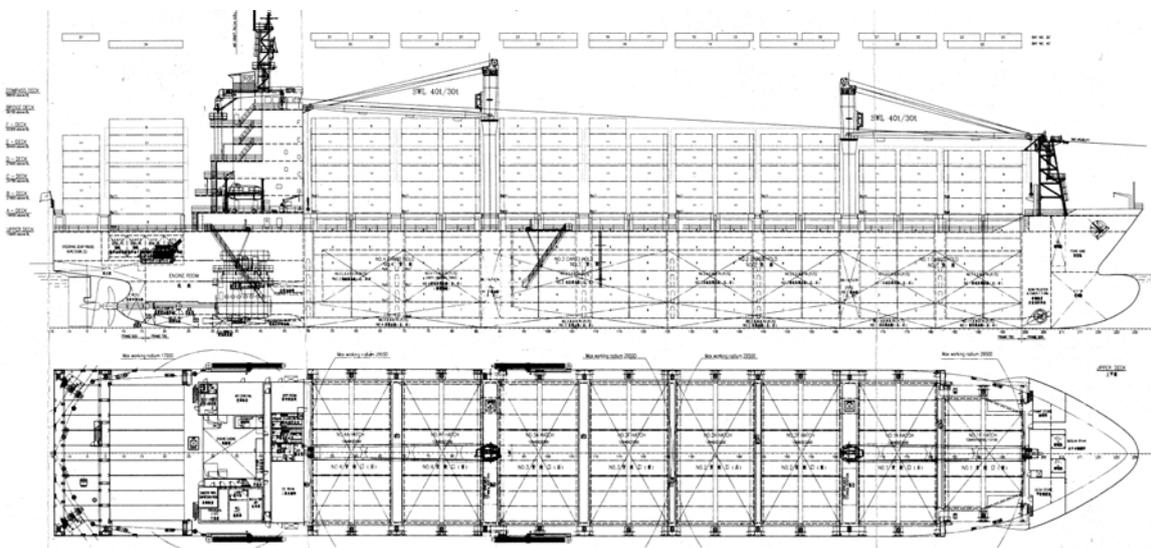
Pre-purchase inspections of vessels are getting increasingly difficult due to current travel and entry restrictions. Therefore, external parties have been invited on board for assessment.

M/V Mellum is a ten-year-old vessel built in Dalian Shipbuilding Industry Co. with a container intake capacity of 1.810 TEU and two 40 mt SWL McGregor cranes. As part of the handover the vessel has been re-flagged to Antigua & Barbuda. The vessel directly started a charter with Greencompass Marine S.A. trading in Asia.



### Facts and Figures:

|                          |   |
|--------------------------|---|
| <b>Classification:</b>   | LR: +100A1 Container Ship, Ship Right (SDA, FDA, CM), *IWS, LI + LMC, CCS<br>Descriptive Notes: ShipRight (SCM, BWMP(F), MPMS), Part Higher Tensile Steel |
| <b>GT / NT:</b>          | 20,902 / 9,126  |
| <b>DWT:</b>              | 25,985  |
| <b>Length o.a.:</b>      | abt. 179.70 m   |
| <b>Length p.p.:</b>      | abt. 167.00 m   |
| <b>Beam:</b>             | abt. 27.62 m  |
| <b>Container intake:</b> | 1.810<br>1.072 TEU on deck + 738 TEU in hold  |





## M/V Neuburg

Briese Shipping is happy to announce the next new container vessel M/V Neuburg to enlarge the fleet of feeder vessels. The 11-year-old vessel was taken over from company Leohnardt and Blumberg Shipmanagement in Hamburg on 07th of June 2021 by Technical Superintendent Pavel Kurazov and Nautical Superintendent Akram Akoel.

The vessel will continue its charter party with Hapag Lloyd. The handover was planned as short as possible in order not to interrupt the current trade of the vessel.

M/V Neuburg was built at Wenchong Shipyard and is sailing under Liberia Flag. As Inspection Group 2 is taking care for all Container vessels of the Briese Fleet, M/V Neuburg is allocated to their responsibility.

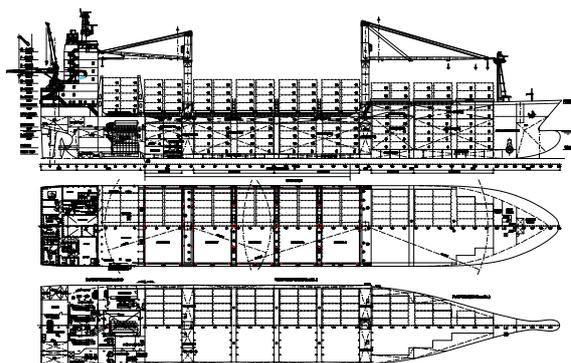
Including M/V Neuburg (1730 TEU) Briese Shipping has expanded its container fleet up to 10 vessels, including the acquired the 1810 TEU M/V Mellum, 1577 TEU M/V Jan, and 1368 TEU M/V Julius.

### Facts and Figures:

|                                  |   |
|----------------------------------|---|
| <b>Classification:</b>           | 100 A5 E Container ship BWM SOLASII2,<br>Reg.19 IW MC E AUT EPD |
| <b>GT / NT:</b>                  | 18,326 / 10,714   |
| <b>Deadweight (summer):</b>      | abt. 23,294 mt  |
| <b>Summer draft (scantling):</b> | 10.90 m   |
| <b>LOA:</b>                      | 175.49 m  |
| <b>Breadth:</b>                  | 27.4 m  |

### Container Capacity:

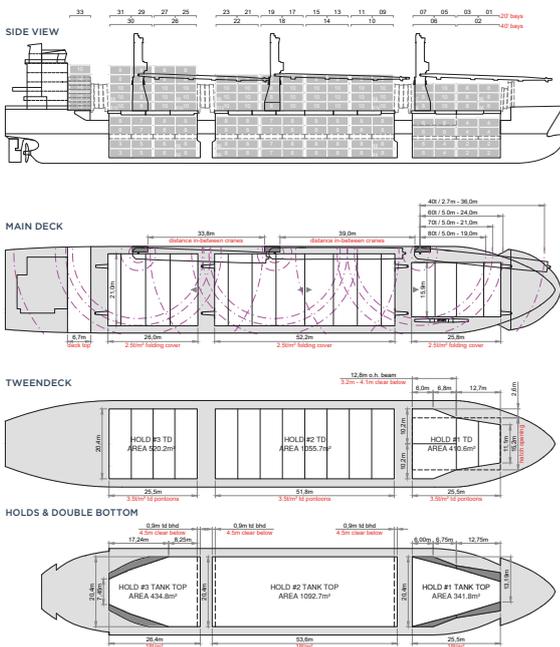
|                 |                  |
|-----------------|------------------|
| <b>On Deck:</b> | 996 TEU + 22 FEU |
| <b>In Hold:</b> | 698 TEU          |
| <b>Total:</b>   | 1738 TEU         |



## M/V Regalia

On 11th of June another multipurpose vessel M/V BBC Regalia was taken over in San Diego, California by Stepan Shulpin.

The vessel was built in 2012 and is equipped with three 80 mt cranes. With the hand over of M/V BBC Regalia the vessel series around M/V BBC Rheiderland and M/V BBC Rhonetel will be expanded.



### Facts and Figures:

|                             |                |
|-----------------------------|----------------|
| <i>Classification:</i>      |                |
| <i>GT / NT:</i>             | 14,859 / 6,310 |
| <i>Deadweight (summer):</i> | 17,808 mt      |
| <i>Max. draft (summer)</i>  | 8.60 m         |
| <i>Length o.a.</i>          | 161.50 m       |
| <i>Length between pp.</i>   | 153.50 m       |
| <i>Breadth moulded</i>      | 25.20 m        |
| <i>Depth to main deck</i>   | 12.40 m        |
| <i>Height above keel</i>    | 44.20 m        |

### Container Capacity

|                             |                                 |
|-----------------------------|---------------------------------|
| <i>Nominal capacity</i>     | 1054 TEU                        |
| <i>Stackweights on deck</i> | 20' = 60.00 mt 40' = 80.00 mt   |
| <i>Stackweights tanktop</i> | 20' = 100.00 mt 40' = 120.00 mt |
| <i>Reefer plugs</i>         | 144                             |

### Holds / Hatches

|                               |                         |
|-------------------------------|-------------------------|
| <i>Cargo hold capacity</i>    | 25,521 cbm 901,263 cbft |
| <i>Floor space under deck</i> | 3,836 sqm 41,290 sqft   |
| <i>Floor space on deck</i>    | 2,008 sqm 21,614 sqft   |



# Newbuilding Contract 1.900 TEU

After a long lean period in the container sector Brieše Schiffahrt is happy to announce that a contract for four 1.900 TEU vessels, with delivery from summer 2023 on, has been signed. The vessels will be built at Shipyard Wenchong in China, which is a secondhand vessel with planned over in due course. Furthermore, it has been announced by different press articles that this deal is one of the first newbuilding orders for container vessels by a German Shipping company for many years.

10 years of shipping crisis based on tight budgets and restricted operation costs, the trust of the investors and financial partners could be strengthened even more.

The picture below shows the project team. The yard's director is the man in the middle. The woman on the left (3.f.l.) is the chief designer of the 4th generation of this type of Container vessel. Up to now 14 units of these modern feeders have been built for Asian feeder operators.

As Brieše Schiffahrt was able to bring the 1.400 TEU (M/V Süderoog and others) successfully through the last

**Brieše is looking forward to a good cooperation.**



| Facts and Figures:           |               |
|------------------------------|---------------|
| <i>Length o.a.:</i>          | abt. 172,00 m |
| <i>LPP:</i>                  | abt. 168,70 m |
| <i>Breadth, moulded:</i>     | abt. 27,50 m  |
| <i>Draught, scantling:</i>   | abt. 10,00 m  |
| <i>DWT (scantling):</i>      | 24.000 mt     |
| Container Capacity           |               |
| <i>On deck:</i>              | 1.286 TEU     |
| <i>In hold:</i>              | 644 TEU       |
| <i>Total:</i>                | 1.930 TEU     |
| Reefer Capacity              |               |
| <i>On deck:</i>              | 200 TEU       |
| <i>In hold:</i>              | 20 TEU        |
| <i>Total:</i>                | 220 TEU       |
| <i>Homogenous 14 mt/TEU:</i> | 1.338 TEU     |

# Sold Vessels

## *M/V BBC Elbe*

M/V BBC Elbe was sold to new owners Limited Liability Company TC Nord Project, St. Petersburg, Russia on 22.02.2021 in Gdynia. The handover has been managed by Dariusz Wolkowicki as Technical Superintendent on site.

The vessel was the third out of a series which was built for Briese Shipping at Xingang Shipyard. From the first voyage in 2006 until handover to the new owners in 2021 the vessel and ship's command rendered a good service to the company and charterers.

**Thanks to the crew the vessel was delivered in a very good shape.**



*M/V BBC Elbe with first cargo*



*Leaving crew of M/V BBC Elbe with Superintendent Dariusz Wolkowicki*



### *M/V Rochefort*

On 2nd of March 2021 M/V Rochefort was sold to VG Shipping Oy Finland and will be managed by Held Shipping in Haren / Ems. After handover, the vessel has been renamed to M/V Helena VG.

M/V Rochefort is a 10-year-old vessel, which was built at the Lisemco Lilama Shipyard in Haiphong, Vietnam under Briese Supervision.

The handover has been managed and coordinated by Peter Edelenbosch.

During the handover, the cooperation between new and old crew was very positive from both sides and a lot of information on the vessel, it's equipment and behavior was exchanged.

Some crewmembers even extended their contracts for 1,5 months, so they could hand over the vessel on which they sailed for many years. Owners herewith would like to thank all crew sailing the M/V Rochefort during the last years for their assistance and support.



*On the picture the on- and off signing Captain and Chief Officer.  
From left to right: Captain of M/V Helena VG – Thord Vaenerberg,  
CE of M/V Helena VG – Oleg Mazurkin, Captain of M/V Rochefort –  
Stanislav Vays, CE of M/V Rochefort – Roman Spichenko*

## M/V Störtebeker

M/V Störtebeker is a nearly 21 year old vessel which has been sold on the 11th of May 2021 to Navigare Shipping sp/f, Faroe Islands. The 3200 dwt general cargo vessel was built at Bodewes Shipyard Volharding / Pattje, Netherlands. In 2020 the vessel successfully passed her 3rd class renewal survey at Remontowa Shipyard.

While sailing for Briese Shipping the vessel was chartered by Saipem - both in Brazil and in Nigeria as a supply vessel to supply pipes offshore for a pipe laying barge – a total of seven time.

After her last trip for Briese Shipping under T/C of Peak Shipping from Karmsund to Bremen M/V Störtebeker sailed to Stettin for handover. Kai Groen managed the sale on site as Nautical Superintendent of the vessel.



Saipem Charter



## M/V Cimbris

In 2003 M/V Cimbris was delivered to Briese Shipmanagent. The vessel belongs to a series of vessels, which were built at Rousse Shipyard, Bulgaria under the management of Mihaela Maximov, Marco Schwarz, and Slava Babiychuk.

On 18th of March 2021 M/V Cimbris was sold in Riga to

Anmax Trading Corporation PTE. LTD., Singapore. Kai Groen was on board during handover as Briese representative.

From design up to hand over the vessel was under Briese command. In the archive of Briese Shipping pictures from the building process, maiden voyage up to hand over are saved.



*Newbuilding process*



*Maiden voyage in 2003*



*Handover in Riga with leaving Briese crew including Kai Groen*

# Damages to ships and cargo resulting from fire in cargo holds

**Fire on board a ship is one of the most serious risks for the vessel, cargo, and crew on board. A ship fire can be especially devastating and nearly impossible to adequately fight a blaze when at sea or even in port.**

The cause and extent of fire may be different depending on attendant circumstances and the cargo on board.

Some of the most common causes of ship fires include:

## **Engine malfunction**

An engine that overheats or fails will often start a fire. This can quickly get out of control when the fire is exposed to oil or fuel.

## **Poor electrical wiring**

Ships have significant amounts of wiring in tight and hard to reach places. Wiring which is damaged or improperly installed frequently causes a fire.

## **Galley Equipment**

Careless or improper use of kitchen equipment can easily result in a fire. Cargo ship galleys can be old, and equipment may be damaged or worn out.

On the multipurpose market combustible cargo is a common issue. Reasons for fires resulting from combustible cargo are different and numerous. Fires may be ignited by dangerous goods in containers, cargo hold lights not being switched off, or hot works during loading and / or discharging.

Briese Schifffahrt also suffered from such occurrences in the past. Especially hot works on board led to major incidents.

During welding and / or cutting works fires were accidentally started in the cargo hold. Hot glowing residues falling between the tween decks onto the easily flammable plastic cover sheets of stowed cargo in the lower hold was the cause of some of the fire outbreaks.

Almost all incidents have been caused by gas cutting within the holds and / or deck.

If these flying glowing residues fall on flammable materials the hazard of a fire breaking out exists. Similarly, these flying sparks can enter small gaps or holes and may cause hidden smoldering fires, where flames could be detected only hours later.

On vessels with tweendecks the risk of a fire is considerably higher as the emitted sparks and hot pieces of material can drop down through the gaps between the tweendecks and the sides of the cargo hold and set the cargo in the lower hold on fire.

Difficult and / or tight stowage as well as insufficient preparedness increases the risk of possible incidents and consequently makes fire extinguishing efforts more difficult.



[www.thb.info/rubriken/detail/news/total-loss-der-x-press-pearl-erwartet.html](http://www.thb.info/rubriken/detail/news/total-loss-der-x-press-pearl-erwartet.html)

In 2007 Briese Schifffahrt suffered the first mayor incident in this respect. Nacelles in the cargo hold of M/V Barbarossa caught fire while removing stoppers on deck.

A particle that has fallen between the tween decks onto the easily flammable plastic cover sheet of a nacelle caused a blaze on board. It took several days to extinguish the fire using water from shore side.

The cargo was completely damaged and the costs involved for this incident were tremendous.

- Fire Fighting Claim abt. € 1.000.000
- Waste removal and disposal abt. € 420.000
- Cargo Owners Claim abt. € 6.500.000
- LOH abt. € 192.000

Similar cases followed on other vessels throughout the fleet.





Consequently, the instructions and preventions measures as well as equipment to reduce the risk of fire were extended on Briese vessels.

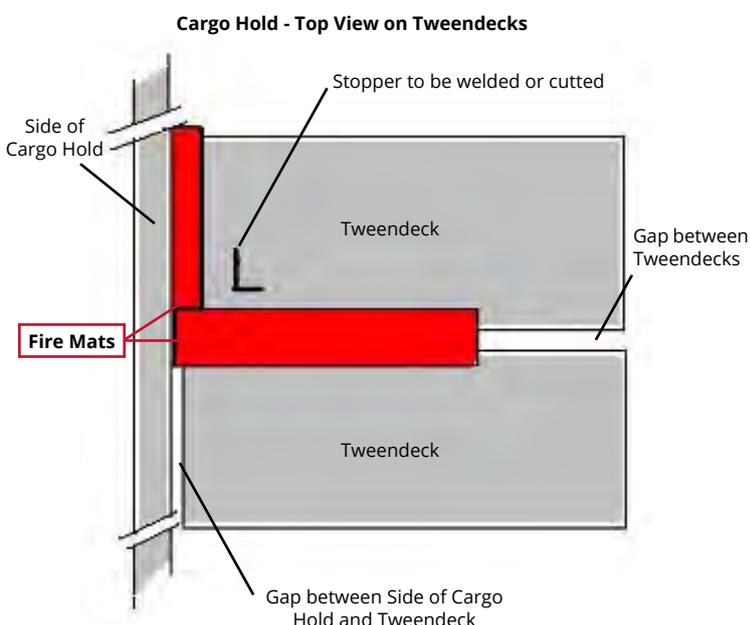
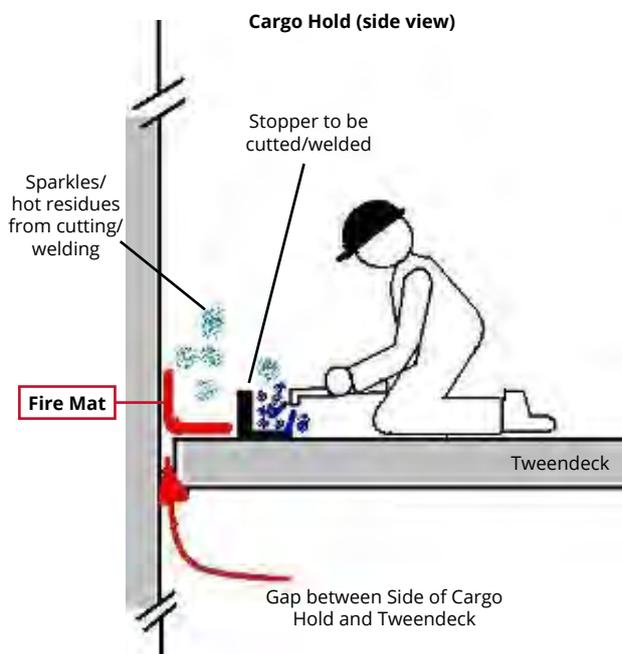
**Instructions to prevent fire on board include the following points:**

- Hot Work Permit from Port Authority is mandatory
- Prevention, supervision and firefighting duties to be established especially when external workers conducting hot works
- Fire Detection / Fire Watch to be assigned
- Firefighting equipment to be prepared for readiness:
  - Powder Extinguishers
  - Fire Hoses
  - Fire Blankets

**RULES FOR PREVENTING FIRES AND FOR CONDUCT IN EVENT OF A FIRE**

1. **Store portable containers** which contain or have contained flammable liquids or coating materials for use on board only in the compartment designated for that purpose. **Always make sure** that these containers are closed and stowed securely for sea.
2. **Always make sure** that before the start of welding activities (welding, burning, preheating and soldering) the ship's officer responsible is informed. **Only the ship's officer** responsible may lift the prescribed safety measures.
3. **Before work starts**, make sure that the tools, especially the burners and hoses, are in perfect working order.
4. **Never work without** a fire sentry. **Keep** extinguishers to hand.
5. **In enclosed spaces**, make sure that there is adequate ventilation and that any gases generated are drawn out.
6. **Clear any flammable materials** from workplace and the parts the other side of the bulkhead.
7. **Never carry out any welding work**
  - on structural components containing ignitable materials,
  - on structural components adjoining spaces that are not gas-free,
  - on bulkheads and deck heads of compartments in which explosive or flammable gases could be generated
  - at or near opened-up compartments containing flammable or explosive substances, vent pipes of tanks and containers with ignitable contents,
  - at or near tanks, containers or their pipelines which have contained combustible gases or liquids and have not beforehand been emptied, cleaned and demonstrably rendered gas free.
8. **After the welding work** has been completed, check the place of work and the surrounding area for hidden sources of fire which might have been created by sparks of weld spatter.
9. **Set up** hot plates and heaters and lay down soldering and smoothing irons in such a way that they cannot start a fire.
10. **When using a stove / cooker** always ensure adequate smoke extraction & continuous ventilation of compartment. Risk of poisoning!
11. **When charging the stove** with fuel, make sure that it is drawing freely. **Watch** the stove/cooker does not overheat. **Never** lay of hang wet or dry clothing or other items in / above the stoves, cookers or their fuel pipes.
12. **Make sure** that cup burners in oil-fired stoves and cookers are always kept clean.
13. **Remove** fuel puddles without delay.
14. **Make sure** that spontaneously flammable and combustible rubbish, such as cotton waste and cleaning rags, is only stored in sheet-steel containers identified as suitable.
15. **Check** that the respirator/breathing apparatus is functioning properly before using it. Before starting the operation, **consider** whether at this moment you are in a proper state to carry the apparatus
16. **Remember**, filtering sets are not respirators for fire fighting purposes.
17. **Don't forget**: after every operation the mask and automatic supply unit of the respirator must be cleaned / disinfected. Used air cylinders are to be replaced by full ones immediately.
18. **Do not replace** used fire extinguishers in their stowage.
19. **In particular never smoke**
  - In your bunk and lying down on the sofa
  - In cargo holds and near open hatches
  - In marked fire and explosion hazard zones
20. **At sea**, report any suspected fire to the bridge; **in harbour**, to the Master or officer on watch.
21. **Extinguish** a manageable small fire with the extinguisher nearest to hand.
22. **Keep your distance** from the seat of the fire.
23. **Point the jet** of extinguishant at the front and at the base of the seat of the fire and drive the flames away from there.
24. **Always** duck when opening a compartment in which you suspect a fire, and of possible do it protected by the door. Beware of flash flames!
25. **In the case of** unmanageable or larger fires, leave the machinery space at once via the emergency exit.
26. **When fighting fires**, take care that the fire does not cut you off from your escape route, e. g. the emergency exit.

To further reduce the risks of fire especially on tweendeck vessels Briese designed special fire mats with incorporated strong magnets. These mats are created to be fixed above the gaps of tweendecks while welding and / or cutting in adjacent areas.



The number of fire incidents was effectively reduced after distribution of the above-mentioned fire mats and further enhanced fire prevention awareness of all involved parties.

Fire prevention on board of vessels does not only include the minimization of material damage. Most importantly is the reduction of the risk of life to the crew. Prevention and preparation are essential and can make the difference between an anecdote and a tragedy.

A lot of circulars have already been written in this respect and should be considered for loading and discharging preparations.

# Engine Damage after Maintenance

Beginning of January 2021 a vessel was drydocked in Northern Europe for 3rd class renewal. Besides the regular class related items and maintenance jobs, some major maintenance and repair jobs were planned for components of the main engine.

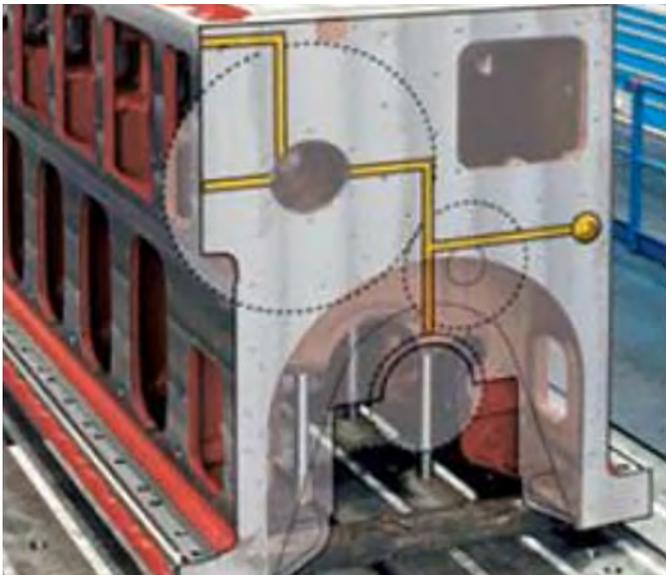
One item was the planned maintenance of the crankshaft vibration damper. In order to disassemble and overhaul the vibration damper, the front cover of the vibration damper room has to be removed.

The front cover is closing the main oil line for the main and big-end bearings. After removal of the cover this oil bore was open.

The bearings are vulnerable to any contaminations of the lubrication oil. Already small particles of dust or dirt may cause increased abrasions or damages. Therefore, the pipe must be closed during maintenance by a proper cover.



Removal of crankshaft vibration damper

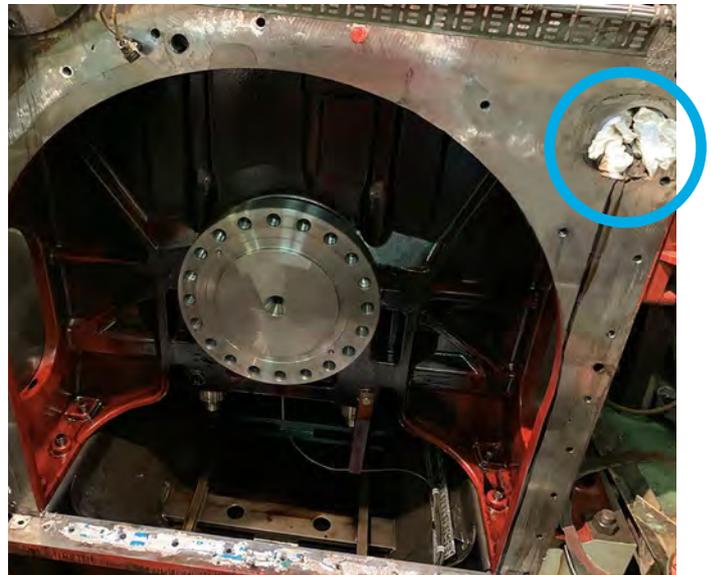


Example: Main oil line

After overhaul and reinstallation of all parts, the main engine was prepared for a test run at idle speed 420 rpm and increased to 450 rpm.

Shortly thereafter a knocking noise and later smoke has been noticed in the engine room and the engine was stopped.

During the subsequent inspection the big end bearing and other components at cylinder station No. 6 revealed big mechanical damages and heat exhaustions.



Main oil line closed by a rag

All indications pointed on an interruption of the lubrication oil supply.

After three days of investigation the lubricating oil line was inspected by endoscope via the holes on the side of engine block and a piece of rag was discovered inside the lubricating oil line. The rag was found in the main supply line from main bearing No. 7. The main bearing No. 7 supplies the big end bearing No. 6. The line was plugged by the rag and consequently no oil was supplied to the big end No. 6 and the piston.

**A forgotten rag caused a major damage:**

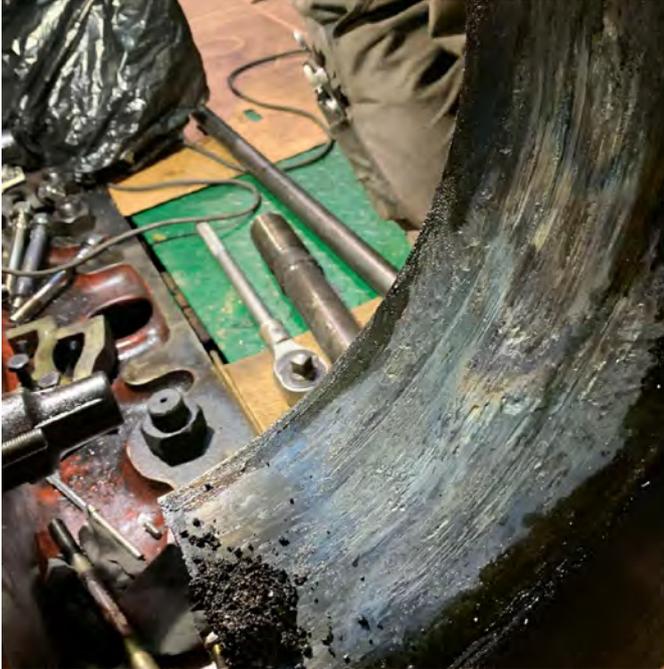
Main engine cylinder No. 6 big end bearing journal was heavily damaged.



Big end bearing of cylinder No. 6 was completely destroyed.



Big end bearing housing showed severe signs of overheating.



Some friction marks were noticed on the piston and cylinder liner surface.



Finally, a new crankshaft needed to be installed and all oil related parts driven by the engine had to be examined like:

1. Cylinder head's valve guides, valve rotators
2. Rocker arms / rocker arm brackets
3. Pistons (ring grooves, cooling chambers)
4. Piston pins / small end bushes
5. Cylinder liners
6. Crankshaft journals / bearings
7. Camshaft journals / bearings
8. Camshaft followers (rollers, bearings, pins)
9. Gear train
10. Lube oil pump
11. Cooling water pump
12. Crankshaft vibration damper
13. Turbo charger

In summary small mistakes may cause huge damages and costs including spare parts, working hours, surveyors, berth dues and so on.

Consequently, it has to be kept in mind that all openings have to be closed with dedicated materials and / or tools. Cotton rags are not considered appropriate materials.

In this case an external service company has carried out the job. Anyway, also service companies must be reminded that no cotton rags are to be used in very sensitive areas and the Chief Engineers must double check that all openings are free before assembly starts. Double checks are essential, even if a service company is carrying out the job.

# Stern Tube Bearing Damage

More and more damages to the stern tube aft bearings were reported in the last years. Unfortunately, also Briese Shipping made first experiences on two vessels but many other cases from other competitors are known.

Even if all damages have slightly different reasons generally the following root causes have been identified:

## A. BIO Oils (Environmentally Acceptable Lubricants = EALs) for the USA VGP requirement

Vessels sailing to the USA must use an EAL Oil in case a technical infeasible letter is not applicable. There are many different BIO oils on the market, and it must be presumed that these oils were not tested with all different available aft seals.

It is confirmed that the BIO EAL Oils have some disadvantages. Some EAL Oils are tending to develop acid by hydrolysis. The time stability of these oils is not as long and important properties like viscosity, lubricity, corrosion protection and oxidative stability are worse compared to mineral oils. All these effects are reducing the lifetime of the sealing rings for the aft seal. Due to the damaged sealing rings, water can enter the stern tube system. If the water ingress remains unnoticed, a bearing damage is quite possible. Especially the oil in the last chamber with small volume is aging fast due to a very small exchange rate. To cope with these effects Briese Shipping prepared the Technical Circular T82.

## B. Bad installation and alignment during newbuilding

During the boom time many new shipyards were founded. On some shipyards the quality standards were below maker requirements. Especially the components of the stern tube and the installation including the alignment have caused aft bearing damages.

## C. Temperature monitoring

All vessels are equipped with a double temperature sensor in way of the aft stern tube bearing. The sensor is connected to the alarm system. It has been noticed in some cases, where the temperature monitoring was not working, wrong alarm setpoints installed, or inaccurate readings/records were carried out. To implement a proper trend analysis a weekly report must be implemented to detect a beginning wear down.

## D. No regular oil sampling and check-up was carried out

In some cases, the class required oil sample (2-3 times per year) was not taken in time. In addition, the oil must be checked visually more often. Especially if a problem is already known or expected due to the age of the seal, the oil condition should be checked even more often. All free water and emulsion is to be drained and refilled.

## E. No familiarization with aft seal system / oil samples taken on wrong place

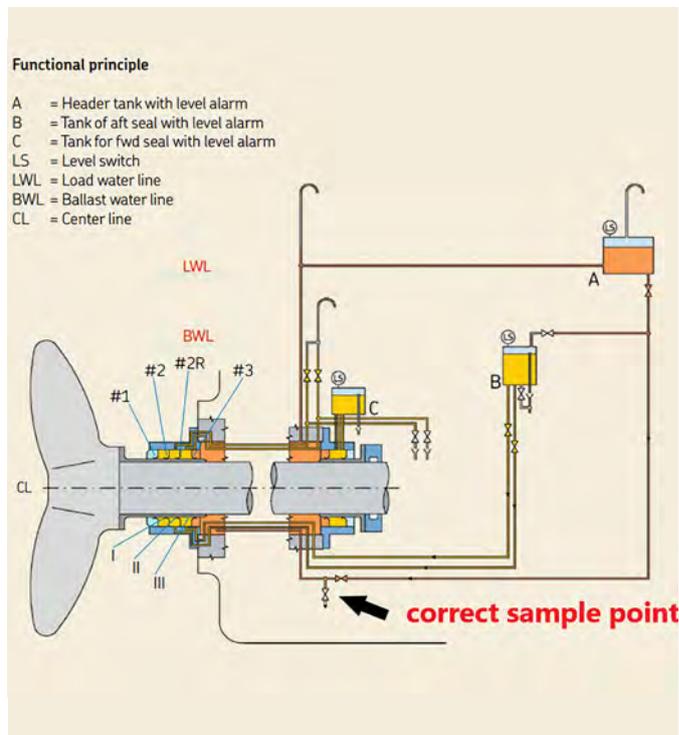
Also, some cases were noted, where the crew was not fully familiar with the details of the oil system. It has been observed that some oil samples were taken at a wrong place. Most vessels in the Briese fleet have four lip seals with a header, monitoring, and forward seal tank. Therefore, many different locations exist, where an oil sample can be taken. It is of the utmost importance that the sample is taken from the stern tube bottom side. Only there any wear down particles and water can be detected.



Cases have been seen where the sample was taken out of the monitoring tank with a closed valve. No water ingress and no wear down can be detected at that place.

The stern tube bearing is one of the most important components of the propulsion system. In case of failure the vessel might not be able to sail under own propulsion, which creates a risk to the crew, the cargo and the vessel. To avoid damages following items should be followed:

- Correct sampling of the stern tube oil in time at the correct place to be carried out (2-3 times per year to laboratory)
- In case of abnormalities additional visual inspection of the oil is required
- Free water and emulsion to be drained during port stay (interval depends on condition)
- Proper familiarizing to the complete system
- Temperature monitoring to be done (daily routine, weekly in the weekly report)
- Temperature sensor to be checked at port stay (must be same as sea water temperature)
- Circular T 82 to be followed



# Pneumatic Line Thrower

## PLT Line Thrower

SOLAS and the LSA Code define which life-saving appliances (LSA) and are required on board of every vessel, one component is the line throwing apparatus. It is used to hurl weighted ropes (lines) over long distances and a variety of launching methods are in place.

The line is mainly used for rescue operations on ships and has a number of maritime applications. From transferring supplies, connecting ships, providing supply lines, and most importantly to aiding in rescue operations. Line throwing apparatus are an essential component of any ship's life-saving equipment.

Up to now and in the past Briese Schifffahrt used pyrotechnic systems.

In normal cases the Pneumatic Line Thrower (PLT) will be delivered with an empty air cylinder. The air cylinder refill is arranged by the Inspection Group and will be done most likely in combination with the regular BA service. For a minimum of four launches the air cylinder must be filled to a minimum of 207 bar (3000 psi). With 300 bar (4350 psi) the unit can perform a minimum of six launches.

<https://elcome.com/shop/pains-wessex-linethrower-250-line-throwing-apparatus>



As pyrotechnic systems are volatile and can be extremely dangerous due to accidental ignition, Briese Schifffahrt decided in 2020 to implement pneumatic based launchers for the whole fleet step by step to comply with the SOLAS requirements.



**PLT® Solas Projectile**



**PLT® Solas Launching Unit**



**PLT® Solas Launching Tube**

The handling of the PLT should be done according to the instructions manual. During operation hearing protection should be worn.

**Before launching following steps have to be done:**

1. Screw the launching tube onto the launching unit



2. Open the closing valve for 5-10 seconds until the chamber is full. Close the valve immediately without using excessive force.



3. Pull out the safety line through the center-hole of the end plug of the projectile, approximately 2,5 m.

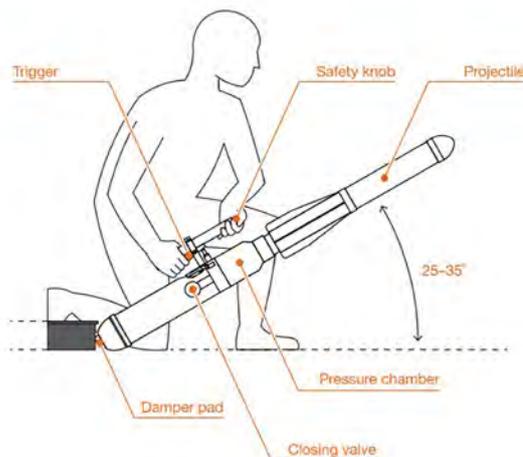


4. Hold the line thrower with the launching tube pointing upwards. Pull the projectile onto the launching tube with the line in the slot of the end plug. Fasten the end of the line to the line thrower or a secured point.



5. Due to heavy kickback, it is important that the PLT is well supported during operation. The rear end of the PLT launching unit has a damper pad that must be placed against a solid point that can withstands this force. For maximum distance hold elevation between 25° to 35°.

6. Push and hold the safety knob and aim over the target. Pull the trigger with a firm and rapid movement. The projectile will now be launched.



In general, the PLT air cylinder and closing valve are maintenance free. However, if a leakage is detected, please contact the Inspection Department.

Anyway, it is recommended to check on a regular basis that the pressure of the air cylinder is minimum 207 bar (3000 psi), and maximum 300 bar (4350 psi). According to SOLAS a minimum of four shots are required; with 300 bar up to six shoots are possible. Store the unit at a dry and safe place. Perform a regular visual inspection to ensure that everything stays intact. Make sure that the closing valve is always closed and never leave compressed air in the chamber of the launching unit. If the air pressure drops below that 207 bar, inform the Inspection Department without undue delay in order to arrange a refill accordingly.

It is important to keep the old pyrotechnics on board until the air cylinder is filled. Every delivered PLT contains a USB stick styled like a mini rocket with videos showing the correct handling of the device.





## Wagons, wagons, wagons, is all you can see!

Recently, information in the Briese Chartering vessel schedule showed several times “St. Petersburg / Alexandria, with wagons”. It was part of a big newbuilding project for the Egyptian National Railway awarded to TMH International, Russian-Hungarian Joint-Venture building trains. The wagons were built in the TMH centre in Tver, Russia, transported about 500 km inland to St Petersburg and loaded on sea-going vessels of Briese Chartering.

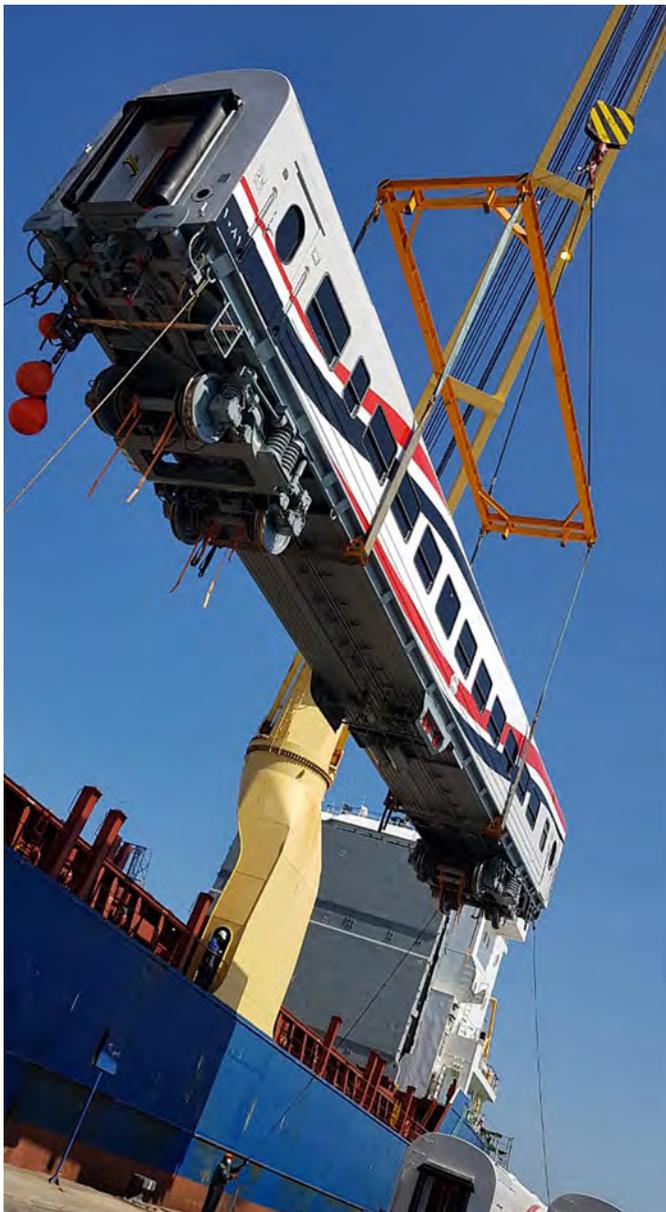
Preferably M/V BBC Bergen type vessels with about 8000 t dwt performed these voyages. They were quite suitable for the cargo as four wagons could be put beside each other and the 2 x 80 tons cranes were suitable to discharge same in Alexandria. In June 2020, TMH delivered the first coaches to Alexandria – loaded on board of M/V BBC Bahrain. At the end of July, the first bunch of coaches started to operate on three commercial routes: Cairo – Alexandria with a transit of 208 km, Cairo – Asyut crossing 380 km, and Cairo – Sohag running the distance of 473 km (Information from TMH International).

In total, about 300 wagons were brought by following vessels M/V BBC Bahrain, M/V BBC Bangkok, M/V BBC Belem, M/V BBC Balboa, M/V BBC Brisbane, M/V BBC London and M/V BBC Lima from St. Petersburg to Egypt and if all wagons would be put behind each other, they could fill about 7,3 kilometres of railway. Seems that this is quite a long way, and even more, quite a long train!

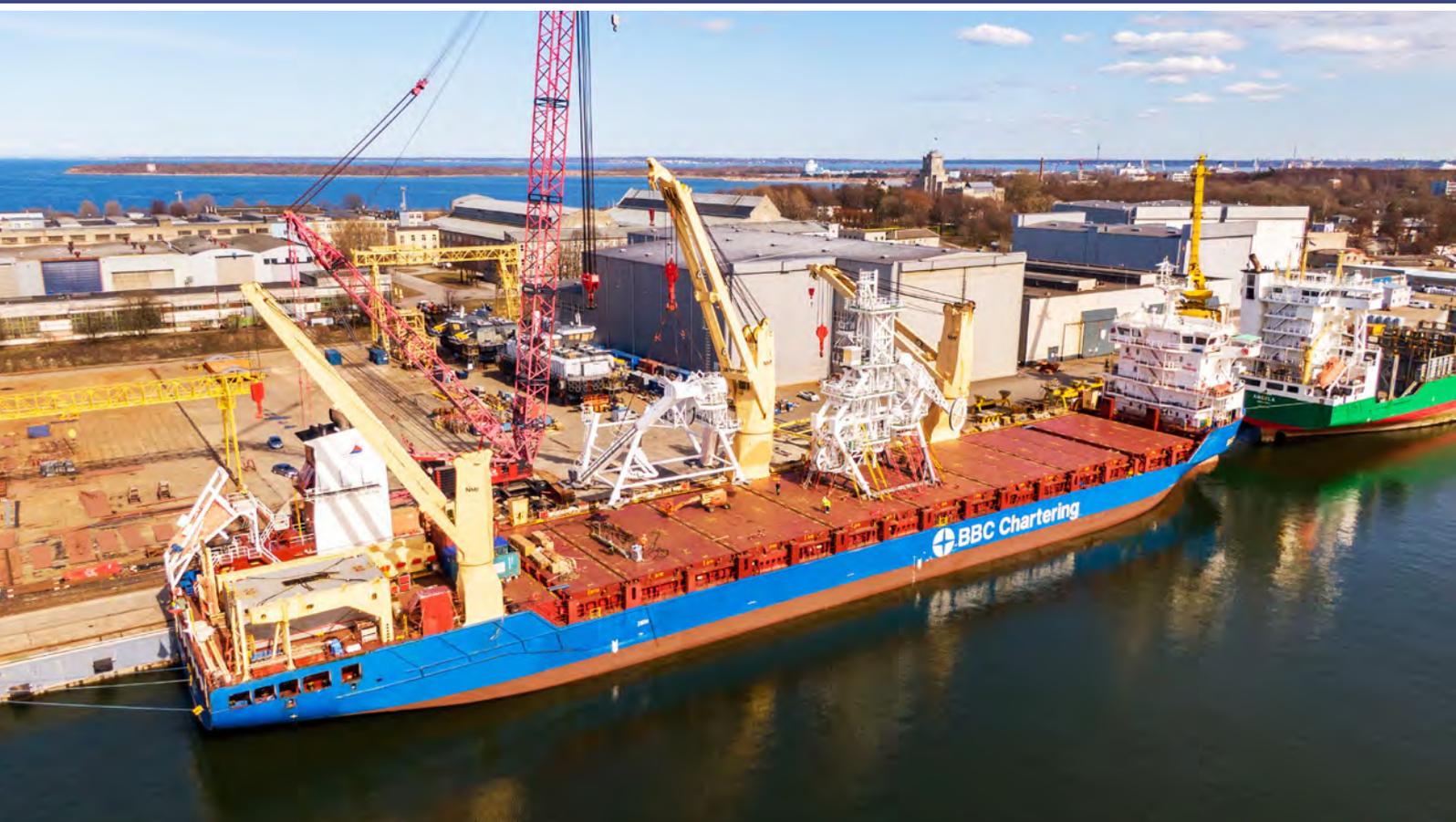


The final shipment has been performed on M/V BBC London and was completed by a nice reception event in Alexandria, Egypt, in February 2021. General Manager Ilona Lazareva has been invited as well when the Hungarian Minister of Foreign Affairs as well as the Egyptian Minister of Transportation were speaking. Many people of the Hungarian, Russian and Egyptian parties participated. It was a very nice event to celebrate well running international trade agreements – directly in front of M/V BBC London.

In the end, Briese Chartering does not only say a big “Thank you” to the Charterers choosing them as their partner for the sea transport, but even more gratitude to the vessels, Captains and crew on board, as well as the colleagues in the office arranging everything in a smooth way. The performance on board is the fundamental basis to fulfil the motto **“Our objective – Charterers’ happiness”!**



All staff of Briese Chartering hopes that the shipments to Egypt can be continued: The project on wagons was already the second project improving the infrastructure of the country, following the delivery of an energy plant to Burullus in 2017. Who knows what else might be needed? More wagons, rails, some more energy equipment?



## Mining for Diamonds

### Precious cargo on board the M/V BBC PEARL from Tallinn to Cape Town

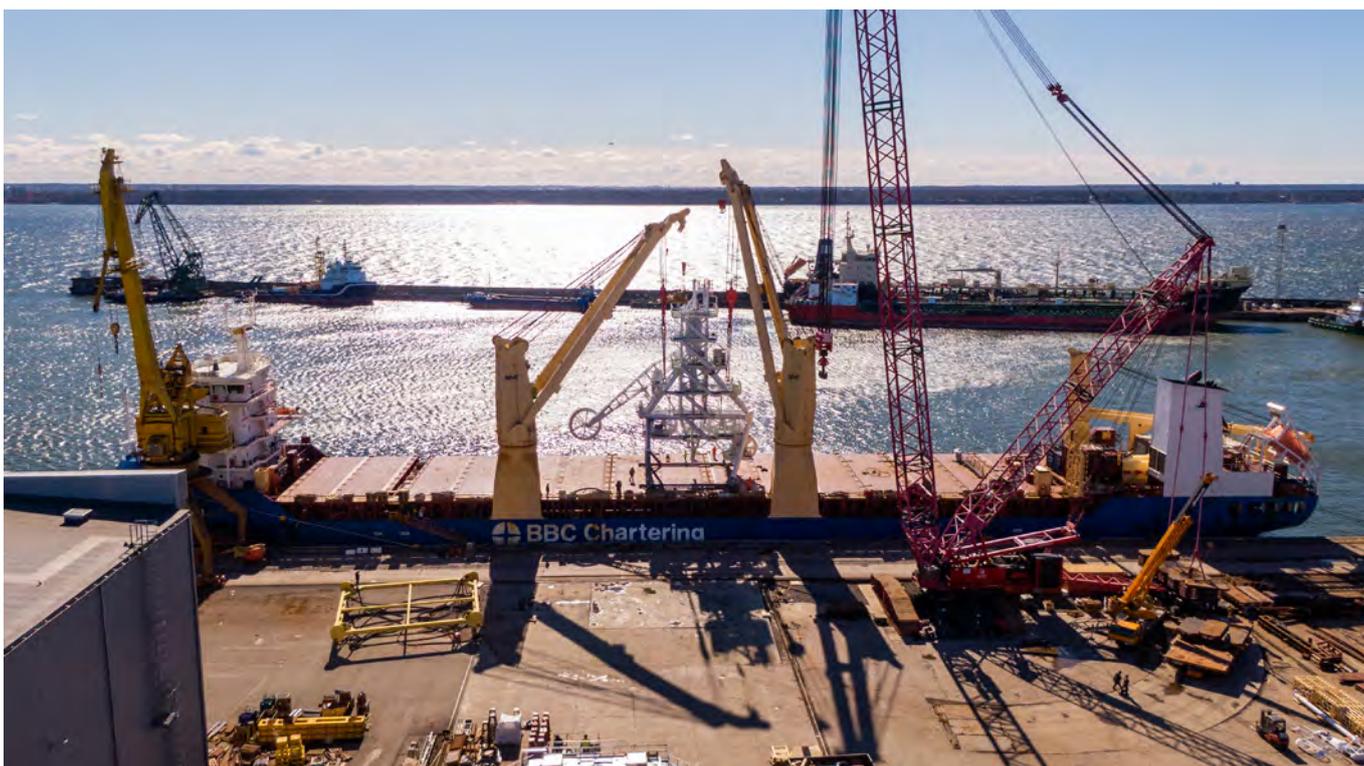
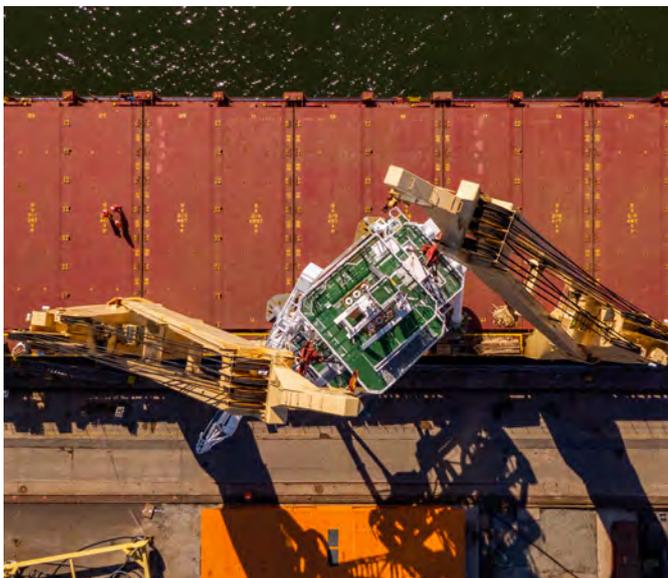
Project cargo, heavy-lifts and oversized units belong to BBC Chartering's daily business. During BBC's several thousands of port calls each year, millions of tons are being loaded and discharged. While much of this has become a routine, BBC Chartering regularly gets to carry cargo which sticks out and is a little bit more special or, as one could say in this case, "precious".

In early April, M/V BBC Pearl successfully loaded two large construction units and accompanying accessories in the Port of Tallinn, Estonia. The two large and heavy components were weighing approximately 159 and 214 metric tons, respectively. Cases and crates with accessories accounted for a total weight of about 50 metric tons.

M/V BBC Pearl arrived at Vene-Balti Port in the Western part of Tallinn in the evening of 7th April and shortly after berthing, preparations for the cargo operations commenced. Weather forecasts for the following day had promised to be sunny and calm, giving perfect conditions to load the first large unit, an operation which was completed in the course of the day. The second unit was loaded two days later after a low-pressure area had passed. M/V BBC PEARL eventually left Tallinn on 11th of April and arrived in Cape Town on 8 May.



Following the arrival and discharge of the units onto SPMTs (SPMT = Self-propelled module transporter) in Cape Town, the two units for the Launch and Recovery System (LARS) will be assembled on the deck of Debmarine Namibia's new-building AMV3, which is to become the largest and most technologically advanced diamond recovery vessel in the world and will operate off the coast of Namibia. It is at the same time the first custom-built vessel of its kind. The LARS will be used to launch and recover the 300-ton crawler from the AMV3 to the seabed. Debmarine Namibia is a partnership between the Government of Namibia and De Beers and has a reputation as a world leader in marine diamond exploration and mining technology.



Such a transport obviously involves a multitude of parties. The booking with BBC Chartering was placed by Swift Worldwide Logistics through the BBC Bremen office, which had been working on this cargo for quite a while. As one can imagine, such a business does not materialize overnight. A close contact and good relations to the charterer is key to be able to finalize this kind of a deal. The loading operation in Tallinn was planned and closely attended by BBC's operations and technical departments. In the port, BBC's agent, Tschudi Logistics, stood for smooth arrangements on site in close contact e.g. with the supplier Marketex Offshore Constructions in Kopli, Tallinn, who had manufactured

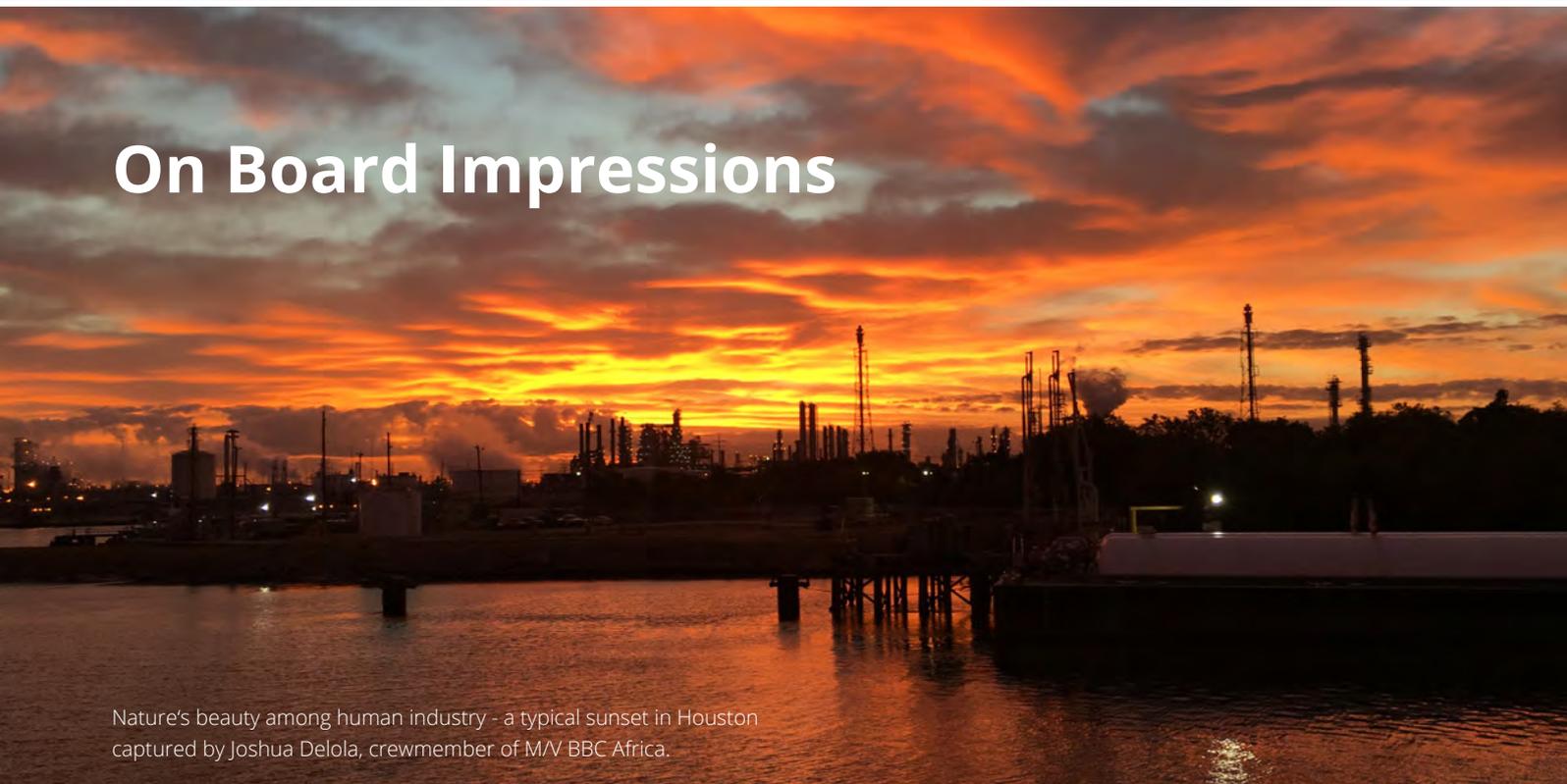
the tower units to a design by AxTech from Norway. BBC Chartering commissioned Sinisilm, a professional photo- and filming company from Tallinn, run by Marten Merila to capture the arrival of the vessel, the entire loading operation and the departure of M/V BBC PEARL with its "precious" cargo on board. Marten and his team delivered great photos (a selection of which we present with this article) and a video which you can check out on BBC Chartering's video channel on vimeo: [vimeo.com/544492345](https://vimeo.com/544492345)

Text: Marko Stampehl, Global Head of Marketing & Public Relations, BBC Chartering; Photos: Marten Merila/Sinisilm.ee for BBC Chartering



M/V BBC Pearl entering the port of Cape Town on 8. May 2021.

# On Board Impressions

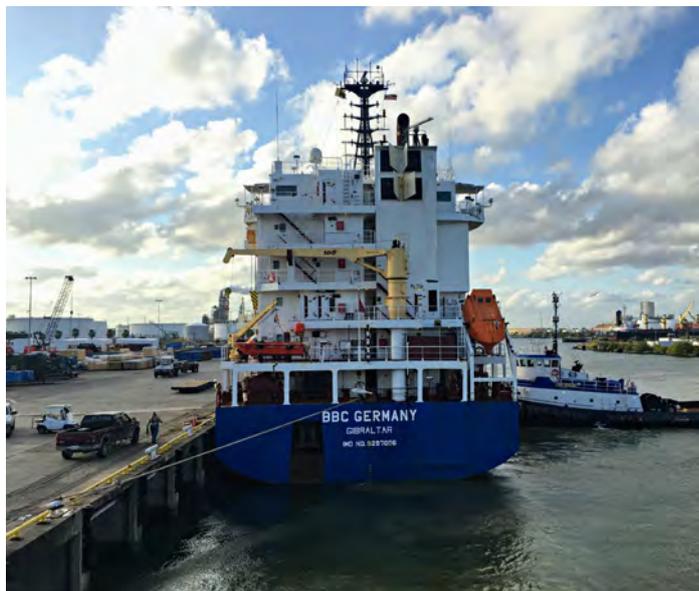


Nature's beauty among human industry - a typical sunset in Houston captured by Joshua Delola, crewmember of M/V BBC Africa.



An Asian Hercules Crane lifting 500 tons heavy-lift Regas Module from M/V BBC Emerald for reconstruction of a gas tanker. Photo was shot at Keppel Tuas Shipyard, Port of Singapore, by 2nd Mate John Encabo.

Another day in Manchester port, Houston. M/V BBC Germany is almost ready for her berth. Ordinary Seaman Joshua Delola took this shot on board of M/V BBC Africa while leaving her berth. This nice meeting happened on 14th of November.



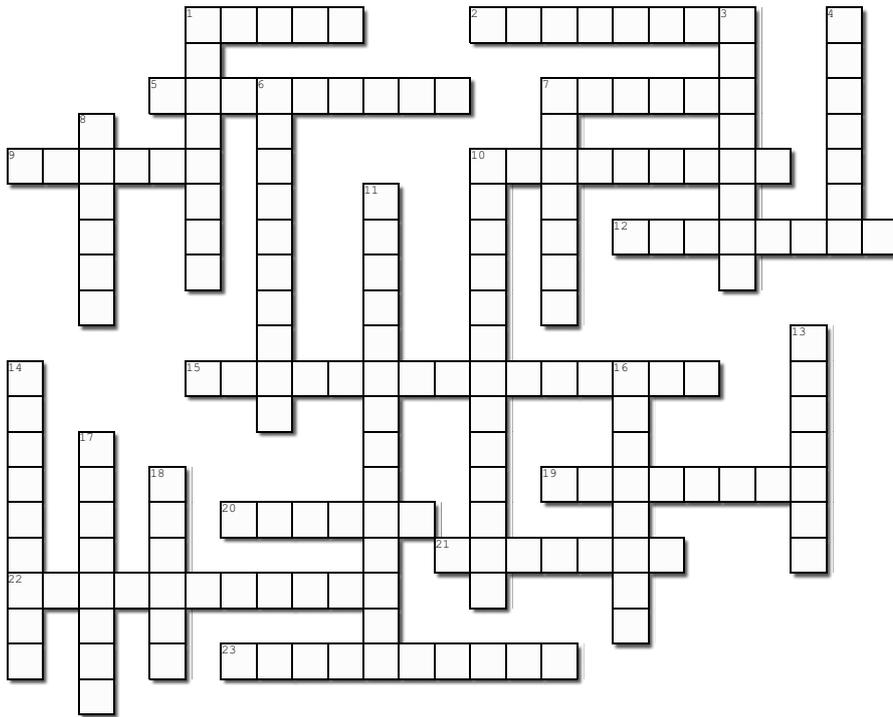
Dear Briese Crew, the News Team was approached by Mr. Hannes Köppl to ensure the "On-Board Impressions Blog" will continue to receive nice pictures in future.



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

**Many thanks in advance.**

# Briese Crossword



Created using the Crossword Maker on TheTeachersCorner.net

### Horizontal

1. Interference of water, air and gravity
2. Manufacturer of nautical equipment
5. Spaghetti with bacon, cheese and eggs
7. Country with the longest coastline in the world
9. Strait which divides Russia and USA
10. Vessel that can be seen on the cover picture
12. Scale used for weather observations
15. Vessel type of newbuildings recently contracted
19. What did Ceylon change its name to in 1972?
20. Location of headquarters of the IMO
21. Most Southern port in Argentina
22. Book written by Electrician Dmitrii Litvinov
23. Intersection of Prime Meridian and Equator (0°N 0°E)

### Vertical

1. The world's busiest container port
3. Not digital but ... photography
4. Other name for online seminar
6. Recently bought vessel named after Scandinavian country
7. New colleague in Briese News Team
8. What day are seaman said to not leave the harbor for fear of bad luck?
10. Celestial constellation not visible on northern hemisphere
11. Name of the Vessel painted by Bosun Alaba in section Apart from work
13. Overall term used to describe the different types of rope used on a vessel
14. PLT Line Thrower type on board Briese Fleet since 2020
16. Method used to repair ruined line
17. Type of Compass
18. Satellite Communication Provider

### Solutions to our previous Crossword:

#### Horizontal

1. Port in Brazil (**riodejaneiro**)
6. Abbreviation for Marine Pollution (**marpol**)
7. Famous for their song 'Wind of change' (**scorpions**)
10. Emergency exercise (**safetydrill**)
12. Rank in Engine Room (**wiper**)
14. Famous Ukrainian city where Briese has an office (**odessa**)
16. Vessel named after famous Russian city (**bbcstpetersburg**)
17. Main export country for LNG (**qatar**)
18. Waterway between Iran and Arabic Peninsula (Strait of ...) (**hormuz**)
20. Distress signal (**flare**)
22. Not native but ... species (**invasive**)
23. Currency of Russia (**ruble**)
24. Regular maintenance to be done to crane wires (**greasing**)
25. Third word of SOPEP (**pollution**)
26. Largest island of Africa (**madagascar**)
27. Somebody working very long in a company (**jubilee**)

#### Vertical

2. Head of Briese Chartering (**ilonalazareva**)
3. Disinfection technology for Ballast Water (**ozonation**)
4. ... Water Management (**ballast**)
5. Famous Dutch airline (**klm**)
8. Country with high risk of piracy (**nigeria**)
9. Cargo of BBC Russia from Terneuzen to Shuaiba (**harbourcranes**)
11. Latest newbuilding in the Briese Fleet (**bbcarkhangelsk**)
13. River approaching port of Hamburg (**elbe**)
15. Vendor of Ballast Water Treatment System (**alfalaval**)
16. Vessel shown on the cover picture (**bbcneptune**)
19. Main ingredient of this issues main dish recipe (**salmon**)
21. Famous drink in the Caribbean Sea (**rum**)

# Sudoku

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

### Solutions to our previous Sudoku:

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

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



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We are thankful for any kind of thoughts,  
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Clemens Plawenn-Salvini

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