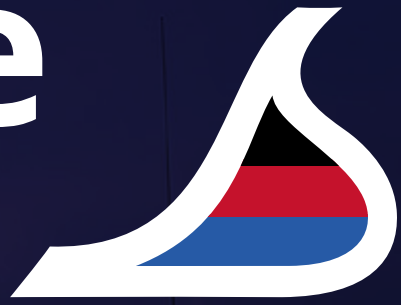


2022  
ISSUE NO.

11

# Briese News



Ships in Operation

**Newbuilding  
Projects**

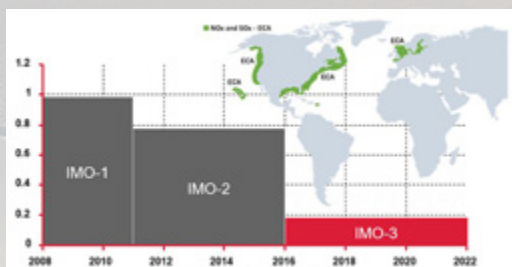
Rules and Regulations

**MARPOL  
Regulations**

Cargo in Focus

**Breakbulk**

# Briese News – Connecting Sea and Shore



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## Support Ukrainian family members

Willing to support the families of our Ukrainian crew members, Briese Management decided to organize and offer evacuation of them from the Ukrainian borders to Leer, Germany. A special Briese emergency team coordinated and organized all transportation, accommodation, and administration issues. From the 1st of March a special Hotline number was provided for relatives who are ready to leave the Ukraine and come to Germany. We have been contacted by several crew / family members and we're able to help 115 adults and kids.

Our local offices and partners in the Ukraine organized three bus transports out of Odessa to Ismael. Furthermore, they organized a big bus from Ismael to Iași, Romania which was chosen as main meeting point. A few families have been collected on Ukrainian / Moldova border and brought to Iași. A few people left Ukraine by themselves and came to the meeting point.

Four Briese colleagues were in Iași and organized the transportation, accommodation, and all local issues. A German bus was on the way to Iași to pick the families up and bring them safely to Germany. Three further families went to Germany by plane from Iași to Düsseldorf.

After a very long trip from Iași to Leer the bus arrived to the Briese Headquarter on the 11th of March around 9 o'clock. The families including pets were welcomed by Briese Team and guest families and brought to their new accommodation.





Further relatives of our seafarers were picked up in Poland and brought to Germany. Some of the families came to Leer by themselves by own car or by train.

Meanwhile the Briese Team grew. Around 20 Briese hosts assisted with the registration and supported the adults and children with the necessary applications and administrative procedures. The Briese hosts helped to enroll the children to the schools and kindergartens. Furthermore, for some women they arranged job interviews, most of them were successfully passed.

Briese organized a German language course. All Ukrainian family members older than 7 years were cordially invited to take part from the 23rd of March on. Seven weeks and 21 lessons later the German course ended on the 5th of May. With these lessons the families were able to gain the first knowledge of German language. From the beginning of May they applied for an official integration course.



Briese invited the families on the 7th of May to visit the Tier- und Freizeitpark Thüle which is around 1 hour away from Leer. 71 adults and kids followed our invitation and attended this event. Some days later we've got a lot of positive feedback about this journey and the amusement park. All of them enjoyed this day!

Briese Schifffahrt appreciates the helpfulness from the guest families and Briese hosts as well as the empathy received from both Russian and Ukrainian crew members and the willingness to support affected crew members on Briese vessels.

We have got a lot of donations in form of clothes, lunch boxes, furniture, money etc. for which we are very grateful. Special thanks for that to our business partners, employees, and aid organizations.

# Trainee on a Special Mission

**First, I would like to introduce myself, my name is Hannes Brüning. I am 21 years old and one of the dual students in the first year of my apprenticeship. Maybe some of you remember me from the inspection department.**

Through my work in the inspection department, I had some adventurous experiences all over the world. In the Briese News I would like to share these journeys with you.

However, why did it come to travel around the world on vessels in Brazil and on Réunion? The reason for travelling to the vessels is a less pleasing reason. These were mostly technical problems. Therefore, it was necessary to bring urgently needed spare parts from the warehouses in Germany to the vessels. So, my task was to bring these spare parts, which were necessary for the operation of the vessel, to the vessels.

I was able to go on two different journeys. Once from 6th to 9th April to Rio de Janeiro in Brazil to M/V BBC Oregon and from 12th to 15th May to Réunion, a small island between Madagascar and Mauritius in the middle of the Indian Ocean, to M/V BBC Ocean.

My trip to M/V BBC Oregon in Brazil started very spontaneously on 6th April. I went to the office this Wednesday morning without any knowledge. Then Hanns Bergmann from Inspection Group 3 came to me around 10 o'clock, he desperately needs someone who bring a circuit board for crane no. 2 to the M/V BBC Oregon in Rio de Janeiro. And the adventure began. Flights were booked immediately, rental cars arranged and final paperwork. A short time later I was sitting in a rental car on the way home to pack some things for the next few days. Afterwards I went to Macgregor in Hamburg to pick up the spare part. With a lot of stress I went to the airport and on the plane to Lisbon. On the plane to Lisbon, I realized what was happening right now. I was on the way to Brazil!



After arriving in Lisbon, I went straight to the next plane to Rio de Janeiro. The flight overnight took 11 hours. Due to the exhausting day, I fell asleep quickly. Because of the time difference, I arrived early in the morning in Rio de Janeiro. The agent picked me up from the airport and brought me to the hotel. In the meantime, the paperwork for the accreditation in the port has been completed. Around 10 o'clock local time we went to the vessel. My arrival has been awaited. The circuit board was directly installed in crane no. 2 and it worked! The cargo operation in cargo hold no. 3 was able to be continued. After this I was allowed to spend the day on board of M/V BBC Oregon. Captain Nikolay Tekuchev had prepared the pilot cabin for me and I stayed on board overnight.

On the vessel was a great hospitality. The food was delicious, but I never managed to eat the huge portions. In addition, BBC Port Captain Walmer Rodrigues gave me an insight of his work and I could assist him with the cargo operation. The highlight was the lunch break with Walmer. He made it possible to go to Copacabana. Then we ate together in his favourite restaurant, overlooking the beautiful beach of Copacabana! However, the lunch break ended too quickly, and we had to go back to the vessel. In the evening I was picked up by the agent and he brought me to the airport. Then I was back on the plane to Amsterdam. After the long flight I arrived in Amsterdam on Saturday noon, from there I drove back home with the rental car. Back home I had a lot to talk about.



Some time passed and one morning I got the message from Jürgen Brink from Inspection Group 4 whether I would like to bring a much needed spare part to Réunion to M/V BBC Ocean. It was a starter for the engine in the freefall boat. The vessel was not allowed to leave the port of Saint-Paul without the function of the free fall boat engine. I thought I was already tested and knew what to do on a trip like this. So, I went to the airport on Thursday, May 12th. But first I had to pick up the starter in the warehouse. However, this journey turned out to be difficult. Already at the airport in Hamburg there was a problem with a visa in Mauritius due to the corona regulations. But after a few phone calls and the stressful paperwork I managed to get on the plane to Paris. In the evening I flew from Paris overnight 13 hours to Mauritius.

Arrived in Mauritius the next morning it was difficult to catch up the next plane to Réunion due to the delay of the last flight. However, I made it to the boarding just in time. I went to Réunion with a small propeller machine. Once there I picked up my suitcase with the starter, I took a taxi to bring me to M/V BBC Ocean. On the vessel the starter was immediately installed in the engine in the freefall boat; But the starter didn't fit. After a few phone calls with Inspection Group 4 we improvised, and the starter was adapted by the crew to fit into the engine. An hour later the engine was successfully running quite to the relief of Capt. Dmytro Ryeznykov and Inspection Group 4. For me, my work was done on that evening, and I was brought to the hotel. The next morning, I took advantage of the short time after breakfast to look at the beach of Saint-Denis. Around Saturday noon I went back to the airport and with the small



propeller machine back to Mauritius, from there overnight to Paris and around Sunday noon from Paris back to Hamburg. Back in Hamburg I drove home by a rental car. Now there was again a lot to talk about at home on Sunday evening.

All in all, these adventures gave me a lot of insights, even if it was stressful and exhausting. I really liked these journeys to the different vessels. In the end, it is important to remember that the voyages have a serious background and that I only supported the crew on board.

I have many great memories of the vessels and of the people on my journeys. On board everyone welcomed me very friendly and were grateful. However, my biggest respect goes to the crew members aboard the vessels. They do a great job, that is easily forgotten in the office during the day-to-day business of shipping. Since my journeys I think that the hard job has our sailors on board of the vessels!



## Briese Workshop – Trainees

In 2020 Briese started with a new trainee program which is offering an apprenticeship as industrial mechanic in the own workshop. With this program Briese wants to build up and extend the existing workshop team. At the moment there are six trainees in the workshop and aim is to employ ever year one to two students in addition. The former technical superintendent of inspection group four, Mr. Günter Willms, is working now completely in the workshop and responsible for the trainees.

The apprenticeship takes 3,5 years. In the first year, the trainees are at technical school only to learn the basics and theoretical parts. The other 2,5 years they are 4 days in the workshop one day at technical school.

During this time, they will learn for example how electronic, mechanical and pneumatic components work and interact, get taught to disassemble / assemble machines and different devices, how to do correct maintenance works and services on engines, learn to operate and handle different machines (e.g. automated lathe and milling machine) and create complex parts.

The experienced colleagues from the workshop team are working together with the trainees and teach them all essential and important components which are necessary for the fleet during dry dock periods or overhauling. Furthermore, the trainees will go on board of the vessels to work directly on side.



*Günter Willms, Nils Huisinga, Lars Hommers, Anton Brink, Marvin Freytag, Wilko Reck, Nico-Jan Kühlers*

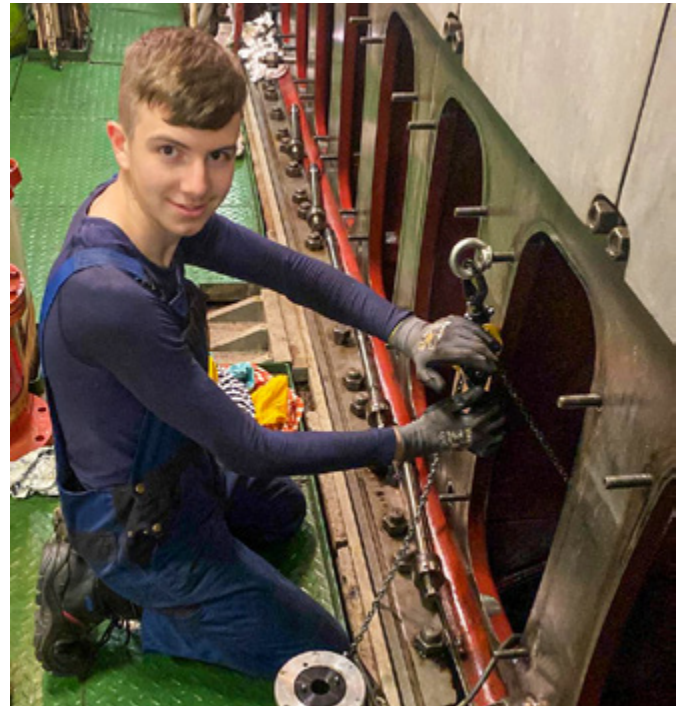


For the apprenticeship students should have:

- affinity, enthusiasm and passion for mechanics, electronics, and technology.
- interest in different mechanical components, machines, and materials
- analytical approach
- sense of numbers and physics
- interest in technical drawings (reading and creating)
- flexibility and creativity
- pleasure in working with other people in an international environment

The apprenticeship is very demanding but at the same time very diversified. After completion there are opportunities to do further education / studying e.g. Bachelor of engineering.

If you are interested in doing an apprenticeship in our workshop, please send your documents to: [personal@briese.de](mailto:personal@briese.de)



## Finalization of Apprenticeship

End of June the Briese Trainees finished successfully their apprenticeship and "new & fresh" shipping clerks and Bachelors of Arts. They worked and learned passionately and now continue their contribution in the life of Briese.

Hedda Huisinga stays with Briese Chartering as Operator / Team 2, Renska Rohlf's continues in the Administration / Sale & Purchase Department. Lea Goldenstein is part of the Newbuilding Department. These were their specialization areas in the last year of apprenticeship.

Sina Pipetz, Malte Löffel and Andreas Pohl will continue in their current Department, and all will take up a study in autumn.

Melina Weber and Julian Wiersma continue in a rotation system through the office since they plan to finalize as Bachelor of Arts/Business Administration at Business Campus Leer next year.

**Congratulations to your great achievement, our best wishes and good luck to all of you!**



*f.l.t.r.: Malte Löffel, Julian Wiersma, Andreas Pohl, Hedda Huisinga, Sina Pipetz, Renska Rohlf's, Lea Goldenstein, Melina Weber*

# Briese Research

## METEOR IV

BRIESE RESEARCH informed about the R/V METEOR IV already. Now there is an update to be given.

The newbuilding R/V METEOR IV will be suitable as a multifunctional and interdisciplinary research vessel for worldwide use on the global oceans, with the exception of the ice-covered zones. The ship is to be classified in a technological class with the research ship SONNE, the most modern ship in the German research fleet to date. The R/V METEOR IV will enable economical, energy-efficient, reliable, environmentally friendly, low-vibration and low-noise ship and science operations. The focus of operations will be the Atlantic. Completion of the new building is scheduled for 2026. The ship replaces the research vessel METEOR, which has been in world-wide service since 1986, and the R/V POSEIDON, which has already been decommissioned. With a modern diesel-electric propulsion system and the use of electric Voith-Schneider drives, the ship optimally enables the combination of efficient propulsion and highly variable control with very different operating requirements. In this way, an exact position can be maintained on the new R/V METEOR



even in heavy seas, which ensures scientific station operation even under challenging conditions. With the diesel-electric concept, worldwide use and energy supply are ensured even in remote regions with limited infrastructure.

The R/V METEOR IV is designed for a total service life of 30 years with 345 days of use per year. The ship can accommodate a total of 71 people, including 35 scientists and 36 crew members, who are accommodated in double and single cabins. In addition, there will be special accommodation for external staff. Additional rooms are available for leisure and relaxation.

After the delivery BRIESE RESEARCH will take care for the vessel at least until 2040.

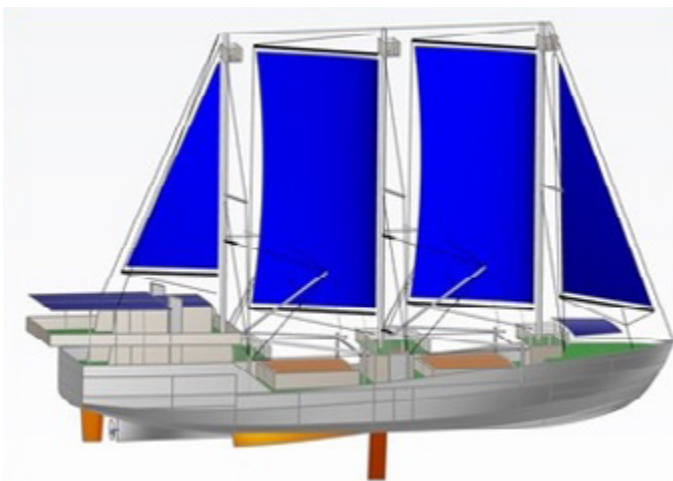
## Let's start sailing again

The Republic of the Marshall Islands (RMI) relies on maritime transport for economic activity, connectivity and resilience. Connectivity, especially for the remote islands and atolls, is vital for access to services and socioeconomic opportunities for citizens. Sea transport also ensures the delivery of education, health care, environmental and economic development, and plays a role in responding to climate change impacts.

As RMI is almost entirely dependent on imported fossil fuels, the costs of such services are high and a heavy burden on national and household budgets. Shifting to renewable energy sources could help reduce this burden and would support more inclusive and sustainable economic growth for the country.

RMI is a world leader in advocating for action on climate change and the only country to explicitly include domestic sea transport in its Nationally Determined Contributions (NDCs). In December 2020, the country set the goal to reduce greenhouse gas (GHG) emissions from domestic shipping by 40 per cent by 2030. Levels of comparison were those of 2010. Full decarbonization is to be achieved by 2050.

BRIESE RESEARCH has been commissioned to advise the University of Applied Sciences Emden / Leer on an interesting project. It's about the construction of a cargo sailing ship to be used on the Marshall Islands. The ship will be powered exclusively by sail and is intended to make an important contribution to local environmental protection.



## R/V Maria S. Merian - Midlife Conversion part II

The lifetime of the research vessel is expected to be 35 up to 40 years. To keep the vessel in a constant very good condition the German government as owner decided to renew important systems during three-yard times (2019, 2022 and 2024). BRIESE RESEARCH call this kind of renewal “midlife conversion”.

From 19th of March 2022 until 06th of May 2022 the vessel conducted the second of three special yard times. The competition was won by BREDO Shipyard in Bremerhaven.

Major elements during her stay in yard were the renewal of

- Frequency converter for the propulsion system – Pod drives and pump jet
- IMCS (integrated machinery control system) and upgrade to NACOS Platinum
- Generator control GMM to GEAPAS
- Air condition
- overhaul of fin stabilizers and pump jet



On 18th of May 2022 R/V Maria S. Merian returned back to her regular schedule for research cruises and expected to return to the ice regions during this summer.



Port fin stabilizer



Pump jet



New frequency converter Pod drive portside



New chiller (compressor, evaporator, liquefier)

# Briese Jubilees

The Briese Group is happy and proud to announce that the first Briese Filipino employee Rogelio Nuega celebrates his 20th anniversary. Mr. Nuega started his career on the former M/V BBC Rheiderland, a so-called C-Box vessel in July 2002 as 2nd Engineer.

Since 2004 Rogelio Nuega, better known as Roger, sailed as the first Filipino Chief Engineer on different Briese vessels.

In total Roger Nuega can look back on 32 years in sea service; from 1980 to 2012 he was sailing on vessels including the Briese Fleet and from 2010 – 2012 Mr. Nuega supported the Inspection Department as 'Flying Superintendent'. Finally, Mr. Nuega joined the Inspection Group 1 as Technical Superintendent in 2013.

**Briese Schifffahrt is happy to have such a dedicated and loyal member who supports the team with his experience. All the best for the upcoming years.**





## Meet the Crew of M/V BBC Uranus

*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?

### **Maksim Smirnov**

- ❶ Hey everybody! I am from Saint-Petersburg. Saint P. is a dynamically growing city which successfully combines modern megalopolis life with charm of century's architecture and cultural links.
- ❷ I work in Briese since 2005 and my first vessel was coaster M/V Alta Mar. At the beginning of 2000 our local office, which is mostly known as Briese Swallow, was quite popular and famous in seamen`s society.
- ❸ In every port where seamen are treated as human, and you have the freedom of movement.
- ❹ So far, I can remember unusual



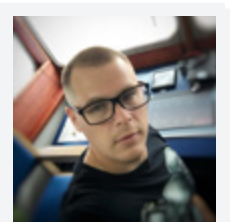
**Master**

experience with less than one hour handover (to me) on my lovely container carrier M/V Neuburg.

- ❺ When at home I really enjoy the time spent with my family. Basically we are travelling around Russian cities and small towns, time to time leaving our country for most pleasant climate.
- ❻ Whole of my life I meet a lot of wonderful and deserving people. For those who are ashore I want to say: Stay in Peace. Fair Winds for those who are at sea.

### **Denis Salyukov**

- ❶ I'm from beautiful city of multicultural importance. Many nationalities live in this city. Our city is beautiful



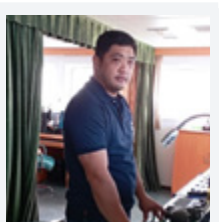
**Chief Officer**

not only because of presence mix of multinational historical sites and modern constructions but also abundance of magnificent women. The view of Rostov-on-Don at night is superb.

- ② I started to work at sea for Briese Schifffahrt when our local office was opened.
- ③ Several years passed after my interview and “thanks” to COVID restrictions I did not meet not one friendly and welcome port for seaman.
- ④ Wake up at 03:30... this is an invincible challenge for me.
- ⑤ I am a supporter of active recreation. My new hobbies are kayaking and hiking.
- ⑥ I would like to take this opportunity to convey greetings to everybody who worked with me on board of Briese vessel.

**Rudyard Mangali**

① I was raised in Philex Mines Tuba Benguet, one of the Largest Mining Industry in Asia.



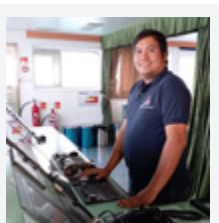
**2nd Officer**

A place where you can feel the cold climate and smell the fresh breeze of pines.

- ② I've been with the company since 2012, where M/V BBC Neptune was my first vessel as a Cadet.
- ③ I felt most welcome in European countries where people are friendly and ports are close to the cities.
- ④ Every day is a new challenge and experience. Just show who you are and do your best all time.
- ⑤ During vacation I spent most of the time with my family and friends, riding on my bike which gives me the chance to explore the beauty of Philippines, especially around my place.
- ⑥ Salute! To all crew of M/V BBC Neptune, M/V BBC Sapphire, and to all seafarers who are there, fighting for their families even this pandemic arises. God Bless us all.

**Jimmy Balderas**

① Hello, I'm Jimmy from the city of love, Iloilo. It is located in Panay Island where you



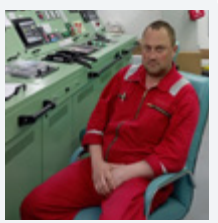
**3rd Officer**

can find sweet and loving people. Our province is known for being very rich of seafoods and native food delicacies, which attract people to come and visit.

- ② I started my career in Briese in 2014 when I was a Deck Cadet on M/V BBC Iceland.
- ③ I enjoy a lot when I visit Veracruz Mexico. The People were nice and friendly, Architectural designs of old buildings were maintained and Beautiful, foods are satisfying and the culture was preserved and loved by the Mexican people.
- ④ Every experience which we encounter, as we work at sea is a challenge like here on M/V BBC Uranus everything is new, everything is a Challenge.
- ⑤ “There is no place like Home” I spend most of the time with my family. And enjoy a lot if catch my childhood comrade, having a bottle of beer, never ending stories and priceless laughter.
- ⑥ KUDOS!!! To those all hardworking Seafarer Sailing around the World, Safe Seas and Good Voyage, GOD BLESS US ALL!!!

**Volodymyr Horyunov**

① I'm from Sevastopol, a beautiful green city and historical centre on the Black Sea coasts.

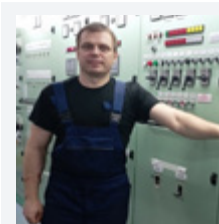


**Chief Engineer**

- ② My first experience with Briese Company was from 2006 to 2013. At the moment I am back and this is my first contract after 9 years.
- ③ Barcelona, it is a beautiful and cosy city
- ④ The most difficult is the process and procedure of dry-docking.
- ⑤ I spend my time with my family and friends.
- ⑥ We usually see each other while in vacation.

**Ivan Blahznov**

① I am from Shahty, this is a small town from Rostov Region near Don River.

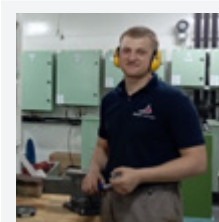


**2nd Engineer**

- ② I started my career in 2010. I heard about this company from my friends.
- ③ For me all countries in the world are very friendly to all seafarers.
- ④ Work at sea means great deal, it's a great experience.
- ⑤ I spend time with my family, go to gym and like to travel.
- ⑥ I want to say hello to everyone who knows me.

**Mikhail Stulba**

① Hi everyone! I'm from Arkhangelsk city on banks of the North Dvina river.



**3rd Engineer**

- Also our city is not far from the White Sea. Our area has rich forest, we have good weather and pleasant people. Welcome.
- ② I'm working with Briese since 2012 where I started as Engine Cadet on M/V BBC Langeland.
- ③ The Slovenian port Koper, a little resort town. In the summer you can go to the beach, stroll to the beautiful promenade with many cosy establishments. There are many free Wi-Fi points in the city, prices in store are more than acceptable.
- ④ Once we got a living pig in Liberia, I think the story cannot continue.
- ⑤ Most of the time of course with the family, depending on the time of year it can be cycling or skating and maybe skiing. Usually on weekend I play football and in the evening we meet with friends or go to the movies.
- ⑥ Thanks everyone who meet on the sea route.

### **Dmitriy Kobliv**

① I live in Kaliningrad; this is the capital of the region which is located in the very west of Russia. The region has no borders with the other regions of Russia.

② I had been working from the company since December 2009. I learned about the company from the other seaman.

③ I probably like Italy the most. A beautiful and warm country where people are kind.

④ You can survive anything at sea but the long contract is very hard for me.

⑤ When I am at home I like to relax by the sea. In autumn I like to pick mushrooms.

⑥ I want to say HI to the good guys from M/V BBC Nile, I hope that we will work together again.



**Electrical Engineer**

far was on M/V BBC Mississippi, during the voyage from port in Asia to U.S. where there was a technical problem in main engine and the vessel stopped several times despite of rough seas in Pacific Ocean. Engine Team needed to rectify the problem as fast as possible because there was a big rolling of the vessel. The technical problem was rectified and we resumed our voyage.

⑤ Being at home I spend time bonding together with my families and friends, especially with my loving wife and son where we enjoy island hopping and travelling.

⑥ I would like to thank Chief Engineer Sergiy Prykhodko for the knowledge and experience in technical aspect he shared when I was an Engine Cadet on M/V BBC Ems and during dry-dock on M/V BBC Mississippi in China in 2016.

### **Aleksandr Ovchinnikov**

① I'm from Astrakhan City located between the Volga River and Caspian Sea. My place is known for its amazing nature, with its giant watermelon, tasty sturgeon and black caviar.

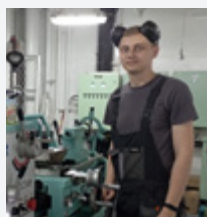
② This is my second contract with Briese. I started my career on M/V BBC Belem as Engine Cadet and was promoted to Wiper. My classmates from the university told me about Briese.

③ Each port attracts something, but I especially like the Port Aviles. It's a very beautiful city with good people.

④ The hardest challenge at sea was overhauling of the main engine several times a month. At such moment your physical and psychological stability is checked.

⑤ Currently studying at Astrakhan State Technical university and spending time with friends and family.

⑥ I want to say thank you to Chief Engineers Evgeniy Merkushev and Dmytro Nechyporenko and all the crew of M/V BBC Belem.



**Wiper**

### **Michael Mendoza**

① Hi, I'm from Bauan, Batangas. My place is a bit far from the city but it is a relaxing small town because of the nature and a lot of trees. We are also close to the sea where you can see the beautiful beaches with water as clear as crystal.

② This is my first contract at Briese. I learned about this company from the internet. Here I got the opportunity to apply.

③ In all ports of the world because seafarers are welcome.

④ The most challenging experience I encounter is during rough sea where waves are huge and having strong wind. Additionally, of course the reality that I am far from my family.

⑤ I spend my vacation with my loved ones. I also like to search for some interesting job-related topics on the internet.

⑥ I like to greet my friend and co-worker in this company and my colleagues on board of my last vessel.



**Fitter Trainee**

### **Arnold Marabut**

① Hello everyone, I come from Tanauan, Leyte, a second class municipality consisting of 56 barangays. My hometown

is quite near from Tacloban City, it is famous for festival called PASAKA FESTIVAL which is celebrated yearly with cultural events. Tanauan Leyte is called "Longtohan Kamangaramon" which means Municipality of intellectuals. On the other hand we have a lot of beach resorts and tourist spots.

② I start working with BRIESE SCHIFFARTS since 2014 as an Engine cadet on M/V BBC Ems. And I was one of the company sponsored cadet at University of Cebu-METC.

③ I felt mostly welcome as seafarer at European countries or ports because their Seaman's Mission is very active. Seafarers are also welcome with heart whelming and generosity, free internet access and good service for seafarer. Lastly there are friendly people and breath taking places.

④ The most challenging at sea I had so



**Motorman**

### **Joseph Lariba**

① I come from the province of Leyte. Leyte was playing a big part in regaining the Philippines during World War II where General

Mac Arthur first landed. Beside this historical part there are a lot of beautiful beaches you can find like the Kalangaman Island in Palompon, Leyte.

② Honestly this is my first time working for Briese. I learned about the company from my brother.

③ I have never been to other ports except China. Even though the Chinese are strict of implementing the protocol for this pandemic I recommend it and consider it reasonable.

④ My work now is a challenging one because there is equipment that I never encountered on an inter-island vessel which I worked on before.



**Engine Trainee**

However, step by step I familiarized the equipment and get to know its functions and uses.

⑤ I spend a lot of my time with my family, making up for the time when I am not around - especially with my daughter.

⑥ I wish all the best to all seafarers working hard for their families. Despite the fact that they are apart from each other and still choose to sail.

### Agustin Tiquio

① I was born in Tigbauan Iloilo, the city of love which can give you a universal kind of love because the sweetness, gentle and loving heartbeat consistently in the heart of the native people who are called ILLONGOS, Iloilo City is one of the Asia's most liveable city by Asian week magazine because of its friendly people and high quality of life.

② I started working in Briese since 2010. I was looking for a company when I heard from my friend about Heavylift Manila (Briese Philippines) which is a good company and known for their Heavylift Vessel. I was very lucky when they hired and accept my application.

③ I like a lot of ports which welcome seafarer such as Thailand, Vietnam, Taiwan, Mexico, Argentina, Colombia, Venezuela, Brazil and many more country's that possible to go ashore because I always like to try the product of the other country which I visit.

④ The most challenging experience at sea that I encounter is to fix the lashing of heavylift cargoes under the bad and cold weather, working day and night for more than 36 hours.

⑤ I spend time with my family and we travel in other town visiting my relatives. During weekends we attend the Mass and shopping in malls, eating in good restaurants and I am fan of cockfighting and playing cards.

⑥ I want to say HELLO to all of you and my entire friend in this company More Blessings to come and Godbless Us all!



Bosun

### Eric Delgado

① I am from province of Aklan, a known place because of Boracay Island which names as "World's Best Island" according to CONDE VAST TRAVELLERS 2016 READERS CHOICE AWARDS.

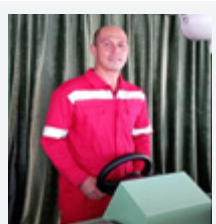
② I joined Briese Company in 2016 and my first vessel was M/V BREB Courageous.

③ As a seafarer I like visiting ports in Europe and USA as there are a lot of beautiful places and you can feel refreshed.

④ I have been on multi-purpose vessel and bulk carriers. But I like most M/V BBC Neptune in the company for a good brotherhood of officer and crew.

⑤ Being at home I spend time cooking for my family, driving my wife to her work. Going out to beautiful places with them and catch up with things that missed when on board.

⑥ We work hard for our family, Keep safe Everyone.



AB

### Jairus Lasker Elmido

① I was born and raised from a peaceful town in Eastern Visayas, Abuyog Leyte. It is the home of "BUYOGAN FESTIVAL" or BEE FESTIVAL.

② I started working in Briese in 2017. I became aware of the company through my school on their cadetship program.

③ My favourite port is Rijeka. It is a very nice city, nice people and a very peaceful place.

④ The most challenging experience I had at sea was during my first contract as a cadet because you need to learn about so many things as soon as possible, working together with different nationality within different culture to consider and being away from my family for more than a year.

⑤ At home I spend most of the time with my family and I enjoy playing



AB

musical instruments with my siblings.  
⑥ I want to take this opportunity to greet my best friend since college, namely Rodel Joan Sale and Junior Officer Charles Augustine Buladacao.

### Sergee Jongoy

① I'm from Cebu City, the Queen City of the South in the Philippines.

② I started working in Briese in 2016. I became aware of this company through my school.

③ It was the port of Vera Cruz, Mexico. I had a lot of good memories as a seafarer.

④ The most challenging was when I was a deck cadet. It was my first time to work at sea.

⑤ I usually spend my time with my family.

⑥ I would like to greet AB Krugger Villanueva and Motorman Angel Pangco, they are my business partners in MANEGBU CARTEL. To all my friends in this company and to all seafarer; have a safe journey! Godbless US All!



OS

### Michael Jade Estellore

① I was born in Lapu-Lapu City, Cebu. It is known as the place where the first Philippine hero lived. It has good beaches and resort.

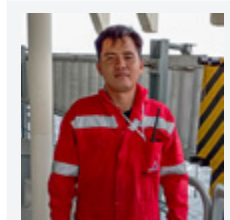
② I'm working for Briese since 2016, my first vessel was M/V BBC Bulgaria. I was on the Study-Now-Pay Later cadet Program.

③ I like European ports for their professional staff and better service; also it is near to the city.

④ Every day is a challenge on-board, just do your best. Sometimes you have to experience things for yourself in order to get through what others have been telling you all along to do.

⑤ At home I spend my time together with my family and friends.

⑥ Best regards to all the people whom I work with.



OS



### Reymar Bonayon

- 1 I was born in Tacloban City where you can see the San Juanico Bridge, 2nd longest bridge in the Phillipines, which connects Samar and Leyte, and also where Douglas Mac Arthur landed.
- 2 I started my career in Briese with this contract. I am a Deck Trainee here on M/V BBC Uranus, a bulk carrier.
- 3 I like Philippine ports because people are hospitable.
- 4 Every day is a new day and there is always a challenging moment at sea.
- 5 I'm coming home, the place where I belong.
- 6 To my fellow Deck Trainees: I just want to say that chances is not a matter of choice it is a matter of goals. Keep learning just be brave everything is under control. And before I end I would like to say I shall return... Navigate as safe as you can.



Deck Trainee

### Ricardo Laceirna II

- 1 I was born in Cantilan, Surigao Del Sur, a long coastal area surrounded by beautiful white sand beaches.
- 2 I started working here in Briese since 2017 and I discovered this company from my friend and fellow seafarer.
- 3 I like European Ports with their beautiful tourist destination, very refreshing weather and gentle people.
- 4 Every day is a challenging day.
- 5 When I'm home, I spend my time with my family and friends.
- 6 All the best for all brave Seafarer.



Chief Cook

### Froilan Basa

- 1 I'm from Philippines, province of Oriental Mindoro, a nice place with plenty tourist destination like waterfalls , beaches and many more.
- 2 I'm new to the company. I started my first contract on this vessel M/V BBC Uranus.
- 3 I like all ports especially in Europe. I visited the tower of Pisa, Eiffel Tower and many beautiful places in Europe.
- 4 Experience different weather and meet different people.
- 5 I spend my time with my family and my kids. I always prepare and cook food for them and sometimes we go to the mall and beach resorts.
- 6 I would like to greet all my co-workers in all fleet, especially here on M/V BBC Uranus where it is my first contract.



Cook Trainee



# From Galley to Galley

In this issue of the Brieše News we actually feature

2 Chief Cooks working on board M/V BBC Ruby. (Cook Trainee Orijuela is promoted to Chief Cook by the time of publishing. Congrats to the promotion from Brieše News Team!).

They would like to show you a very nice menu consisting of 4 different dishes, forcing us to extend the article by a second page this time. Thank you very much for the participation!



## 1 Pan-Seared Red Snapper filled in Creamy Lemon Butter Sauce

- 200 grams Red Snapper Fillet
- 1 pc large size potato
- 50 grams spinach leaves
- 2 table spoon melted butter
- ½ cup all-purpose cream
- 2 pcs lemon wedges
- 1 tsp table salt
- ½ tsp black pepper powder
- 2 tbsp extra virgin olive oil
- 2 cloves of garlic
- 10 grams of finely chopped red onion

Marinate the fish with salt & pepper, olive oil and lemon juice. Heat the cast iron pan and drizzle with olive oil, put the fish and start frying it. When the fish is cooked, set aside and start making the mashed potato.

After you make a mashed potato, sauté spinach leaves in garlic, onion and olive oil then fold it in the mashed potato. Then start making the creamy lemon butter sauce. In a sauce pan sauté garlic onion in the butter add cream and lemon juice and salt and pepper to taste.

## 3 Bacon Wrap Pork Meatballs with Shrimp in Marinara Sauce

- 150 grams ground pork
- 3 pcs bacon strips
- 3 pcs shrimp size 26/30 or any size available
- 2 cloves of garlic (finely chopped)
- 15 grams of red onions (finely chopped)
- ½ teaspoon table salt
- ¼ teaspoon black pepper powder
- 5 grams chopped parsley
- 1 table spoon flour
- 1 pc fresh egg
- ½ cup tomato sauce
- ¼ teaspoon dried basil (fresh basil is much better)
- ¼ teaspoon dried oregano

In a bowl mix together ground pork, salt, pepper, garlic, onion, parsley, flour and fresh egg. Mix well until all the ingredients are well combined. Make balls and stuff it with shrimp, then wrap bacon around it. In a frying pan, put oil and start cooking the bacon wrap meatballs until you get a nice golden brown color.

Start making the marinara sauce. In a sauce pan sauté garlic onion and the dried herbs, add tomato sauce and simmer for at least 30 mins to remove the sourness of the tomato sauce. Then plate the meatballs in your desire plating. Feel free.

## 2 Triple Cheese Potato Croquettes

- 2 pcs medium size potato
- 20 grams mozzarella
- 20 grams cheddar
- 20 grams cream cheese
- ½ teaspoon black pepper powder
- ½ teaspoon table salt
- 2 table spoon melted butter
- 2 table spoon flour
- 50 grams bread crumbs
- 1 pc fresh egg
- 10 grams garlic powder
- ½ cup fresh milk



Peel and boil the potato until it is ready for mashing. Add garlic powder, salt, pepper, melted butter and flour. Mix it well until the ingredients are totally combined. Make balls and stuff it with mozzarella cheese.

Then in other bowl break the fresh egg and beat it. Roll the potato balls in

the beaten egg and put it in the bread crumbs. After that, put in the fridge for an hour until it is ready for deep frying. In a pan put 1 table spoon of melted butter and flour add milk steer until it thicken and add the cheddar cheese. Plate it in your desired kind of plating, feel free.

## 4 Crispy Egg Rolls Peach Mango with Vanilla Ice-Cream



### Fillings:

- 1 cup peach fresh or canned, cut into cubes
- 1 cup ripe mango cut into cubes
- 2 tbsp. peach syrup or plain water
- 3 tbsp. white sugar
- 2 tsp corn starch diluted in 1 tbsp. water
- 1 tsp cinnamon powder
- Pinch of salt
- Vanilla ice-cream
- Egg Rolls Wrappers

To make the filling, heat a pan over medium heat. Combine the peach, mango syrup and sugar. Cook for 2 minutes until sugar dissolved. Add the salt and cinnamon. Pour the corn starch mixture, stir and cook until sauce thickens. Set aside allow it to cool.

Then scoop about 2 tbsp. of filling and place it in the middle. Fold the egg rolls wrapper.

Heat a wide pan over medium heat, add the cooking oil. Once the oil is hot enough, deep fry the egg rolls for 2-3 minutes each side until golden brown, allow it cool for about 10 minutes before serving.

Enjoy your meal! :)

# Promotions

Continuing our scheme that the winter issue is dedicated to our jubilees we would like to dedicate the summer issue of the Briese News to the promoted seafarers in the Top-4 ranks. In the following list all promotions in these ranks since 2021 are listed, which actually and luckily are quite a lot, showing the quality of our personnel on board.

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



## Masters

Promoted on	Name	Agency	Vessel
10.01.2021	Quintern, O.	BCM	BREB Countess
12.01.2021	Goncharenko, D.	BSP	BBC London
13.01.2021	Riabov, S.	BSP	Randzel
17.05.2021	Antciferov, R.	BSP	BBC Brisbane
24.05.2021	Skrylev, R.	BSS	BBC Mont Blanc
17.06.2021	Aleynikov, M.	BCU	BBC Manitoba
22.06.2021	Stakhovskyy, D.	BSS	BBC Austria
29.06.2021	Artemyev, A.	BSP	Treville
30.06.2021	Popov, D.	BSS	Bremer Johanna
11.07.2021	Shevchenko, I.	BSS	Cap Salia
21.07.2021	Evsikov, K.	BSP	BBC Utah
23.07.2021	Stomberg, A.	BCM	BBC Switzerland
08.08.2021	Malyi, A.	BSS	Ditzum
17.08.2021	Tekuchev, N.	BSP	BBC Oregon
07.10.2021	Sergyeyev, V.	BSS	CLI Pride
08.10.2021	Sosnin, O.	BSP	BBC Lima
10.11.2021	Prokhorov, E.	BSS	BBC Neptune
29.11.2021	Vasykantsev, O.	BCU	BBC Pluto
10.12.2021	Kalynychenko, D.	BCU	Neuburg
10.12.2021	Sokrutenko, D.	BSS	BBC Manitoba
12.12.2021	Drachev, S.	BSS	BBC Parana
16.12.2021	Korniyenko, S.	BSS	Geise
18.01.2022	Dublin, E.	Manila	BBC Ruby
10.05.2022	Kostruykov, A.	BSP	BBC Lagos
17.05.2022	Sluzhaev, D.	BSP	BBC Rushmore
20.05.2022	Shapovalov, P.	BSS	Ostermarsch
11.06.2022	Losev, D.	BCU	BBC Aquamarine



## Chief Officers

Promoted on	Name	Agency	Vessel
10.01.2021	Ivanenko, O.	BCU	BBC Xingang
13.01.2021	Bardadym, A.	BSS	BBC Bangkok
21.01.2021	Davydov, D.	BSS	BBC Rushmore
16.02.2021	Krivulia, D.	BSS	BBC Nyhavn
15.03.2021	Kashirskiy, A.	BSP	Norderoog
23.03.2021	Safonov, V.	BSP	BBC Volga
26.03.2021	Yeliseyev, Y.	BSS	BBC Africa
01.04.2021	Fedoseev, Y.	BSP	Mellum
10.04.2021	Shakhno, E.	BSP	BBC Elisabeth
24.04.2021	Shkitin, V.	BSS	BBC Belem
03.05.2021	Ponomar, M.	BCU	BBC Mont Blanc
25.05.2021	Borromeo, K.	Manila	BBC Ruby
01.06.2021	Leshchev, R.	BSP	BBC Mississippi
09.06.2021	Toptun, A.	BCU	Amke
13.06.2021	Pogrebnyakov, I.	BSS	BBC Bangkok
15.06.2021	Bykov, V.	BSP	Hollum
16.06.2021	Yegorov, Y.	BSS	BBC Weser
24.06.2021	Shagraev, A.	BSP	BBC Arkhangelsk
27.06.2021	Rybin, P.	BSS	Wybelsum
04.07.2021	Turpitko, Y.	BSS	BBC Norway
16.07.2021	Rybakov, A.	BSP	BREB Cuxhaven
21.07.2021	Burtovskiy, D.	BSP	BBC Greenland
23.07.2021	Shadrov, A.	BSP	Langeness
01.08.2021	Say, O.	BSS	BBC Louise
08.08.2021	Kalachov, I.	BSS	BBC St. Petersburg
11.08.2021	Stolyarov, V.	BSS	Geise
20.09.2021	Voronkov, D.	BSS	BBC Caribbean
29.09.2021	Nefedov, V.	BSP	BBC Kwiatkowski
05.10.2021	Acapulco, P.	Manila	BBC Austria
14.10.2021	Laktionov, I.	BSP	BBC Asia
25.10.2021	Barrido, A.	Manila	BBC Sapphire
08.11.2021	Soller, C.	Manila	BBC Neptune
14.12.2021	Krasnyak, I.	BSS	CLI Pride
14.12.2021	Tymofieiev, M.	BSS	Cap Salia
15.12.2021	Torokhov, D.	BSP	BBC Balboa
19.01.2022	Schröder, F.	BCM	BBC Everest
27.01.2022	Labusch, F.	BCM	BBC Switzerland
14.02.2022	Riabov, E.	BSP	BBC Rheiderland
17.02.2022	Lubenets, A.	BSS	BBC Hudson
01.03.2022	Volokitin, A.	BSP	BBC Jupiter
15.03.2022	Pertsev, I.	BSP	Süderoog
29.03.2022	Nikandrov, D.	BSS	Schillig
18.04.2022	Denisov, A.	BSS	Saxum
30.05.2022	Soloshich, B.	BSP	BBC Bahrain



## Chief Engineers

Promoted on	Name	Agency	Vessel
01.03.2021	Karasov, G.	BSS	BBC Ruby
17.03.2021	Gerasimov, N.	BSP	BBC Fuji
28.03.2021	Morozov, S.	BSP	Jan
13.04.2021	Shuysky, B.	BSS	BBC Louise
14.04.2021	Skrebov, S.	BSS	BBC Weser
13.07.2021	Shirmanov, E.	BSP	BBC Neptune
03.08.2021	Kozlenkov, S.	BSP	BBC Everest
26.08.2021	Kharitonov, R.	BSP	Lunamar
10.09.2021	Kobyakov, S.	BSS	Mellum
05.10.2021	Svergunenko, A.	BSS	Wybelsum
06.10.2021	Plotnikov, M.	BSS	BBC Virginia
14.10.2021	Yarkov, I.	BSP	BBC Elisabeth
28.10.2021	Safronov, O.	BCU	BBC Seine
06.11.2021	Kalinin, M.	BSP	BBC Finland
06.11.2021	Rutskiy, A.	BSP	Hooge
12.11.2021	Dorokhov, P.	BSP	BBC Denmark
23.11.2021	Kokoryev, R.	BSS	Julius
03.12.2021	Ilin, O.	BSS	BBC Russia
17.12.2021	Bolbukhov, I.	SMK	BREB Trader
06.01.2022	Turkevich, A.	BSS	BBC Ukraine
27.01.2022	Frolov, D.	BSS	BBC Pluto
07.04.2022	Mykhniev, P.	BSS	BBC Finland
10.05.2022	Kolbetskii, M.	BSS	BBC Ukraine
24.05.2022	Bikenin, E.	BSP	BBC Nyhavn
03.06.2022	Korzhanevskii, E.	BSS	BBC Regalia



## 2nd Engineers

Promoted on	Name	Agency	Vessel
17.01.2021	Aparin, N.	BSS	BBC Oregon
15.02.2021	Zaichenko, G.	BSS	Julius
17.03.2021	Vlasov, N.	BSS	BREB Star
22.03.2021	Liubimtsev, S.	BSP	BBC Asia
28.03.2021	Barannikov, M.	BSS	Daxia
30.03.2021	Vdovychenko, I.	SMK	BBC Norfolk
09.05.2021	Cherenkov, I.	BSP	BBC Xingang
11.05.2021	Perez, K.	Manila	BBC Kwiatkowski
25.08.2021	Lobov, A.	BSP	BBC Asia
26.08.2021	Kovalev, G.	BSP	Daxia
31.08.2021	Zhuravlev, M.	BSP	BBC Hudson
14.09.2021	Kharkov, V.	BSS	BBC Nyhavn
30.09.2021	Kapeliuzhnyi, D.	BSS	Mellum
11.10.2021	Kuprin, V.	BSS	BBC Rhonetel
20.11.2021	Veloso, C.	Manila	BBC Ruby
26.11.2021	Gnenny, G.	SMK	BBC Ocean
14.02.2022	Druzyakin, A.	BSP	Langeness
08.03.2022	Arakelov, S.	BSP	BBC Everest
29.03.2022	Doenko, E.	BSS	BBC Denmark
24.04.2022	Kirichenko, D.	BSS	Daxia
22.05.2022	Tretiak, S.	BSS	BBC Pluto





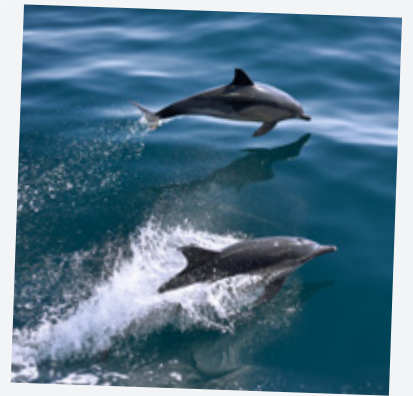
## Apart from Work - OOW Efanov

This time we would like to introduce the man behind the cover picture of our last Briese News Issue number 10, Alexander Yefanov, a 32 year old Navigational Watch Officer, presently serving on M/V Aramis when this issue will be released. Growing from the rank of Cadet he is working for Briese since 2013. We became aware of his additional talent as he sent us some of his very artistic pictures by chance and we were very impressed. Now he should have the chance to tell something about his hobby and how he developed his passion for this kind of art.

I'm very glad to hear the high evaluation of my works and it's really a pleasure to see my photo as cover for issue 10.

All my life I felt the strong wish to share some beautiful things with somebody who is not on-scene. From very far away times I made photos of unusual sunset and asked all my friends later: «Isn't it beautiful?!» It's funny to remember, but my first camera was camera on phone. But from the day I've got it, I didn't miss a chance to capture every remarkable event around me. Now I have full-frame Camera Nikon D750 and it helps me to bring my delight home to my friends and relatives. Not everybody of them is able to feel the joy of standing on the bow of a vessel and look how dolphins are jumping in front of the bulb. Not all people

from shore can imagine what the windmill is constructed of, and how these big devices are being transported around the world. My photos help to understand how rough sea looks like... I believe that the people who love you and are waiting for you shall imagine a little bit more about your work. My photos are the mirror of what exactly is my life when I'm away from home.



Unfortunately, not a single camera in the world can fix a moment with 100% accuracy. But 10 years of Photoshop experience help me to bring to perfection to all my pictures. And I'm trying to use some new methods all the time. It seems to be strange, but I deny any photo school experience. On my strong opinion, each person can see the world with his unique view. When you visit a photo school some «teachers» do not improve your talent but fix it in some frames which seems to be called as standard.

Everybody can use a camera after understanding few basic optical principles and few days of training. But it does not help you to express the beauty around yourself. The composition, the combination of light and colours — that makes true art.

And I wish everybody to express themselves through the art of photography. By the way, gentlemen, we are at sea, the Nature of our planet shows its miracles around us!

P.S.

As attachment I'm glad to present some of my last works during contract on M/V Aramis in 2021-2022.



The cover page of this issue was again done by the crew member Aleksandr Efanov. He used an effect also known as "freezelight" to write the wording 'Aramis'. No photoshop was needed on this picture except brightness and saturation. The wording "ARAMIS" was written by using a mobile torchlight. The camera was performing a filming for 15 seconds, so called long exposure.

## Top Hat Ceremony

Beginning of April M/V BBC Alberta arrived in Oshawa, Canada coming from Charleston, SC with a load of general cargo.

M/V BBC Alberta was the first vessel calling the port of Oshawa after opening the navigation season after winter within the Great Lakes. It is a tradition in each port in Canada within the Great Lakes that the vessel, which kicks off the shipping season receives the Top Hat from the Harbour Master.

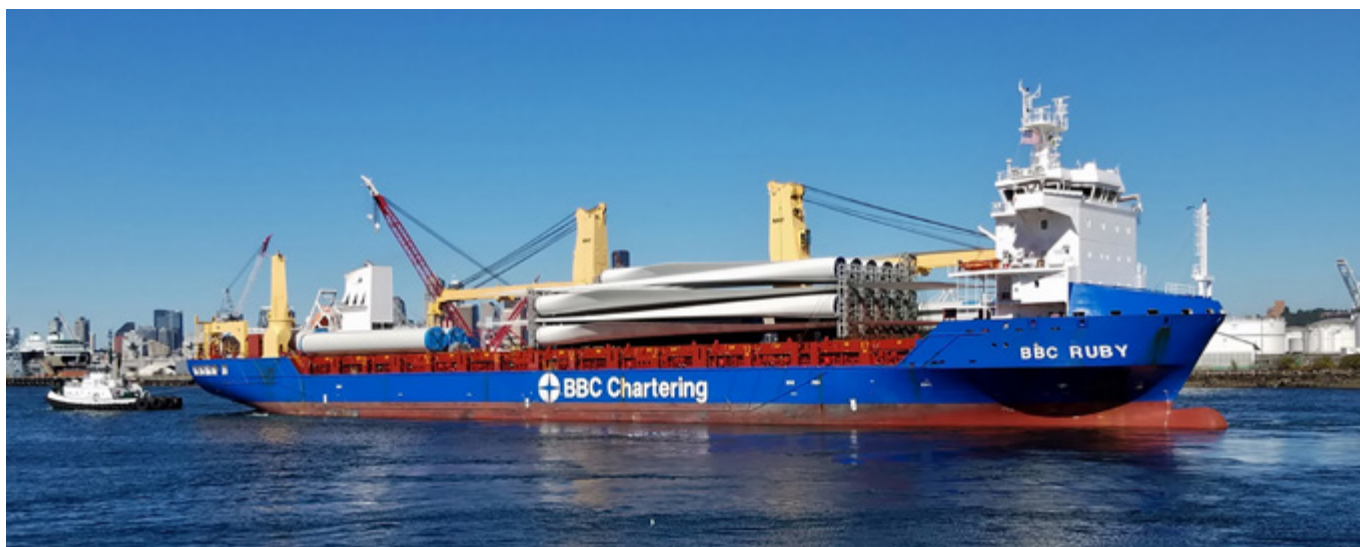
This year Captain Roman Gerashchenko and Chief Engineer Maksim Popov had the honour to receive the Top Hat from HOPA's Harbour Master Vicki Gruber. In former years the domestic cement carrier, NACC Quebec took the top spot, but this year the NACC Quebec followed closely behind coming in from Port-Daniel in Gaspé, QC.

The cargo was unloaded by Stevedore QSL over the weekend, which will be delivered to its final destination at the Scarborough Subway Project in the coming week. The Port of Oshawa is a strategic gateway to the Greater Toronto Area through Durham Region – especially in delivering the materials needed for construction and infrastructure projects such as new transit lines.



From left to right: Ch. Eng. Maksim Popov, Capt. Roman Gerashchenko and Harbor Master Vicki Gruber





## M/V BBC Ruby - TV Documentation

On behalf of Discovery Germany under the management of Tatiana Laage-ward, VP Programming & Content and Kerstin Gerlach as Producer initiated a TV season "Helden der See".

In episode 5 "Cranes on cruise trip" M/V BBC Ruby is playing the title role.

*The "BBC Ruby" still has a long way to go on the ocean. The ship transports two loading cranes from Rostock to India, which together weigh around 300 tons. Kai Groen evaluates the processes on deck for the shipping company to optimize the work processes if necessary.*

TV premiere is on Monday 30.05.2022 on DMAX. The production company was Joker Pictures GmbH.

**Thanks to the Master, crew and Superintendent Kai Groen for their efforts to be part of such an opportunity.**



Source:

[www.fernsehserien.de/helden-der-see/folgen/1x05-kraene-auf-kreuzfahrt-1556989](http://www.fernsehserien.de/helden-der-see/folgen/1x05-kraene-auf-kreuzfahrt-1556989)

<https://discovery.de/2022/04/12/alle-mann-an-deck/>

<https://discovery.de/2022/04/12/alle-mann-an-deck/>

f.l.t.r. Nautical Superintendent Kai Groen, Captain Sonny Vitalez, Captain Edu Dublin, 2nd Officer Jill Colango, Junior Officer Vijaya Maiden Alova

# New to the Fleet

## M/V BBC Alaska

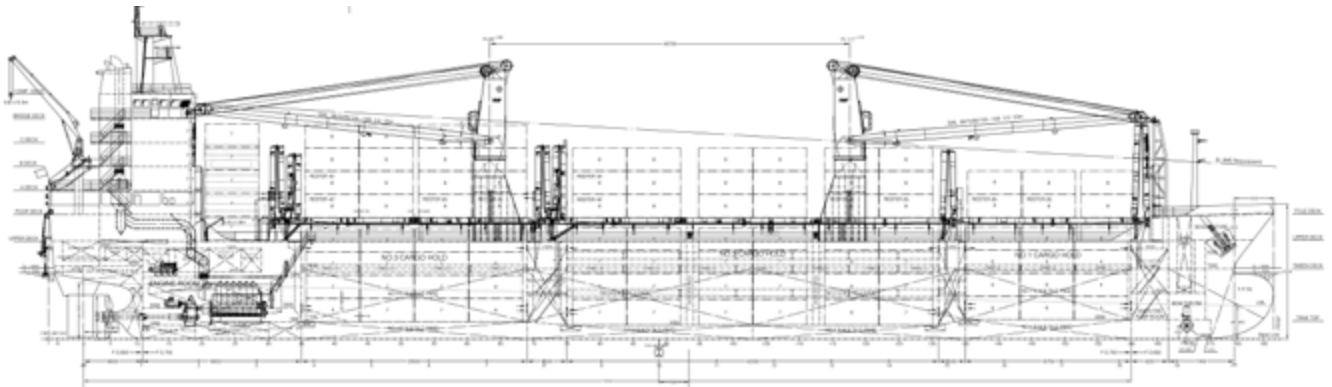
M/V BBC Alaska (ex M/V CEO Eleni) is a 12,696 DWT, Liberia flagged geared multipurpose dry cargo ship built by Taizhou Sanfu Ship Engineering in China under GL Class supervision and was delivered on 20 September 2010. The vessel was taken over by Briese on 28.04.2022 and directly re-classed from ABS to DNV.

The vessel has three, double-skin box-shaped cargo holds, with portable tween-deck panels for project cargo. Dangerous goods can be carried in no. 1 hold. There are two heavy-lift cranes that can be combined up to a single lift of 300 mt. Finally, Ice class 1A notation allows trading in the Baltic region. The vessel has an overall cargo hold capacity of 15,953 m<sup>3</sup>.

The handover has been managed by Technical Superintendent Udo Zimmermann, who will also be responsible for the vessel together with the Inspection Group 4.

### Facts and Figures:

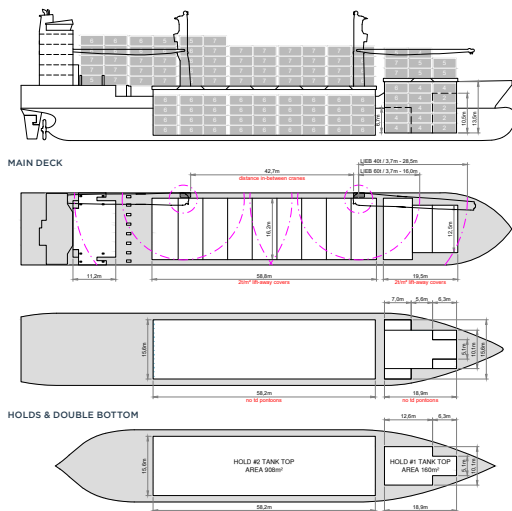
<i>Classification:</i>	Multipurpose dry cargo and container carrier A1, Ice Class IA 5248kW, AMS, ACCU, GRAB
<i>GT / NT:</i>	9.611 / 4.260
<i>Length o.a.:</i>	abt 138,50 m
<i>Length p.p.:</i>	abt 130,00 m
<i>Beam:</i>	abt 21,00 m
<i>Cargo capacity:</i>	abt 15.953 cbm
<i>Containers in holds:</i>	334 TEU
<i>Containers in deck:</i>	331 TEU
<i>Containers in total:</i>	665 TEU
<i>Hold / Hatches:</i>	3 / 3
<i>Hold 1:</i>	18,75 x 15,00 / 10,00 m
<i>Hold 2:</i>	42,00 x 17,50 m
<i>Hold 3:</i>	25,50 x 17,50 m
<i>Gear:</i>	2 x 150 mt NMF cranes



## M/V BBC Singapore and M/V BBC Hong Kong

In January M/V BBC Singapore (18.01.22) and M/V BBC Hong Kong (25.01.22) have been taken over. Simultaneously with the delivery the vessel's name, flag (Antigua and Barbuda) and class (DNV) was changed.

Technical Manager and DOC Holder is SMS Bereederung GmbH & Co. KG.



### Facts and Figures:

<i>Classification:</i>	100 A5 Multi-purpose dry cargo equipped for carriage of containers SOLAS-II-2, Reg. 19 G IW Strengthened for heavy cargo MC AUT
<i>GT / NT:</i>	8,427 / 4,223
<i>DWT:</i>	11,150 mt
<i>Length o.a.:</i>	abt 129,50 m
<i>Length p.p.:</i>	abt 120,60 m
<i>Beam:</i>	abt 19,00 m
<i>Cargo capacity:</i>	about 14.238 cbm
<i>Containers:</i>	672 TEU
<i>Hold / Hatches:</i>	2 / 2
<i>Gear:</i>	2 x 60 mt Liebherr cranes

## M/V BBC Rio

On 2nd of June 2022 M/V BBC Rio has been taken over in Houston managed by Stepan Shulpin.

M/V BBC Rio is a multipurpose vessel with 3x80 mt cranes which was built at JIANGSU SUGANG SHIPBUILDING - YIZHENG, CHINA in 2012. It's carrying capacity is 18010 t with a length overall (LOA) of 161.5 meters and her width is 25.18 meters.



### Welcome to the Briese Fleet!



### Facts and Figures:

<i>Classification:</i>	1A Multi-purpose dry cargo ship BWM(T) E0 Recyclable
<i>GT / NT:</i>	14.859 / 6.307
<i>Deadweight (summer):</i>	18.010 mt
<i>Max. draft (summer):</i>	8.60 m
<i>Length o.a.:</i>	161.50 m
<i>Length p.p.:</i>	154.38 m
<i>Beam:</i>	25.18 m
<i>3 Holds / 3 Hatches</i>	
<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
<i>Cranes:</i>	3 x 80 mt capacity each / 160 mt capacity combined

**M/V BBC Manila**

M/V BBC Manila was delivered on 21.04.22 from Taizhou Sanfu Shipyard and the ship left the yard on 27th of April for her maiden voyage with Chinese Crew to Masan, South Korea.

Due to strict Corona restrictions in China Briese Crewing cooperates with QINGDAO ENHANCE INTERNATIONAL SHIP MANAGEMENT CO., LTD. This Chinese Crewing Agency arranges Chinese Crew to board the vessels for departure from shipyard until first possible port for crew changes.

On 1st of May the Captain Boykov and his crew boarded the vessels and on 2nd of May early morning cargo operations already started – loading heavy lifts.

*The crew had to switch on “hard job” mode at once after arrival on board. Almost all initial delivery, equipment, furniture was still in the packages covered by plastic, and we had to apply all our efforts to bring vessel to normal working and living condition as soon as possible. The same story with crew familiarization and training, we had to do it urgently, under time pressure and during the loading, trying to avoid any mistake, misunderstanding or omission. So, it was hard time, but we did it. Zhangjiagang, China was the next port after Masan and we had enough time at anchorage before berthing to rectify all small but problematic issues and finish extensive paper work. I want to say thank you to all people/departments involved in such complicated and arduous process of birth of new vessel. It's very clear to see on every, even small part of our vessel how many efforts and labor were invested in this work of art. All departments worked hard as a single whole to get such modern and beautiful vessel.*

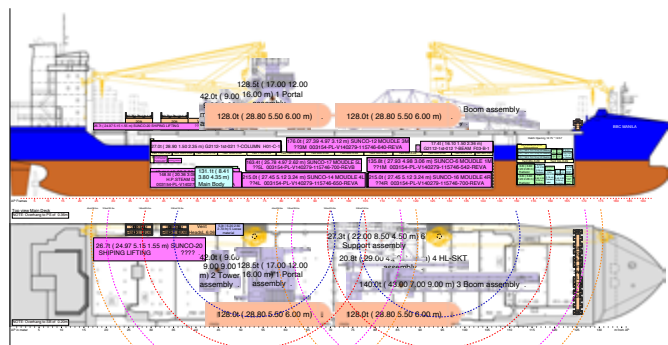


Captain Boykov and the crew had to overcome some issues with the fast hand over but managed same very well. Thanks to him and the complete crew for their commitment!

Five more ships of this series will follow. These ships are identical to M/V BBC Ukraine.

The next ship in this series M/V BBC Sebastopol was launched 24th of March 2022.

**Briese Schifffahrt wishes the crew all the best for the maiden voyage.**



**Facts and Figures:**

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



## M/V BBC Uranus and M/V BBC Saturn

End of 2021 Briese Schifffahrt was able to get the contract for in total 5 new 40k dwt bulk carrier. The vessels are built at Jaingmen Nanyang Ship Engineering shipyard in China.

The first three vessels are built with Tier II whereas two more bulk carriers, which are to be delivered in 2024, will be built with a Tier III system.

This type of vessel is an open hatch bulk carrier, often referred to as OHBC or conbulker. It is designed to offer direct access to the hold through hatches which extend the full width of the vessel. As a result, large cargo units can be lowered into the cargo hold. This type of vessel is more easy to handle than in a conventional bulk carrier. The first open hatch bulk carrier was built in 1962, for the use of paper trade.

Seatrial of M/V BBC Uranus was from 14th up to 17th April 2022 and the vessel was successfully taken over on 6th of May 2022.

Seatrial of M/V BBC Saturn was from 16th up to 19th of May 2022 and the vessel was successfully delivered on 1st of June 2022.

The maiden voyage of both vessels were from Shanghai to Houston with steel products. Seatrial of M/V BBC Mars was from 21st up to 23th of June 2022. The delivery is scheduled for mid of July 2022.

First cargo will be steel products from Shanghai (region Shanghai) to Houston.

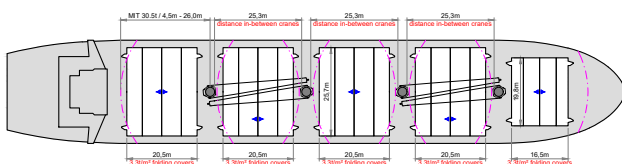
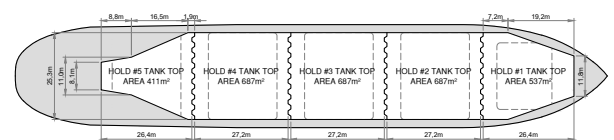
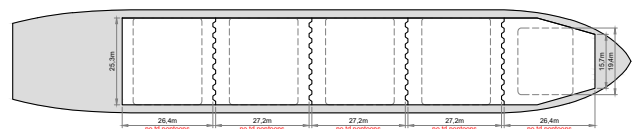
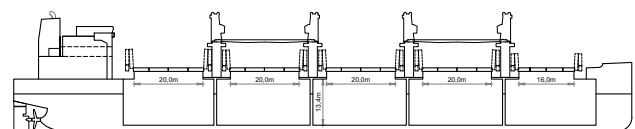
### Facts and Figures:

**Classification:** I \* HULL \* MACH Bulk Carrier, CSR, BC-A (holds 2 & 4 may be empty)  
CSP (WBT), ESP, GRAB[25], BWT, LI-HG-S2, GREEN PASSPORT  
Unrestricted navigation  
\* VeriSTAR-Hull, \* AUTO-UMS, MON-SHAFT, INWATERSURVEY

**GT / NT:** 25,163 / 13,493  
**Deadweight (summer):** abt 40,272.8 mt  
**Max. draft (summer):** 10.80 m  
**Length o.a.:** 179.90 m  
**Length p.p.:** 176.85 m  
**Beam:** 30.00 m

**5 Holds / 5 Hatches**  
*Hold 2,3 and 4 are fully box-shaped*

**Cranes** 4 cranes each up to 30,5 mt;  
max. outreach 26 m



First impressions of Capt. Maksim Smirnov:  
*The vessel was hand over to us from first (Chinese) crew at 9-May-2022. M/V BBC Uranus was at anchor in Vietnam surrounded by the hundreds of small stone islands and originally named as Ha-long. Very famous touristic place due to pleasure views around.*

*The first impressions about the vessel are quite positive – wide body, bright inside with modern equipment, completely different in building standards and specifications of our former Briese ships.*

*Unlikely due to strict Covid restrictions in China our crew did not participate in commissioning of M/V BBC Uranus, which has put us in extreme challenges and requests full attention. Especially considering that vessel is in service already.*

*Same time we are underway to our first loading port in China and our first cargo will be – general cargo to Houston.*

**Briese Schifffahrt wishes the crew all the best for the maiden voyage.**

Besides M/V BBC Uranus also M/V BBC Saturn has been delivered on 01.06.2022.

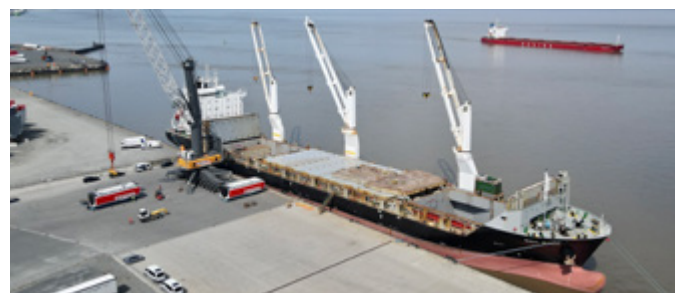


**M/V BBC Raise**

M/V BBC Raise has been designed and constructed for the carriage of heavy and outsized individual cargoes which can be carried on deck or in hold(s). The vessel is built with extra wide cargo holds of up to 20.40 m to offer sufficient floor space for oversized cargo, with the three ship’s crane M/V BBC Raise is capable to lift outsized individual heavy cargoes of up to 160 mt.

The vessel was taken over on 09.12.2021 in Newport News, USA. Handover was managed by Superintendent Nico Jaeschke on site and Inspection Group 5.

Shortly after hand over a broken piston ring had to be repaired, therefore the pin of unit 5 had to be unplugged by the crew. The picture shows the engine crew together with second Engineer Yuriy Lyubimenko and Chief Engineer Dmitrii Kogot.



**Facts and Figures:**

<i>Classification:</i>	1A Multi-purpose dry cargo ship BIS BWM(T) COAT-PSPC(B) Container E0
<i>GT / NT:</i>	14.859 / 6.315
<i>Deadweight (summer):</i>	17.808 mt
<i>Max. draft (summer):</i>	8.61 m
<i>Length o.a.:</i>	161.50 m
<i>Length p.p.:</i>	153.50 m
<i>Beam:</i>	25.20 m
<i>3 Holds / 3 Hatches</i>	
<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
<i>Cranes:</i>	3 NMF cranes situated portside 80 mt capacity each / 160 mt capacity combined
<i>Container intake:</i>	426 TEU in hold 628 TEU on deck Total 1054 TEU

# Sold Vessels

## M/V Barbarossa

M/V Barbarossa was built 1999 as a Saimax 3200 (also: Pattje Saimax) which is a multipurpose 'short sea trader' made by the Pattje Waterhuizen shipyard in Waterhuizen near Groningen.

The type of ship was designed by the Volharding Group shipyard Patje Waterhuizen and the shipbuilding company Conship International. Briese Schifffahrt was also involved in the development and later three units were built for Briese.

The ships' hulls were built at the Daewoo Mangalia Heavy Industries shipyard in Mangalia, Romania. The ships were completed and equipped at Volharding Shipyards in Eemshaven, The Netherlands. The deck structures were manufactured by the company Noord Nederlandse Staalbouw in Groningen, which also belongs to the Volharding Group.

The type of the vessels is named after the Saimaa Canal which dimensions, which connects the Gulf of Finland at Vyborg with the Saimaa at Lappeenranta. The design of the vessels is the maximum which fits through the Saimaa Canal in terms of length and width of the hull in order to be able to pass through the locks, hence the description Saimax.



After being 23 years in service for Briese Schifffahrt M/V Barbarossa has been sold as last vessel of the Pattje Saimax type on 13.01.2022.

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



**M/V Langeness and M/V Hooge**

After being 16 years in trade for Briese Schifffahrt M/V Langeness and M/V Hooge have been sold shortly after one another.

The vessels were built under Briese Supervision at Shandong Province Weihai Shipyard. From the very beginning Inspection Group 2 managed the vessel very successfully even through the crisis in the past.

Besides the general technical and administrative support both vessels were prepared for ultra slow steaming, equipped with a new ballast water treatment system, and drydocked 3 times while in service for Briese.

Captain Igor Shalnov sailed the vessel as regular Captain from 2010 until hand over on M/V Langeness and Chief Engineer Iurii Podoprigora and Dmitry Suprunov alternately followed each other and even the remaining crew was more or less a regular crew on board.



Also on M/V Hooge regular crew including Captain Andrey Guzenko and Captain Alexander Ustiyants were sailing.

The handover of M/V Hooge was managed by Technical Superintendent Pavel Kurazov, who by the way also sailed as Chief Engineer on board the vessel in the past.

**Thanks for the commitment to all involved parties.**

**M/V BBC Manitoba**

M/V BBC Manitoba was taken on 12th of December 2018 in Australia by Nico Jaeschke from company Liberty Blue Shipmanagement GmbH & Co. KG. Liberty Blue which remained as Technical and ISM / ISPS Manager for the vessel.

In July 2020 the management of the vessel changed from Liberty Blue Shipmanagement to Briese Shipping.

Finally, after being 2 years under management of Inspection Group 5 M/V BBC Manitoba was sold to external owners on 24th of February 2022.





# Newbuilding projects

## Newly developed ship type 13.000 DWT MPP

Together with a Dutch design office, Briese Schifffahrt developed a new 13,000 dwt multi-purpose ship design. This General Cargo Ship - Heavy Load Carrier will be used exclusively by Briese Schifffahrt.

A whole series of vessels were contracted with the Chinese Shipyard Taizhou Sanfu. The production started on the 30th May 2022. The first vessel is scheduled for delivery at the beginning of 2024.

Same as the 12,500 dwt M/V BBC RUSSIA type vessels, this new ship class will be equipped with two 250 t cranes made by Liebherr. In contrast to the M/V BBC RUSSIA type, the accommodation superstructure will be arranged forward.



However, the most important feature of this new design is the cargo capacity – not in terms of deadweight but in terms of volume and deck area. A special characteristic is the dimension of the hold volume and the floor space in relation to this ship size.

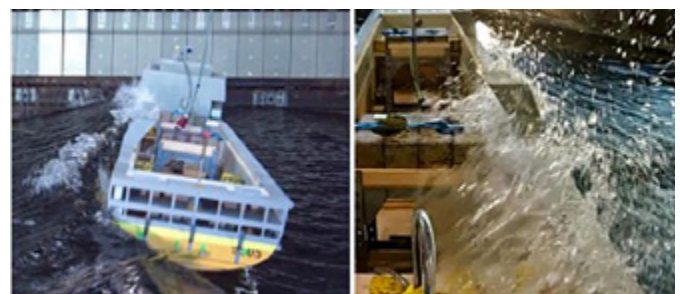
At design stage different model tests have to be carried out. In March 2021 the calm water model has been conducted and the results revealed a very good fuel efficiency by attesting low resistance hull lines and efficient propulsion.

Likewise, were model tests conducted to prove capability of the ship to sail “open-top”, i.e. without weather deck hatch covers. Sea-keeping tests are mandatory to provide evidence to the classification society that in harsh conditions the water ingress to the hold within a certain period of time does not exceed a certain limit. In February 2021, these tests took place at Hamburg Model Basin as well and same were passed in the first instance.

Hence the ship design has qualified to bear the notation “Open-Top” of Classification Society Bureau Veritas, which is the equivalent to the DNV notation “Hatchcoverless” assigned to M/V BBC UKRAINE and the following 2nd generation 12,500 dwt vessels. The new ships of this class will be capable of carrying cargo units with very large dimensions.



Vessel in head seas



Ship at zero speed – water ingress and roll motion due to a steep breaking wave



## Next Generation “OTECO” under construction

A part of Briese’s actual newbuilding program is ten “OTECO 9000” type general cargo vessels, currently being built in China with Dayang Offshore shipyard.

OTECO stands for “Open-Top Eco Generation” and the current newbuildings are a further development of the OTECO 5000 vessels in the fleet, like M/V Monika and her sisters.

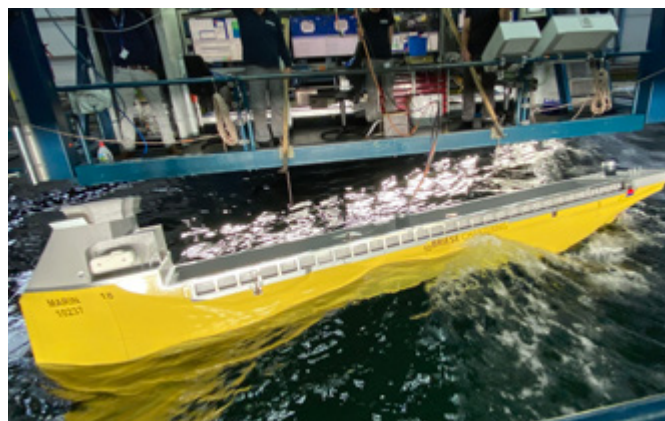
The newbuilding project was developed by Briese newbuilding team. Usually, when a newbuilding contract has been signed between a shipowner and building yard, a total building price will be agreed and nearly all negotiations with the suppliers of machinery and equipment are being done by the shipyard. For this project about one third of the total contract price comprises a package about the delivery of equipment to the yard. All technical and commercial matters have been agreed between Briese and the suppliers, also including preparation of approval drawings. By doing so the newbuilding team of Briese have full control about all details and is able to make flexible decisions, always having in mind to get the best possible vessel.

Down below a short overview about the vessel design will be given including some information about special features and how the vessel was developed.

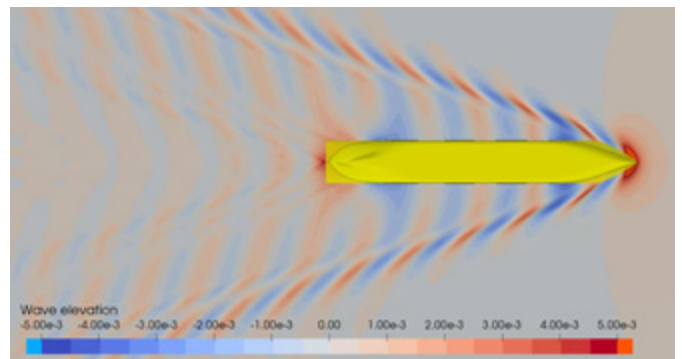
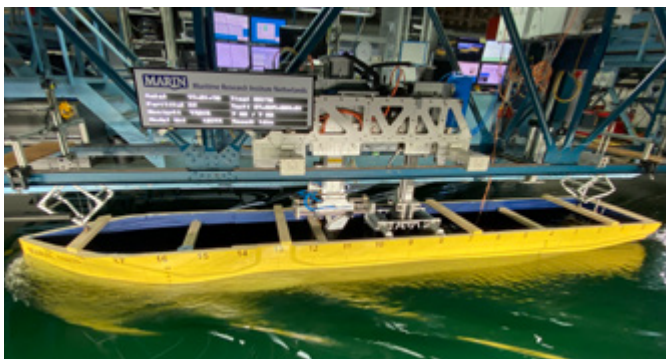
The OTECO 9000 is 132,8 m long and 18,85 m wide, with a smaller beam of only 17,6 m at the waterline. The superstructure is arranged on the foreship, therefore the full open deck area of more than 2000 m<sup>2</sup> can be used for stowage of deck cargo.

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

The vessel can sail with open hatches and has been tested in a model test tank with a severe sea state at MARIN ship model test institute the Netherlands. Experience from the previous development of the OTECO 5000 have been taken into account to optimize some hull shape details, mainly at the aft- and midship, to decrease the amount of overcoming water in waves.

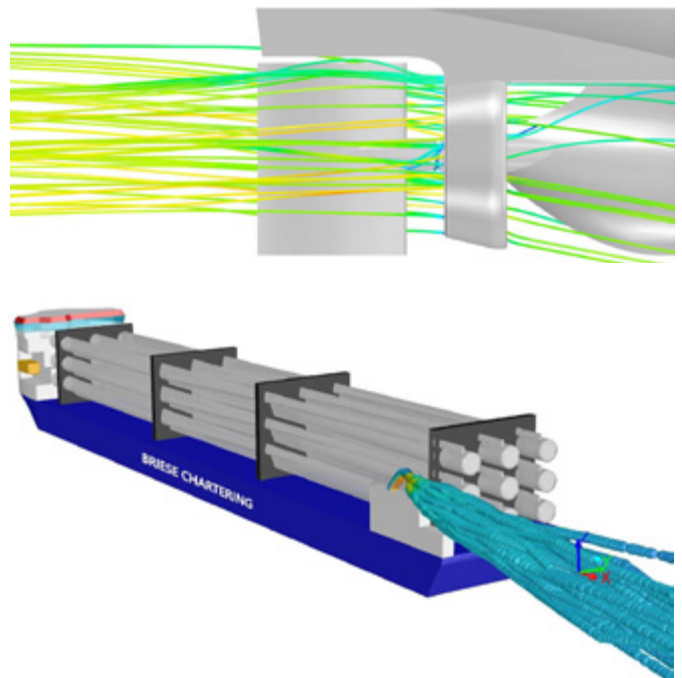


The basic design and class approval documents have been made by Dutch engineering office Groot Ship Design (GSD). Both GSD and MARIN were also involved in the hull shape optimization for best vessel performance and lowest fuel consumption. A large number of hull form variants have been tested and compared by the use of Computational Fluid Dynamic (CFD) calculations. The propeller is arranged within a nozzle for further optimization of the free sailing thrust. For the connection of the nozzle to the hull several variants (small vs. large headbox) have been investigated by CFD calculation as well and the final hull form has also been tested in calm water in a ship model test basin of MARIN. Even the rudder is not a standard but with slightly twisted shape for improved performance.

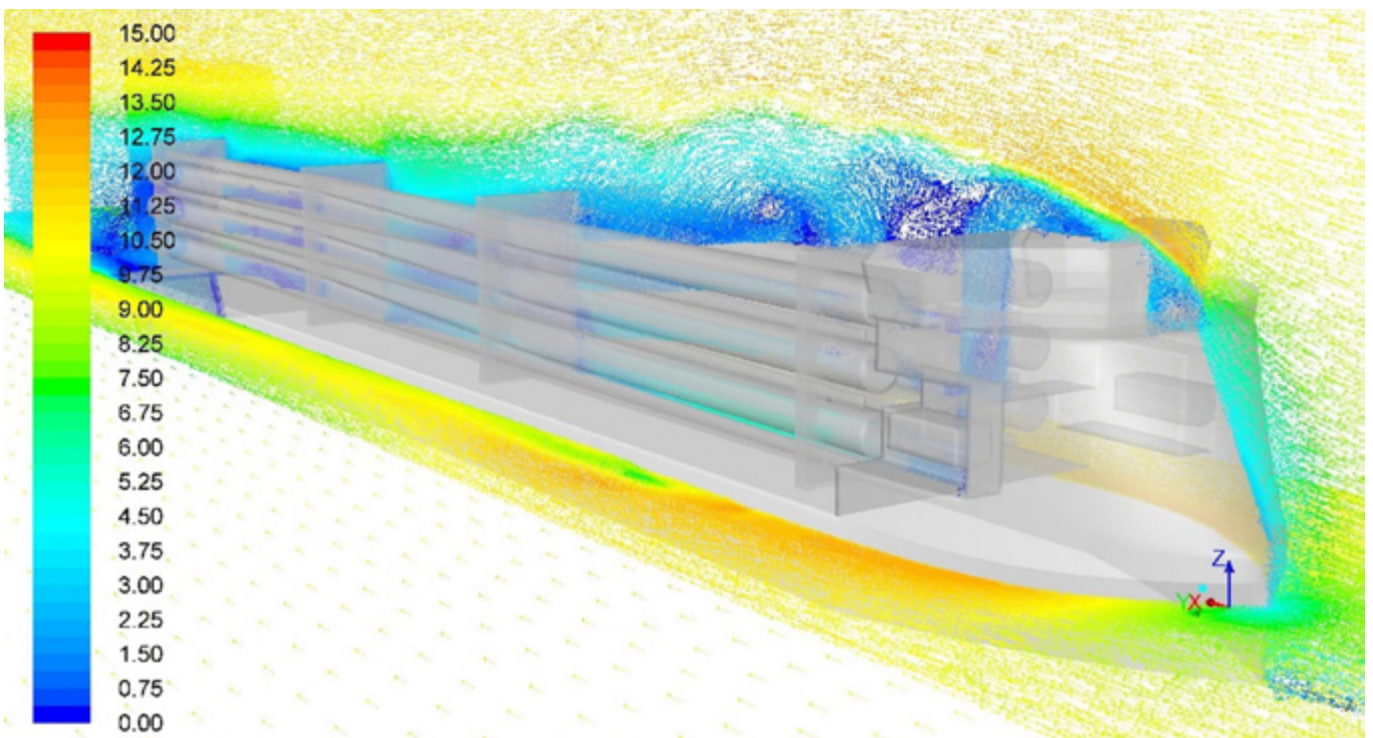


On the optimization design draught and with ECO speed of 11,5 kn the vessel can carry a deadweight of abt. 5050 t and will have a fuel consumption of abt. 6 t/day. On maximum draught with 11,5 kn the deadweight is abt. 9050 t and fuel consumption only abt. 7.5 t/day.

But not only the underwater hull shape was taken into account to optimize the economical and ecological performance of the vessel, a few further points described as follows: The shape of the superstructure as well as funnel and exhaust gas outlets have been checked by CFD for both reduction of total air drag (resistance) as well as exhaust gas flow to reduce the probability of pollution of the deck cargo.



The main propulsion motor is a 4-stroke engine with 2999 kW, MAK 6M32C on the first six vessels, running on HFO or MGO. Due to the fact that MAK will stop production of 4-stroke main engines the subsequent sister vessels number 7 to 10 will be equipped with another engine, most probably Yanmar 6EY33W with 2942 kW. Gearbox will also be different but nearly everything else remains the same.



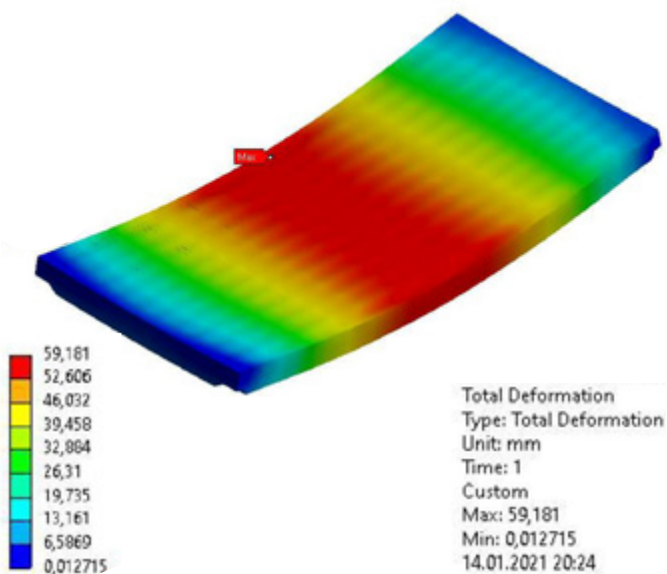
The vessel is equipped with two auxiliary gensets (170 kWe) and one emergency/harbour genset (133 kWe). Both the main engine as well as the two gensets are equipped with exhaust gas economizers, which are connected to the hot water / cooling water heat recovery system (for heating separators and booster unit, tank heating and sanitary/central heating). This will help to reduce the running hours and fuel consumption of the oil-fired boiler.

The load balance of the electrical system has been re-calculated based on actual figures of the OTECO 5000 load balance in several rounds to get the optimal size of the gensets for electrical power generation. All lamps are executed with LED lights and motion detectors are installed to avoid unnecessary electricity consumption. The equipment is chosen based on effective use in practice (low energy consumption).

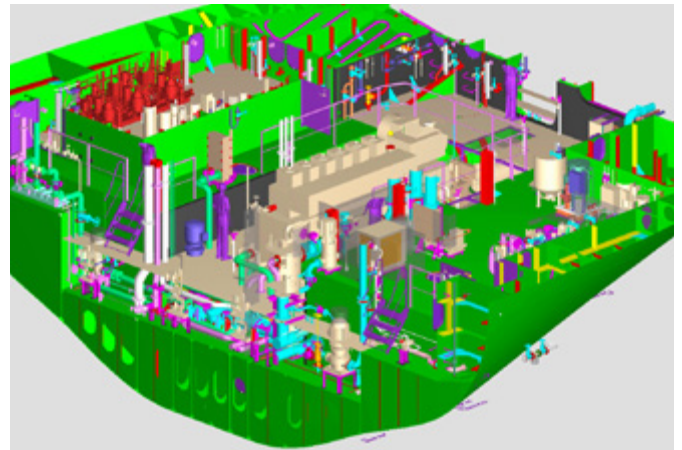
The bridge console will be equipped with a screen to monitor the main data of vessel performance and fuel consumption, with a simple and user-friendly software tool, developed in-house by Briese.

Noise and vibration, induced by main engine, propeller and bow thruster, have been calculated and the results have been considered for optimization of the steel structure and to increase the comfort of the crew.

Ship weight is also a factor with influence on the efficiency of a vessel. This means both economic efficiency (smaller building price for vessel and equipment components, smaller fuel costs) as well as ecological efficiency (smaller environmental impact). The construction of the ship hull and main components like tween decks, grain bulkheads, gantry crane have been calculated by use of Finite Element method (computer simulation). The tween deck panels for example have been modified based on the initial construction drawings to get the best relation between cargo carrying capacity and steel weight.



Of course, restrictions due to Corona also affected and will further affect the newbuilding progress. Currently it is not possible to visit the yard for a short period of time for inspections on site due to long quarantine requirements in China. Therefore, alternative means for exchange of information and technical discussions have been agreed, such as regular online meetings between Briese and yard project teams or remote access to the 3D detail construction model on Chinese Server from Netherlands/Germany.



Construction of the first blocks is in full progress. The current situation with still considerable travel restrictions and worldwide development of prices might be a further challenge for this project.

But all are confident to get a modern vessel which will fit very good in the current Briese fleet.

**Facts and Figures:**

<i>GT / NT:</i>	7.628 / 3.378
<i>Deadweight (summer):</i>	abt. 9.000 mt
<i>Max. draft (summer):</i>	7.00 m
<i>Length o.a.:</i>	132.78 m
<i>Length p.p.:</i>	126.78 m
<i>Beam:</i>	18.85 m
<i>1 Hold / 1 Hatch</i>	
<i>Cargo capacity:</i>	14252 cbm / 503294 cbft
<i>Floor space under deck (on tank top)</i>	
	1200 sqm
<i>Floor space on tween deck</i>	
	1390 sqm
<i>Floor space on deck gearless</i>	
	2100 sqm
<i>Container intake</i>	
	252 TEU in hold
	240 TEU on deck
	Total 492 TEU

# BMW Update

As most already know Mr. Adrian Beckmann (newbuilding department) in cooperation with the Inspection Groups are currently quite busy with the installation of the new ballast water treatment systems. (More detailed information on this topic in Briese News Nr. 8)

This is a subject which will accompany Briese Schiffahrt for the next years. In total 125 ballast water treatment system must be installed, whereof 45 of them are already installed. For this year it is planned to install 59 systems; 14 of them are already installed (as of 16.05.2022).

**Briese Schiffahrt would like to thank everybody who is involved in this process for their good help.**



# MARPOL Annex VI - Decarbonization

In June 2021, the IMO held the 76th Marine Environment Protection Committee (MEP76). At this session two decarbonization measures were established that are currently due to come into effect in 2023: The Energy Efficiency Existing Ship Index (EEXI) and the Carbon Intensity Indicator (CII).

The amendments to MARPOL Annex VI are expected to enter into force on 1 November 2022, with the requirements for EEXI and CII certification coming into effect from 1 January 2023 during the first periodical survey.

## EEXI

Since beginning of 2022 the Fleetmanagement is working on answers which vessels have to comply to the new MARPOL Annex VI regulations and how respective vessels will comply.

As per MARPOL Annex VI, CHAPTER 1, Regulation 2 specialized vessels, which are not included in the calculation of reference lines are excluded from Chapter 4. Hence, a couple of vessels are exempted from the new regulations and received a new "International Energy Efficiency Certificate" as well as an amended SEEMP II where the type of ship has been changed to: **Ship other than any of the ship defined in Regulation 2.**

**DNV**  
INTERNATIONAL ENERGY EFFICIENCY (IEE) CERTIFICATE  
This Certificate shall be supplemented by a Record of Construction relating to Energy Efficiency

DNV Id No: G117832  
Date of issue: 2021-11-01

Issued under the provisions of the Protocol of 1997, as amended, to amend the INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION by Ships, 1973, as modified by the Protocol of 1978 related thereto (hereinafter referred to as "the Convention")  
under the authority of the Government of  
**ANTIGUA AND BARBUDA**  
by DNV

Particulars of ship

Name of Ship:	BBC RUSSIA
Distinctive Number or Letters:	V2608
Port of Registry:	ST. JOHN'S
Gross Tonnage:	11492
IMO Number:	5700392

This is to certify:

- That the ship has been surveyed in accordance with regulation 5.4 of Annex VI of the Convention; and
- That the survey shows that the ship complies with the applicable requirements in regulation 20, regulation 21 and regulation 22.

Completion date of survey on which this Certificate is based: 2021-10-14  
Issued at Hamburg, Germany on 2021-11-01

for DNV  
This document is signed electronically in accordance with IMO PAU/SCM/2019/2. Validation and authentication can be obtained from [www.dnv.com](https://www.dnv.com) using the Ship's Tracking Number (STN): n16651214-ape and ID: G117832  
Claudia Onlmeier

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Form code: IEE 101  
Revision: 2021-05  
www.dnv.com  
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For the remaining fleet the EEXI Technical Files will be prepared in 2022. Important is the ratio between the required and attained EEXI (Energy Efficiency Existing Ship Index). In case the attained EEXI is higher than the required EEXI the MCR (Maximum Continuous Rating) / Power of the main engine must be reduced until respective limit is met; Engine Power Limitation (EPL) will be used for EEXI compliance.

Right handed power curve shows a vessel which MCRME was 7368 kW. To reach the required EEXI the ME has to be reduced to  $MCR_{lim}$  5880.

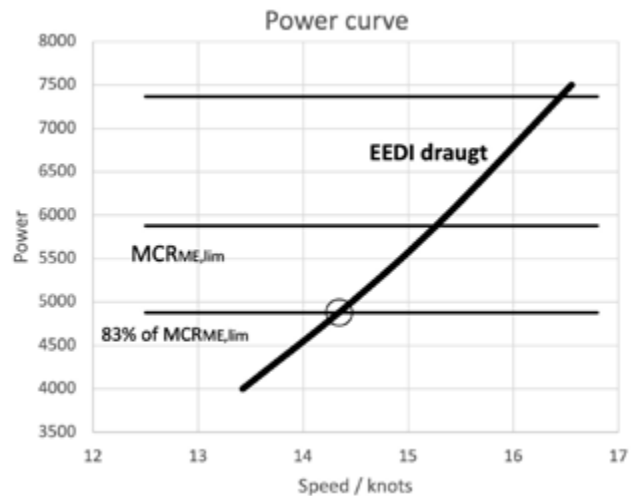
In some cases, the engine power must be reduced up to 50 %.

In case the Engine Power Limitation will be used for EEXI compliance a related Onboard Management Manual also called OMM needs to be submitted together with EEXI technical file.

The Fleetmanagement is currently working with Main Engine or Control System Manufacturers on technical solutions.

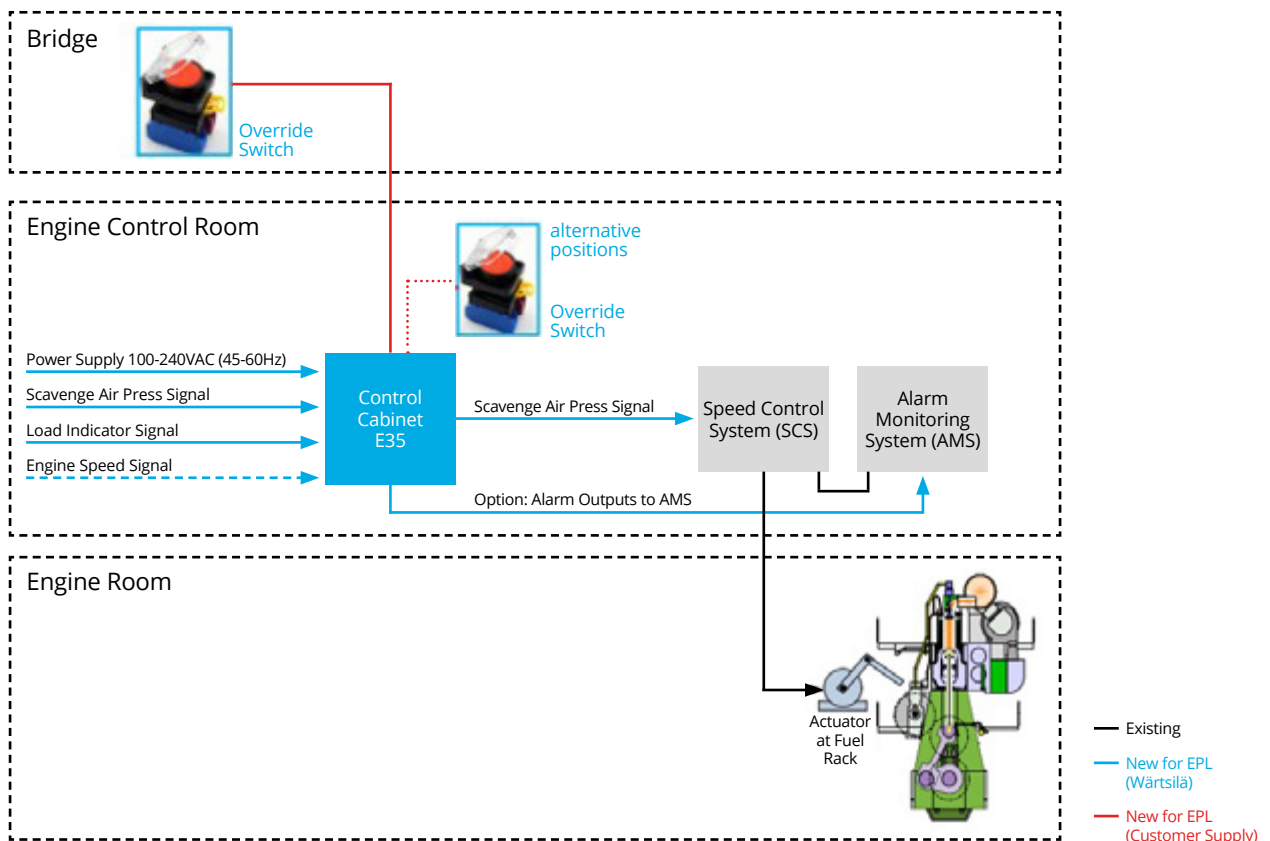
Depending on the maker of main engine and / or governor different solutions will be installed. Mechanical as well as electronical power reducer will come into use.

Electronically controlled engines, the power can be limited directly in the engine control system by adjusting the



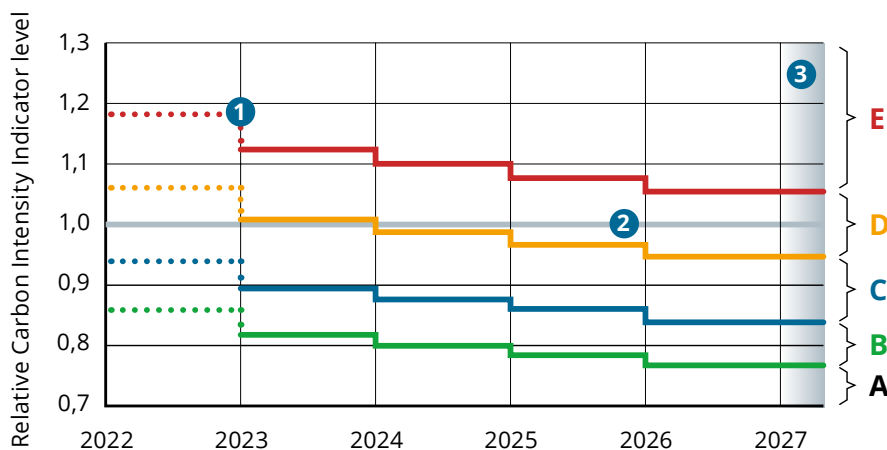
software configuration with an override switch button on the bridge. For mechanical engines with electronic governor modifications to the control system are necessary. One example is the so-called ELIB system from one maker. With ELIB (Electronic Limiter Interface Box) an additional cabinet which is collecting the input data and giving the signal to the speed control system according to the illustration below will be installed.

For some vessels, where the needed power limitation is very low, a simple mechanical limitation of the fuel rack will be chosen.



EPL-ELIB / Engine Power Limiter - Electronic Limiter Interface Box. For engines with not modifiable El. Speed Control

Source: Wärtsilä, 20.01.2022, EEXI compliance solutions through power limitation



- 1 In 2023 the requirement for level C is -5% below the 2019 level and getting stricter by 2% every year.
- 2 2019 reference level.
- 3 The reduction factor after 2027 still to be decided.

Source: Napa Group (Napa Ltd),  
Decarbonization in the maritime industry

## CII

Vessels which are exempted from the EEXI regulations are consequently also freed from CII ratings. All other vessels with more than 5000 GT will get in their annual IMO DCS report from 2023 a CII attained rating.

The CII is an indicator that describes the operation of a vessels in grams of CO<sub>2</sub> per cargo-carrying capacity. Each vessel has a reference CII value depending on the ship type and deadweight. Based on the reference CII the vessels must start reducing their CII in 2023.

Ships will always produce GHG emissions when burning fossil fuels, even when at anchorage or in port, using diesel generators and boilers.

Consequently, it is planned to upgrade BERT to an “Emission Monitoring Tool” to be able to keep control of the CII rating throughout the year.

In relation to the CII additional SEEMP Part III will be developed which describes measures how to comply with the CII reduction factors and which countermeasures to be applied.

As final details are still under investigation, the Fleetmanagement is providing further necessary information to all vessels of the Briese fleet in due time.

# Fuel Oil Sampling Points for “in-use” and “on-board” fuel samples

At MEPC 75 in November 2020 changes to the MARPOL Annex VI have been agreed (MEPC.324(75)) and these amendments are scheduled to enter into force on 1 April 2022.

Two new fuel oil samples for the purpose of confirming compliance with the MARPOL sulphur requirements and the carriage ban for fuel oil with a sulphur content exceeding 0.50 % were defined.

Consequently, it must be distinguished between three samples in total:

**1. MARPOL delivered sample:** The sample of fuel oil delivered on board.  
→ Technical Circular T-057 in conjunction with Resolution MEPC.182(59)

**2. In-use sample:** The sample of fuel oil in use on a ship. Samples drawn from fuel oil supply system downstream of fuel oil service tanks (MEPC.1/Circ.864/Rev.1). Non-compliant result should be followed up by checking MARPOL delivered sample to confirm responsibility.

**3. On board sample:** A sample of fuel oil intended to be used or carried for use on board the ship. Samples drawn from the fuel oil transfer systems from fuel oil storage tanks to fuel oil settling tanks, or from fuel oil settling/service tanks. (MEPC.1/Circ.889). It is a set up to address enforcement of the carriage ban.

The requirements do not apply to fuel oil service systems for low-flashpoint fuels, i.e., fuels having a flashpoint less than 60°C. They apply to all fuel oil intended for combustion purposes including that used for main engines, auxiliary engines, incinerators, inert gas generators, boilers, emergency equipment.

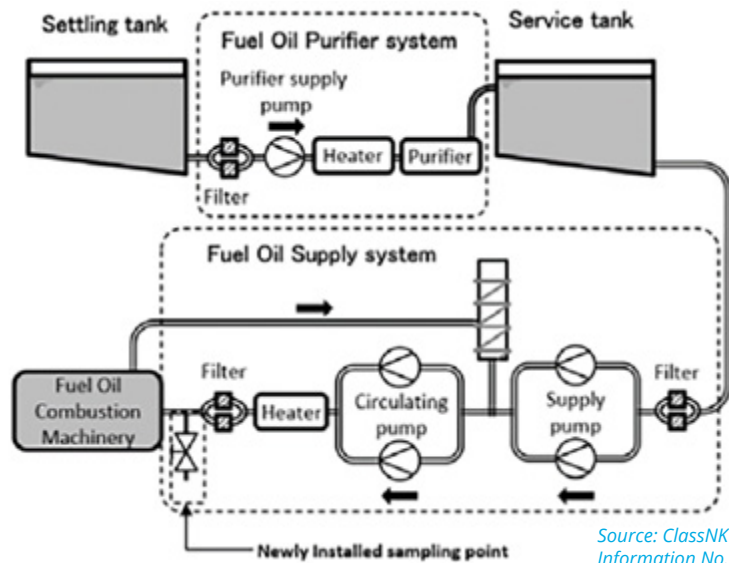
Each vessel needs to have new / additional sampling points for the In-use samples at the first IAPP renewal survey on or after April 2023.

The sampling points are to be clearly marked for easy identification and described in either the piping diagram or other relevant documents. The location and arrangement of the in-use fuel oil sampling points are to be in accordance with paragraph 2 of MEPC.1/ Circ.864/Rev.1:

- be easily and safely accessible;
- take into account different fuel oil grades being used for the fuel oil combustion machinery item;
- be downstream of the in-use fuel oil service tank;
- be as close to the fuel oil combustion machinery as safely feasible but considering the type of fuel oil, flowrate, temperature, and pressure behind the selected sampling point;
- be located in a position shielded from any heated surface or electrical equipment. The shielding device or construction should be sturdy enough to endure leaks, splashes or spray under design pressure of the fuel oil supply line so as to preclude impingement of fuel oil onto such surface or equipment; and
- be provided with suitable drainage to the drain tank or other safe location.

Existing sampling points may be 'designated' if they meet these requirements.

Any modification of fuel oil systems and verification of compliance with MARPOL Annex VI must be followed up by a ship's classification society.



Source: ClassNK Technical Information No. TEC-1261

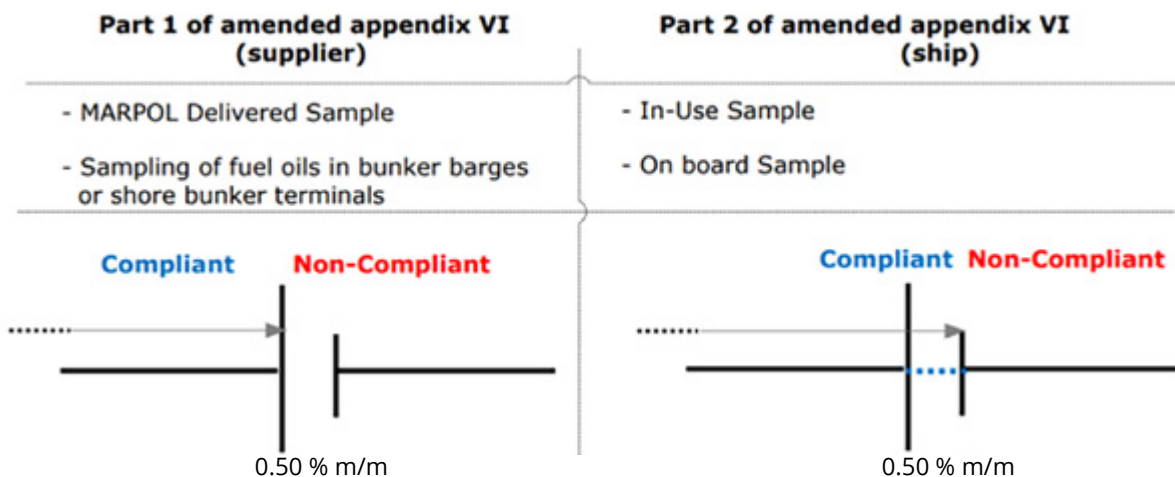
**Procedures for verification and analysis of fuel oil samples**

For testing of in-use and on-board samples taken from ships, it has been agreed that a 95 % confidence boundary of the test method shall be applied. For testing of the MARPOL delivered sample on the other hand, there will be no test margin.

In practical terms? This means that in-use and on-board samples drawn by PSC shall be considered acceptable if the test result does not exceed 0.53 % sulphur against the 0.50 % limit, while test results for MARPOL delivered samples must not exceed 0.50 % sulphur.

All vessels should check on board suitable sampling points and discuss same with their Inspection Group. No modification should be done unauthorized. The detailed position of the sampling points must be agreed with class and to be discussed with the superintendent.

**Verification standards – MEPC.1 / Circ.882**



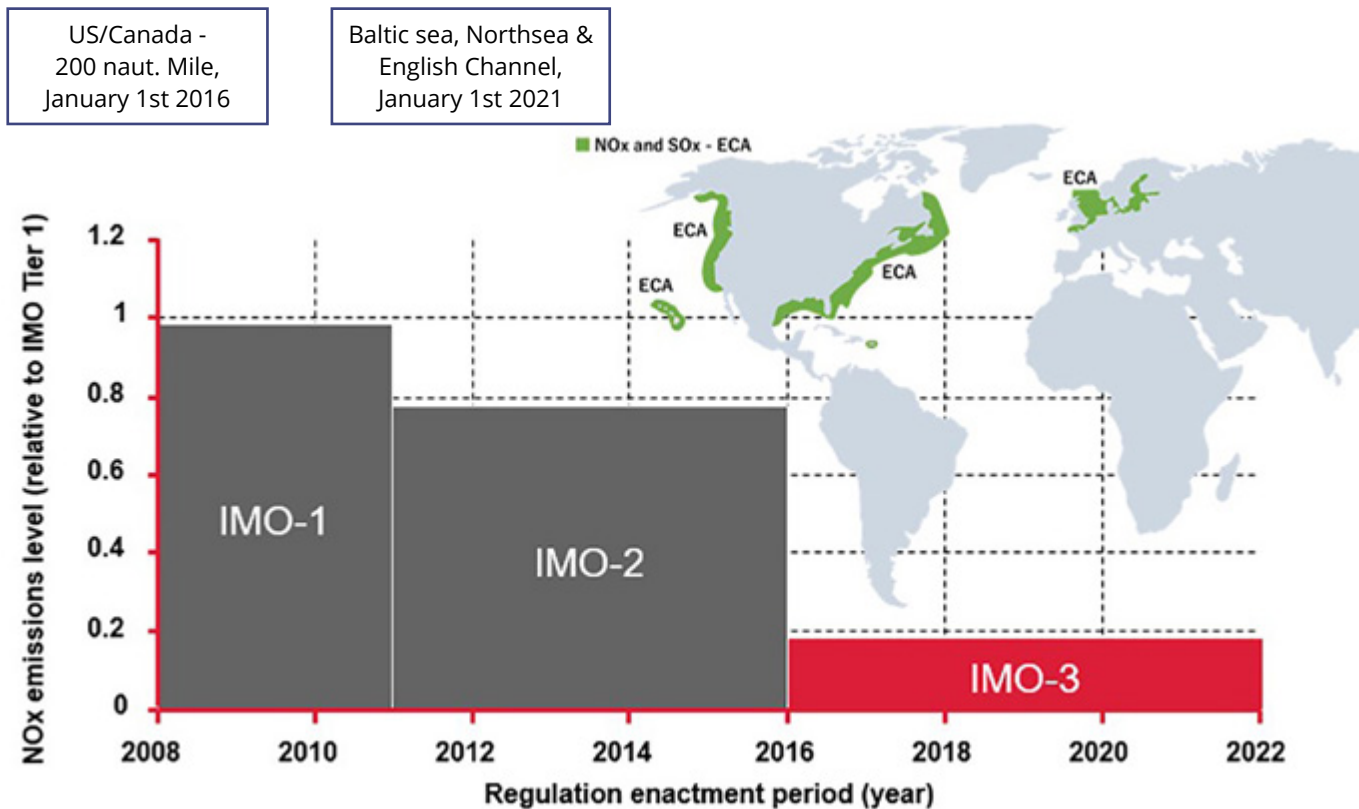
Source: International Chamber of Shipping – Shaping the Future of Shipping, IMO 2020: looking beyond the horizon



# NOx Tier III

The IMO NOx Tier II/III limits set another step to environmental protection measures in the shipping business next to the IMO 2020 sulphur cap as well as the implementation of the EEXI and CII regulations.

These limits apply to any marine diesel engine installed in a ship, where the date of ships construction date is on or after 1st January 2016 and is operating inside a NOx emission control area (NOx ECA).



IMO NOx Regulation Trends and Emission Control Areas (ECAs)

The nitrogen oxides (NOx) produced during combustion in the engine poses a health risk by causing respiratory and cardiovascular diseases. The maximum permissible NOx emissions in the exhaust gas are specified in MARPOL Annex VI and defined in the NOx Technical Code based on a limit value curve as a function of the engine speed. These limit values are gradually tightened (Tier I and II) according to a schedule set by the IMO.

Tier	Ship construction date on or after	Total weighted cycle emission limit (g/kWh) n = engines rated speed (rpm)		
		n < 130	n = 130 - 1999	n ≥ 2000
I	1 January 2000	17.0	45·n(-0.2) e.g, 720 rpm - 12.1	9.8
II	1 January 2011	14.4	44·n(-0.23) e.g., 720 rpm - 9.7	7.7
III	1 January 2016	3.4	9·n(-0.2) e.g., 720 rpm - 2.4	2.0

Source: [www.imo.org/en/OurWork/Environment/Pages/Nitrogen-oxides-\(NOx\)-%E2%80%93-Regulation-13.aspx](http://www.imo.org/en/OurWork/Environment/Pages/Nitrogen-oxides-(NOx)-%E2%80%93-Regulation-13.aspx)

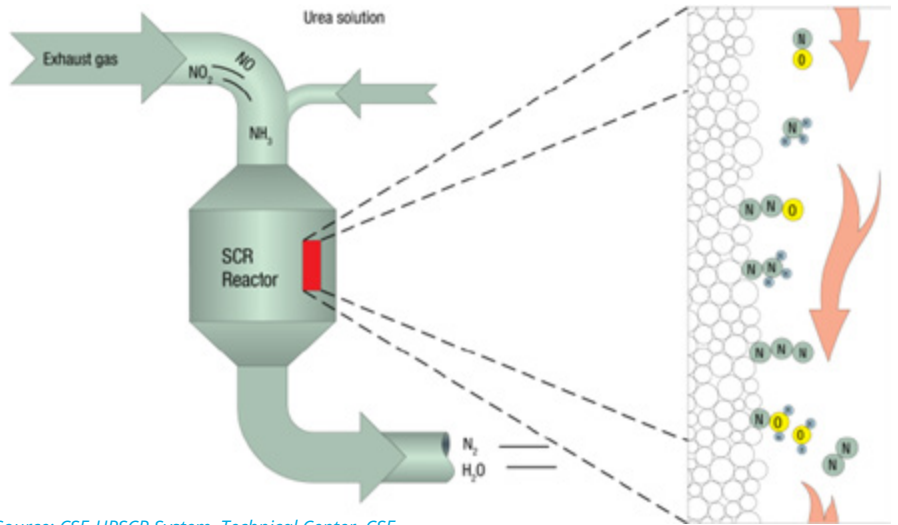
In order to achieve compliance with NOx Tier III, tuning the engine will not be enough. The most recognized and efficient way to reduce NOx is to use 'Selective catalytic reduction (SCR)'. This procedure adds aqueous urea into the exhaust stream of a diesel engine, which starts a chemical reaction that turns NOx into nitrogen, water and some amount of CO2, natural components of the air.

Also Briese Schifffahrt is getting the first 40.000 DWT bulk carrier with Tier III in the fourth quarter of 2023.

The first vessels with Tier III are built at Onomichi Dockyard Co., Ltd. in Japan. From this shipyard two bulk carriers will be delivered with a MAN 6G45ME-C 9.7 – HPSCR main engine.

Installed will be a high pressure SCR from MAN design Makita built under license.

Auxiliary engines are going to be delivered from Yanmar with a low pressure SCR.



Source: CSE-HPSCR System, Technical Center, CSE

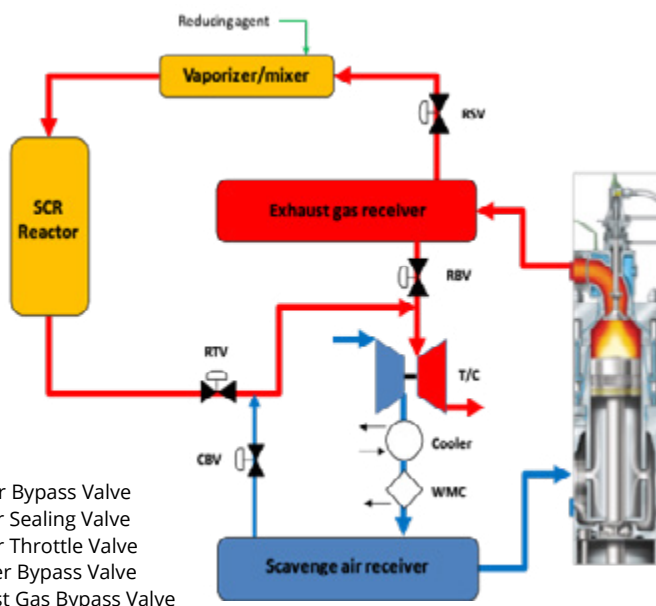
In the first quarter of 2024 another three 40.000 DWT bulk carrier are planned to be delivered.

Two vessels are built at Jiangmen Nanyang Ship Engineering Co., Ltd. in China with a main engine type MAN 5S50ME-C 9.7 – HPSCR. In this case a high pressure from CSE and also with

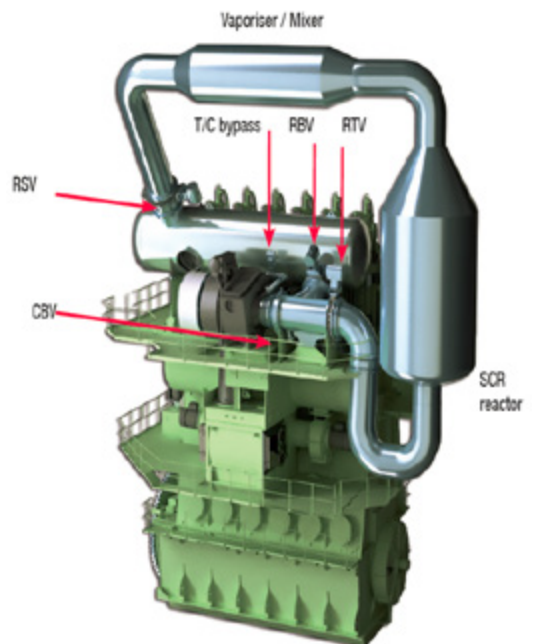
low pressure SCR auxiliary engines from Yanmar.

One vessel is built at Toyohashi Dockyard Co., Ltd. in Japan with a main engine type MAN 6S46ME-B 8.5 – HP-SCR. Installed will be a high pressure SCR from MAN design Makita built under license.

**SCR-HP System structure**



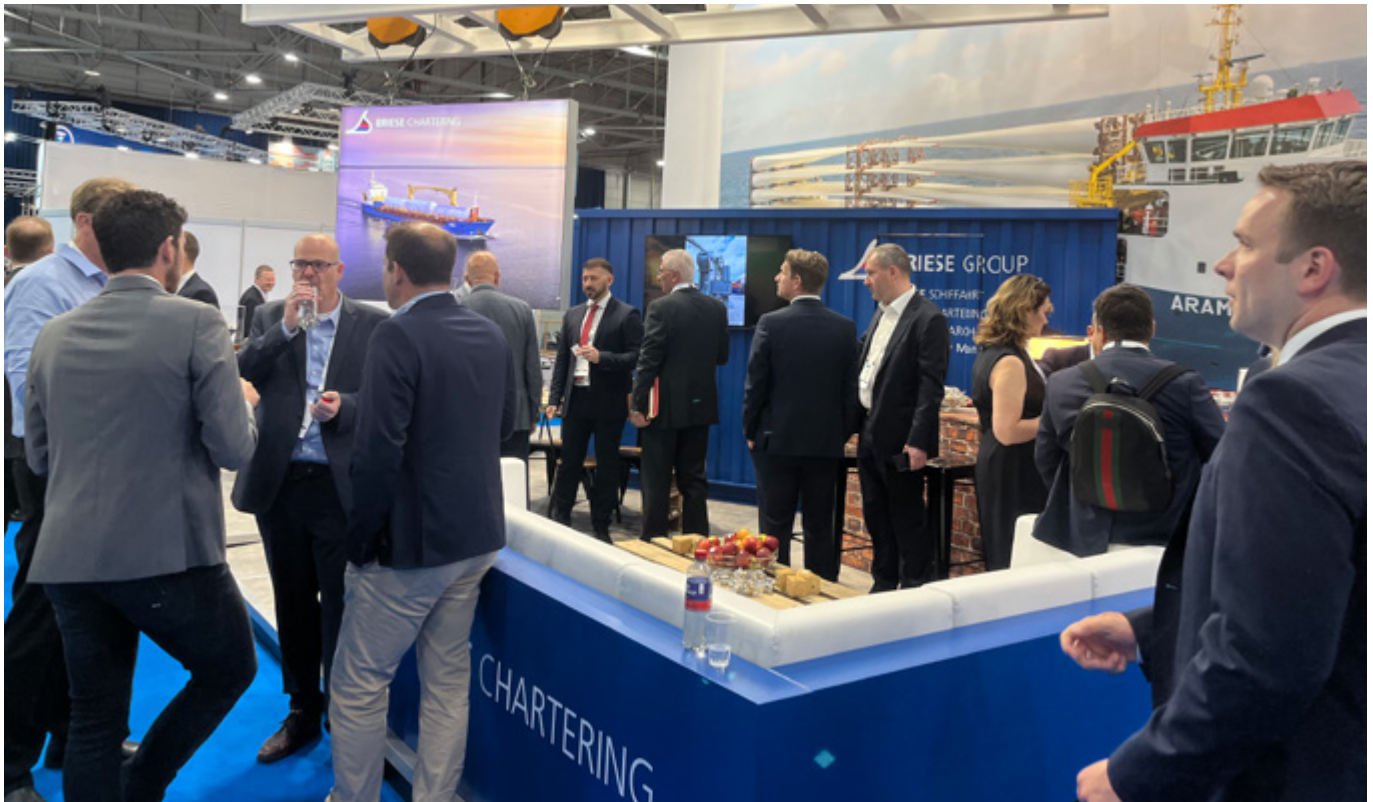
- RBV Reactor Bypass Valve
- RSV Reactor Sealing Valve
- RTV Reactor Throttle Valve
- CBV Cylinder Bypass Valve
- EGB Exhaust Gas Bypass Valve



All the upcoming emission requirements like Tier III / EEXI / CII are very complex topics and will be very challenging for the shipping sector.

The related technologies to comply with all future rules and regulations are already complicated enough. For this reason, Briese Schifffahrt will try to

keep ship's command informed with the relevant information's only and will implement an effective reporting and documentation system in due time.



## Briese Chartering

**2022 is a year of premieres - after two years of pandemic cancellations, the Breakbulk Europe Exhibition has been performed finally. It was the first time in Rotterdam and Briese Chartering is happy to have participated in this event.**

Breakbulk Europe is a very big event, a big conference and exhibition for logistic companies - especially in the multipurpose cargo market like Briese and BBC Chartering can be found. In two big halls, forwarders, cargo owners, shipping agencies and many others present themselves to their customers, but also like to reach new clients for new opportunities.

BBEU (Breakbulk Europe) offers chances to spend time with valued customers - at Briese Chartering's booth in first place, which could be found in Hall 1, together with BBC Chartering - it could be called a kind of "BBC-Briese Island".

At second, Briese Chartering invited some people to a dinner directly beside Erasmus Bridge where the first Briese Chartering Awards ever were delivered.

As all might imagine, it was very good to meet people in person, to say hello to everyone and to spend time together. This is also important to help customers to understand how shipping works, why people on board might handle things differently compared to the cargo owners and to improve ways of communication.

Briese Chartering hopes next year even more people can participate and that the political situation in Europe improves to meet up again.

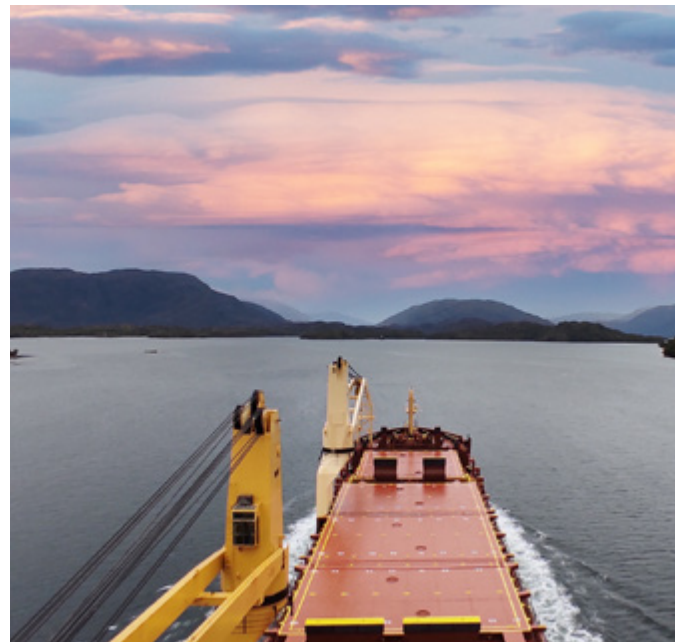
**See you again in Rotterdam next year!**





## From High Arctic to Antarctica

BBC Chartering can look back on a long experience and references for voyages to and from Arctic and Polar regions. In times of the Covid-19 pandemic, when communication through digital channels is practically the only way to interact between our clients, our vessels and our shore organization, achievements like this one, which was achieved in 2021, are even more noteworthy.



The notable story of the year 2021 is illustrated by the route map of the M/V BBC Maryland. It comprised of 8 voyages with in total 33 port calls, excluding bunker calls or other short technical stops. On top of this nice performance, there was one special unique fact to note: the vessel and her crew(s) managed to sail Arctic and Antarctic waters within the same year.

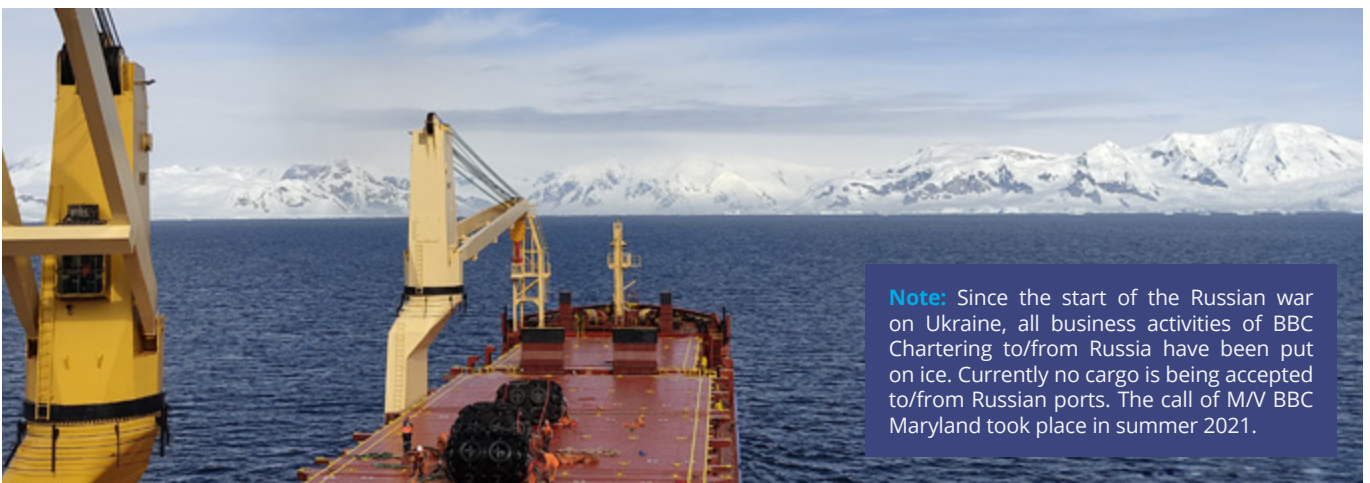
In summer 2021, M/V BBC Maryland called the Arctic port of Gydan in the Sabetta area, to deliver project cargo for a local gas project. Prior this call, the vessel had been upgraded in Germany to meet Polar Code standards.



After this successfully concluded voyage, the M/V BBC Maryland became allocated for a sailing to the Palmer Research station in Antarctica. Following some intermediate voyages in South America before matching our client's laycan in Punta Arenas just before Christmas, the vessel was headed to Antarctic waters. Owing to delays on the project site, M/V BBC Maryland had to wait, resulting in a miss of our (self-set) "target" to arrive at the Palmer Station within the same year, i.e., 2021. by just three days.

Nevertheless, the project was a huge success with smooth operations. It left a satisfied client and a very happy carrier. BBC Chartering would like to take this opportunity for a big shout to the crew(s) of M/V BBC Maryland for their relentless efforts, professional operation, and their great and safe performance.

A flyer on BBC Chartering's Polar/Arctic references is available on [bbc-chartering.com](http://bbc-chartering.com).



**Note:** Since the start of the Russian war on Ukraine, all business activities of BBC Chartering to/from Russia have been put on ice. Currently no cargo is being accepted to/from Russian ports. The call of M/V BBC Maryland took place in summer 2021.

# Breakbulk

After a break in 2020 and 2021 due to the pandemic, Breakbulk Europe finally was taking place again in May 2022. After an announcement was made in 2021, the exhibition has moved from Bremen, Germany to Rotterdam, Netherlands.

Between 17 and 19 May, more than 9,000 visitors and exhibitors attended the event which took place at Rotterdam Ahoy. 65 BBC colleagues from all over the world joined the event. Aside from finally being able to meet our clients again in person, it was also a perfect opportunity for our team to gather and re-charge the famous "BBC Spirit". Breakbulk Europe will return to Rotterdam also in 2023 from 6 - 8 June.



Photo: © Ahoy Rotterdam



# On Board Impression

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



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

**Many thanks in advance.**

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



M/V BBC Olympus on her way from USA to Japan. Photo taken by Chief Mate Alexander Sirotkin.

# Briese Kryptogramm

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

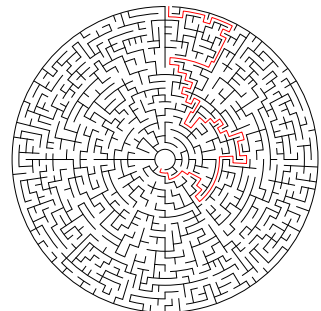
<b>16</b>	<b>16</b>	<b>25</b>					<b>14</b>	<b>21</b>	<b>17</b>	<b>18</b>	<b>14</b>	<b>12</b>			<b>16</b>	<b>16</b>	<b>25</b>			<b>26</b>	<b>17</b>	<b>21</b>	<b>12</b>	
			<b>17</b>	<b>18</b>	<b>7</b>			<b>16</b>	<b>16</b>	<b>25</b>			<b>12</b>	<b>17</b>	<b>10</b>	<b>14</b>	<b>21</b>	<b>18</b>			<b>17</b>	<b>21</b>	<b>11</b>	
<b>17</b>	<b>15</b>	<b>15</b>			<b>16</b>	<b>14</b>	<b>15</b>	<b>13</b>					<b>25</b>	<b>17</b>	<b>21</b>	<b>21</b>	<b>3</b>	<b>11</b>	<b>21</b>	<b>12</b>			<b>24</b>	<b>22</b>
<b>10</b>	<b>9</b>	<b>11</b>			<b>12</b>	<b>17</b>	<b>26</b>	<b>11</b>					<b>12</b>	<b>11</b>	<b>21</b>	<b>3</b>	<b>11</b>	<b>12</b>			<b>10</b>	<b>9</b>	<b>11</b>	<b>8</b>
				<b>23</b>	<b>11</b>	<b>21</b>	<b>11</b>					<b>16</b>	<b>14</b>	<b>3</b>	<b>15</b>	<b>10</b>			<b>3</b>	<b>18</b>				
<b>19</b>	<b>14</b>	<b>17</b>	<b>18</b>	<b>19</b>	<b>2</b>	<b>9</b>	<b>24</b>	<b>14</b>					<b>25</b>	<b>9</b>	<b>3</b>	<b>18</b>	<b>17</b>							

Each number stands for one letter. At the end you will have a complete sentence.  
**Hint:** Try with letter B first!

# Sudoku

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

Solutions to our previous Maze:



Solutions to our previous Sudoku:

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





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STRAUMS

We are thankful for any kind of thoughts,  
comments, questions, ideas etc. Please send us an  
E-Mail: [BrieseNews@briese.de](mailto:BrieseNews@briese.de)  
Attention: Sandra Sürken, Benjamin Conrad,  
Anja Feldmann-Brink

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