2021
ISSUE NO.
10

Briese News

Life of Seafarers

Meet the Crew of M/V Emma Janneke

Ships in Operation

Greenhouse Gas Emissions in shipping

Rules and Regulations

Certification of a Vessel IV

Dear Masters,
Dear Seafarers ,

2021 is coming to an end and unbelievably it seems we will still get haunted by the virus in 2022.

Meanwhile 95 % of our office staff members are vaccinated and more and more seafarers (even when feeling young and strong) finally decide in favor of taking a vaccination to be on the safe side and to stop the further spreading.

Airlines will soon require passengers to be vaccinated as many infections unfortunately still take place during air travel despite wearing face masks. We strongly recommend you to “take a shot” whenever possible.

We did not let Corona stop our ambition to modernize our fleet. In this year we firmly put in place the Briese newbuilding program with our financial partners.

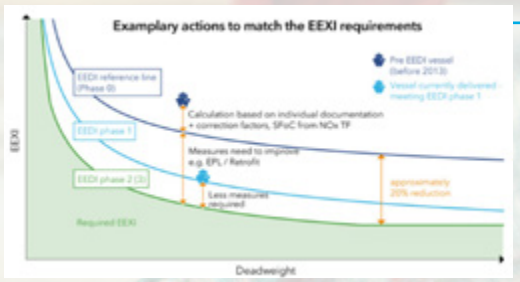
In total the company will receive 29 modern and fuel-efficient ships from Chinese and Japanese shipyards, among them 12 x modern 1.900 TEU Feeder Containerships, 8 x F-500 Heavy Lift Ships, 6 x 9.000 dwt Shortsea ships and 3 x 40 k boxshaped Handysize Bulkers. Our newbuilding program will provide us with a sound foundation in four related shipping segments. Most newbuildings will join our fleet during the year 2023 offering new opportunities to our seafarers.

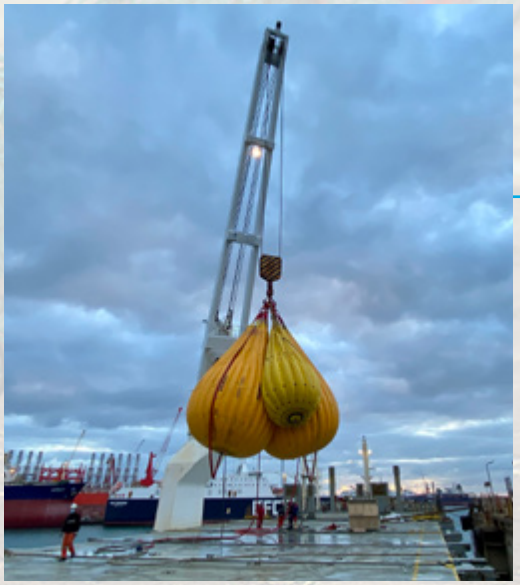
Thank you for your support and contribution for the company in another challenging year.

We wish you and your families Merry Christmas and a Happy New Year 2022!

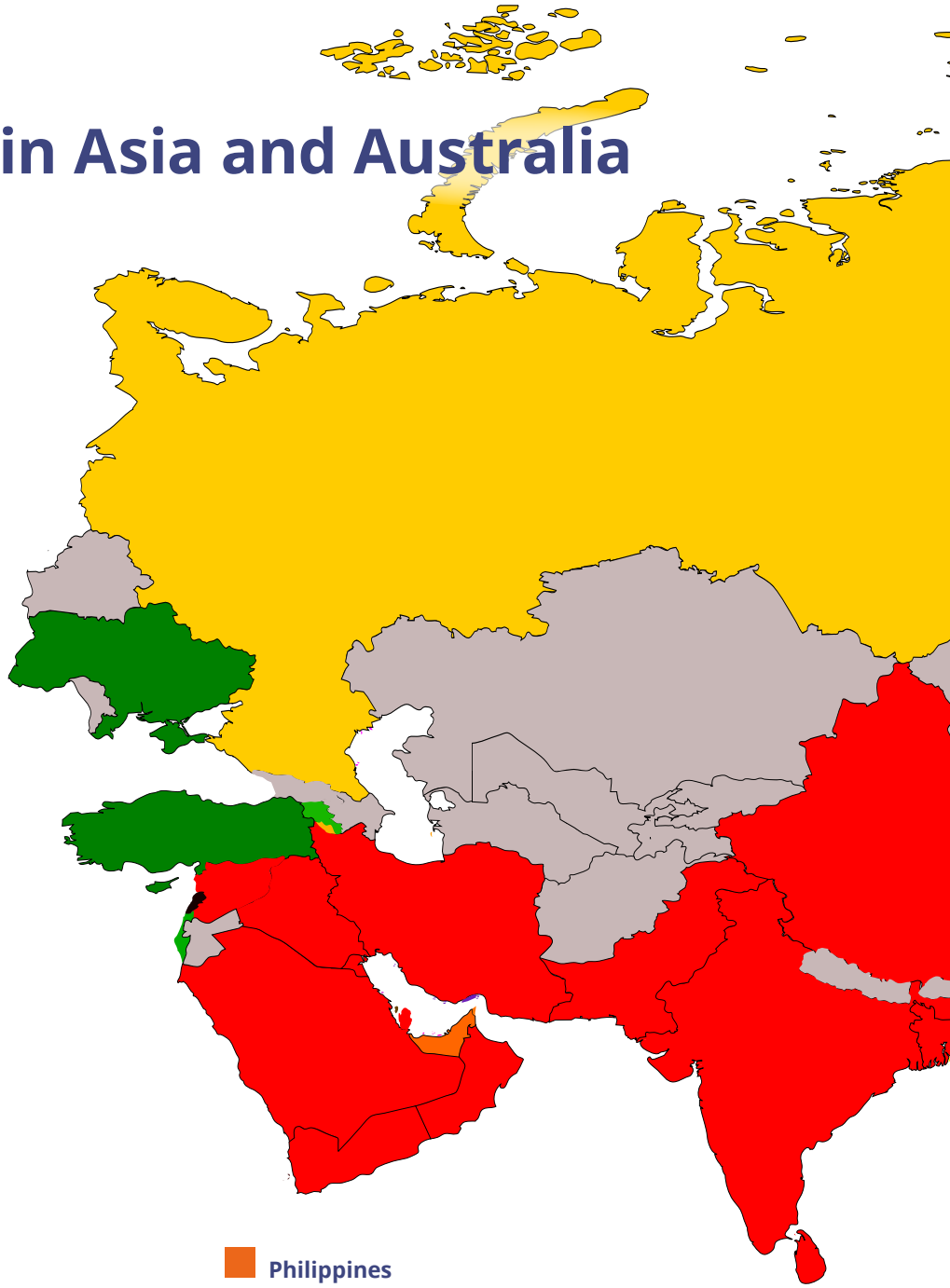
Many regards from our headquarters in Leer,

Wilke Briese





Crewchanges in Asia and Australia



As many of our crew already had to experience the travel restrictions and thus possibilities for crew changes – especially in Far East Asia – have become critical. We have crew onboard who were forced to serve double, sometimes even triple the duration of their initial contract, because there was no chance to relieve them. This is extremely disconcerting, both for the crew and the shore staff which are in regular contact with the ship's personnel.

Everyone who had to suffer additional time on board thank you for your co-operation and apologies for having your plans disrupted.

The countries which are marked red do not allow crew changes at all. The countries in the list orange marked are theoretically possible, but in most instances, there is either not sufficient time to accommodate the requirements, or requirement of the following ports do not allow same, and always extremely high costs are involved. However, we see the trend that more countries at least make crew changes possible if the crew can provide a WHO approved Covid vaccination certificate.

Russia
Crew change possible for holders of Russian passports

Indonesia
Onsigner with visa processing time, PCR test upon arrival and local quarantine before second PCR test. Duration of quarantine depending on vaccination status.
Offsigners with local quarantine and only allowed, in case of valid vaccination certificate.

Malaysia
Crew change possible with 14 days quarantine for both on- and offsigners.

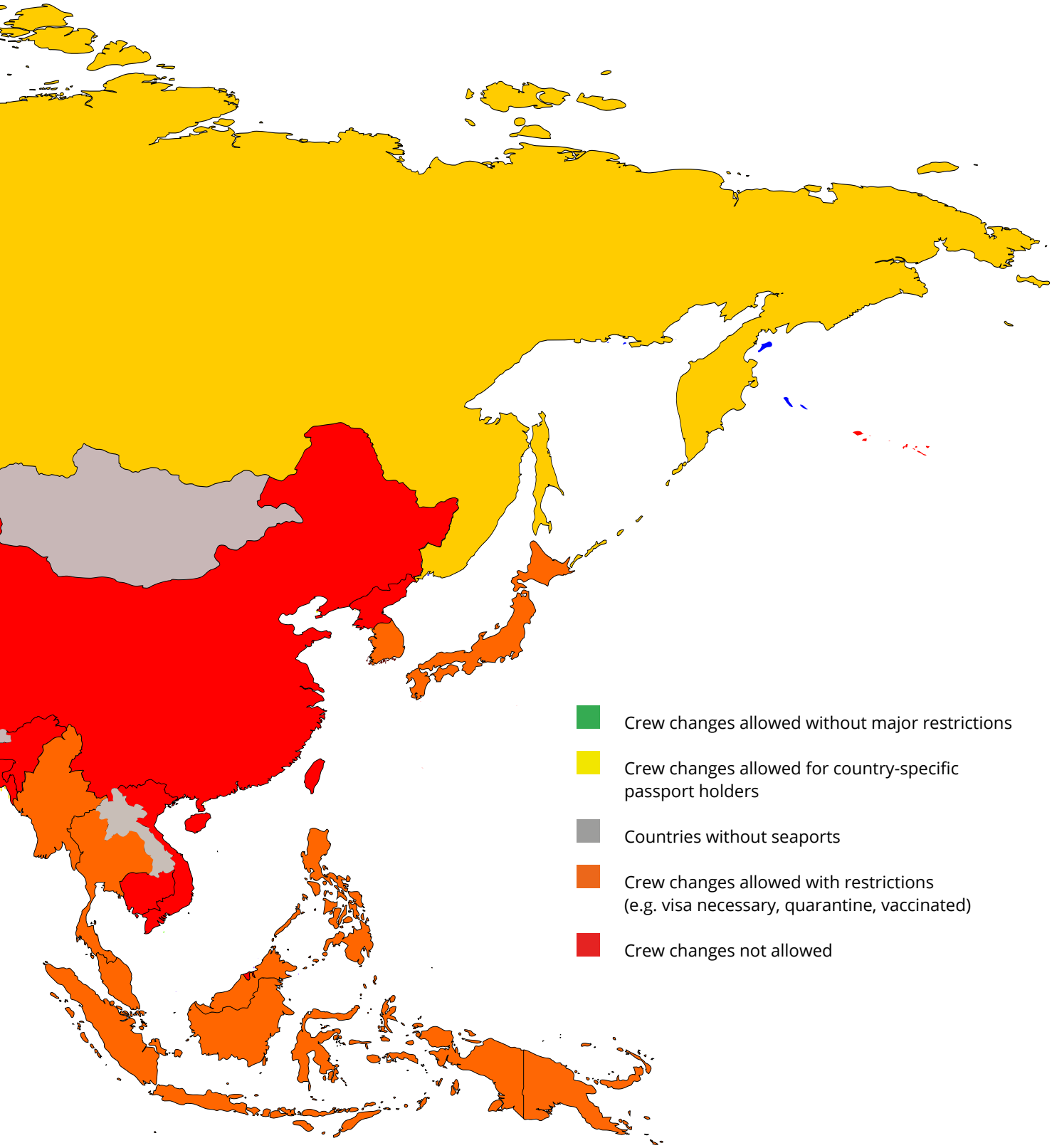
Singapore
Crew change can be applied for, in case of cargo operations or bunker intake of more than 500 mt.
Harsh travel restrictions and the Maritime Port Authority may grant, deny, and cancel crew changes at any point.

Philippines
Entry visa is required, crew has a window of 6 hours to travel from airport to the vessel and vice versa. Otherwise, 14 days local quarantine is required.

Thailand
Entry visa is required, in addition 14+ days local quarantine for both on and offsigners.

Myanmar
Crew changes are permitted in case the Ministry of Foreign Affairs, the Ministry of Transport, and Ministry of Immigration and Population allow for the same. Only vaccinated crew is allowed to enter the country.

United Arab Emirates (UAE)
Crew changes are permitted at Fujairah, entry and exit visas must be obtained, PCR test of both on- and offsigners are mandatory.



Australia

Depending on the area, 7-14 days local quarantine are requested. Also visa must be obtained.

Japan

Limited number of ports allow for a crew change, 14 days at sea or PCR test is required for offsigners. All onsigners have to arrive in Kobe, no national flights are allowed.

South Korea

Korea visa is required, minimum processing time 10 working days for Filipinos, 14 working days for Ukrainians, up to 30 working days for Russians.
Onsigner local quarantine upon arrival, until local PCR test result is received.
Offsigners need to make PCR test in previous foreign port.

Briese Jubilees

The Briese Group is happy and proud to announce that in 2021 a number of jubilees were honored in the office.

25th

Meike Holtkamp

20th

Ilona Lazareva
Silke Berke
Michaela Maximov
Anja Nanninga
Andree Graefe
Bernd Hartmann

10th

Silke Berke
Silke Bussenius
Jaana Borchers
Jessica Stern
Regine de Vries
Sergey Nagorny
Pavel Kurazov
Thomas Oberschelp
Nico Jaeschke
Bernd Böning
Jürgen Brink
Oleg Azhmyakov
Jens Lassner
Stefan Hense

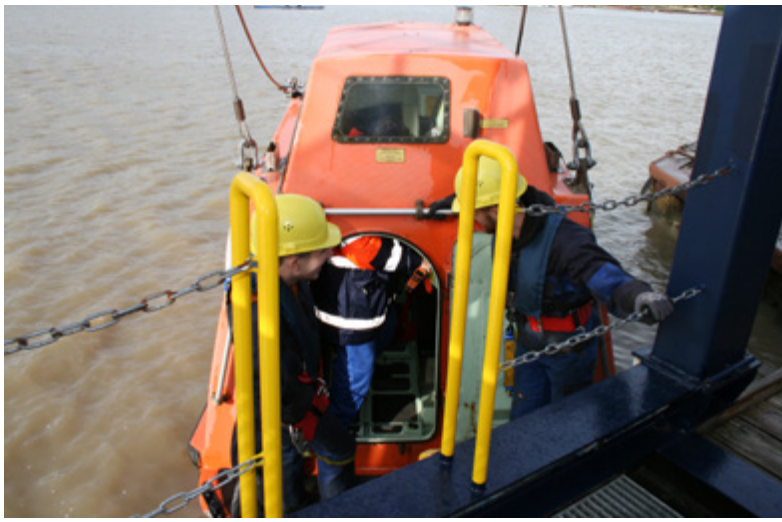
We are thankful for the longlasting loyalty and experience all the colleagues are bringing to the company. You are part of a successful team. This success is a foundation of good and, above all, secure jobs. Our wish is that you will continue to be a member of our team in the future!

In the background from left to right: Bernd Böning, Jürgen Brink, Pavel Kurazov, Sergey Nagorny, Silke Berke, Bernd Hartmann, Jens Lassner
In the foreground from the left to right: Anja Nanninga, Meike Holtkamp, Stefan Hense, Jessica Stern, Oleg Anzhmyakov

Trainees Basic Safety (MOB)

The trainees Moritz Horn and Marvin Hillers were so kind to write their impressions about conducted safety courses for the Briese News.

On the 24th of September and 1st of October we had the chance to complete the basic safety training at the MARIKO Trainings Center in Leer organized by Claudia Schwarz. In two groups we got an insight into the safety procedures, which are essential for survival at sea in case of an emergency. One member of the MARIKO Team instructed us how to use the free fall boat in an emergency. After the theoretical part, we went into the free fall boat, where every trainee had a task. After everyone was placed in the boat and strapped in, the MARIKO member activated the mechanism and we fell into the water from a height of three meters. This felt like a roller coaster ride.



Marvin Hillers and Torben Lübbers had one special task.

Hello Marvin, you had a special task after the free fall. What was the task?

Marvin: *"After the freefall boat was in the water, I had to leave my seat and put on a safety harness with carabiners. Afterwards I opened the boat door with Torben and attached my carabiners to the outer wall of the freefall boat. Thereafter, the MARIKO employee drove to the jetty, where I then had to attach the freefall boat to the davit. Thereafter I helped the others to get out of the boat."*

How did you feel during the free fall and the task?

Marvin: *"I was quite nervous at the beginning, but as I started my task, I became more and more relaxed. However, I do not want to imagine how it would be if we had not fallen from 3 meters but from 30 meters, as if you were on an oil platform."*

As well we had the chance to learn how crew members on board must suspend the rescue boat via a crane. We did this task with Thomas Oberschelp. A group of three persons were in the rescue boat, the other group members had a task outside the boat.

In the rescue boat one was the team leader and one the helmsman, who had the command and steered the rescue boat. The person sitting in the middle released the hook. The person in the back of the rescue boat released the forward painter line. The other "crew" was standing at the platform and had to hold the forward and the aft painter line, while two others were in charge of the cradle and lashing. The crane was controlled by Thomas Oberschelp.

One of the helmsmen was Moritz Horn.

Hello Moritz, how did you feel as a helmsman?

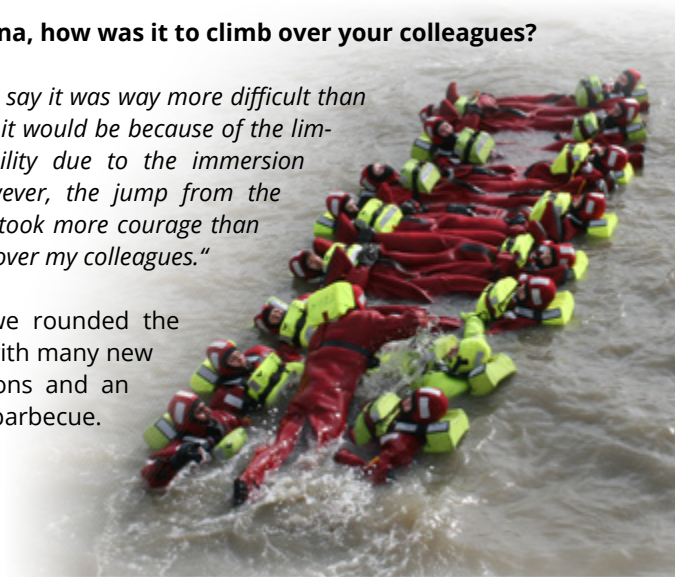
Moritz: *"I was very excited because I was responsible for two other people. But it was also a lot of fun to steer the lifeboat. It was a little tight in between, because in the excitement I didn't think about the fact that the harbor basin becomes shallower to the shore and I almost ran aground with the boat. But in the end, it all worked out."*

After the lifeboat operation we put on immersion suits. We found out that it worked better to put on the immersion suits while sitting. After that we continued with a safety briefing. Following the safety instructions, we were putting on the life jackets and jumping from a container with a height of 4,5 meters. When we were all safe in the water, we formed survival chains. Alina Doyen had the task to climb over the chain to simulate an injured crew member.

Hello Alina, how was it to climb over your colleagues?

Alina: *"I'd say it was way more difficult than I thought it would be because of the limited mobility due to the immersion suit. However, the jump from the platform took more courage than climbing over my colleagues."*

Finally, we rounded the day off with many new impressions and an internal barbecue.



Briese Research

11th Briese Award

The Briese Award for Marine Research is annually awarded by Briese Research together with the Leibniz Institute for Baltic Sea Research Warnemünde (IOW).

The 11th Briese Award for Marine Research was handed over to Dr. Christoph Böttner. The jury honored his outstanding research on the question how fluids - liquids and gases - spread in marine sediments. The celebration took place on 24th of September 2021 in Warnemünde, Germany and has been the first event in the IOW since 12th of March 2020 when the 10th Briese Award had been handed over.

All participants were happy that the event could take place again after so many months under the constraints of the Covid-19 circumstances.

From left to right: IOW director Ulrich Bathmann, Dr. Christoph Böttner, Klaus Küper (Briese RESEARCH)

Briese Research and Corona

Since 1st of November 2021 the 2G (recovered or vaccinated) rule is implemented on all Research vessels. All crewmembers and scientist are vaccinated and have to pass additional tests before joining the vessel. It is therefore planned to leave the home port Emden, which had been the base during the Covid-19 time in 2020 and 2021.

Now it is the time to start international science cruises again. R/V METEOR (Punta Arenas), R/V MARIA S. MERIAN (Walvis Bay) and R/V SONNE (Guayaquil) are planned for new destinations and - except possible stays in the shipyards - the vessels will not return to Germany again in the nearest future.

R/V Sonne

SEADEVCON 2021

SEADEVCON has developed an industry conference bringing together experts from the maritime business, representatives from shipping companies, researchers and academics, developers of hard- and software technologies, NGOs, and environmental activists to present attempts at technical solutions. Aim of the conference is to discuss the future of the sector, and to look at the ports of tomorrow, with a special focus on reducing industry-caused emissions. In 2019, the SEADEVCON Maritime Award has been introduced, a prize to recognize annually a personality whose "lifetime achievement is exemplary for the fight for a sustainable and respectful use of the world's seas".

This year sailing sportsman Boris Herrmann has received the SEADEVCON Maritime Award. On September 23rd, he has personally accepted the award in Hamburg on the historical vessel "Cap San Diego". The laudation has been held by Andre Wiersig a man who swam from Sankt Peter-Ording to Helgoland. It took him 18 hours and 14 minutes for the 48,5 Kilometers.

Every year the SEADEVCON Maritime Award honors a person for her/his exemplary commitment to the struggle for sustainable and respectful utilization of the world's oceans. In the

From left to right: Petra Mahnke (German Association for Marine Technology), André Wiersig (Swimmer), Boris Herrmann (Sailing sportsman and winner), Klaus Küper (Briese RESEARCH).

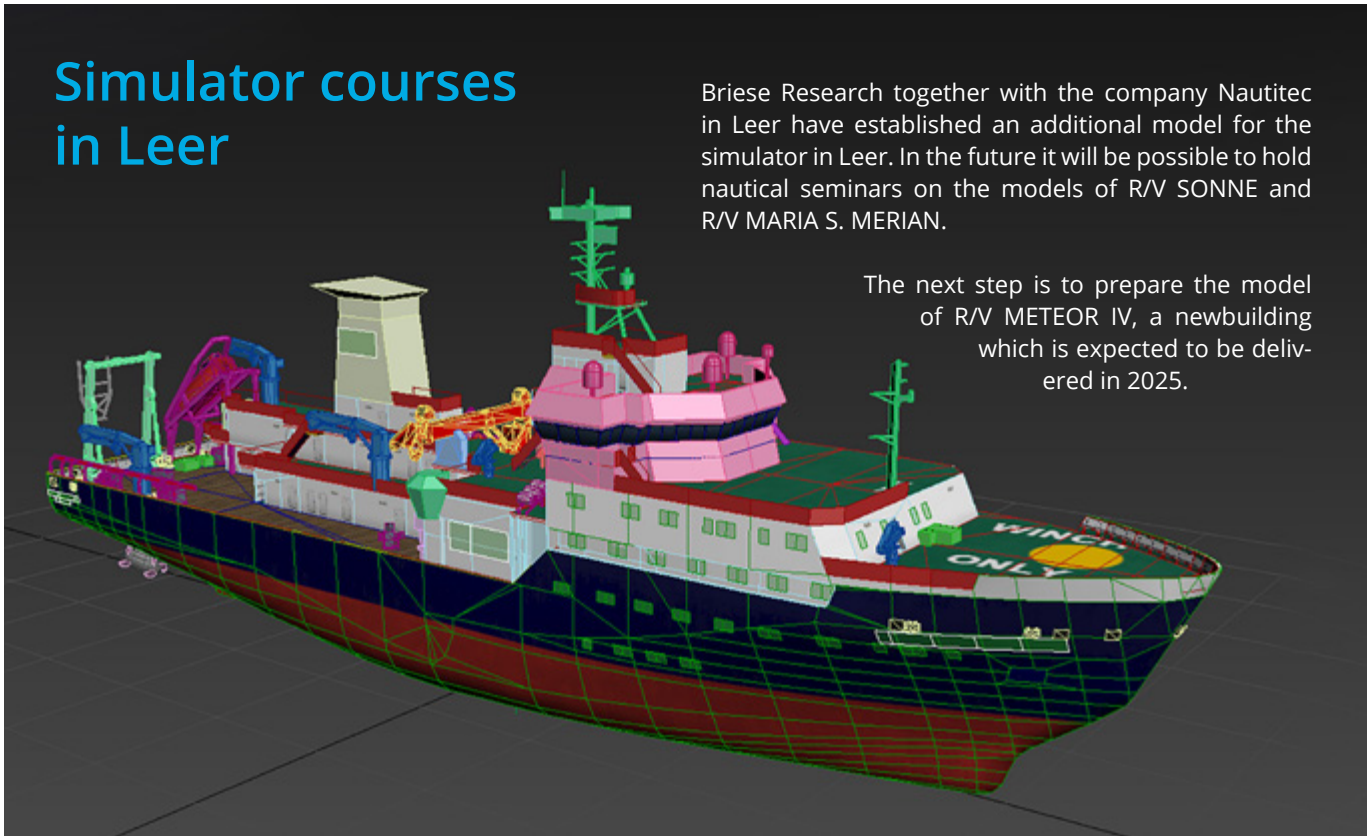
Vendée Globe sailing race Boris Herrmann circumnavigated the globe in a spectacular fashion. Previously he had crossed the Atlantic Ocean with climate activist Greta Thunberg.

Last year the SEADEVCON Maritime Award was presented to Professor Dr. Markus Rex from the Helmholtz Centre for Polar and Marine Research, Potsdam. Rex was in charge of the historic MOSAiC polar Expedition. Once again, the SEADEVCON Maritime Award has been supported by Briese Research.

Simulator courses in Leer

Briese Research together with the company Nautitec in Leer have established an additional model for the simulator in Leer. In the future it will be possible to hold nautical seminars on the models of R/V SONNE and R/V MARIA S. MERIAN.

The next step is to prepare the model of R/V METEOR IV, a newbuilding which is expected to be delivered in 2025.

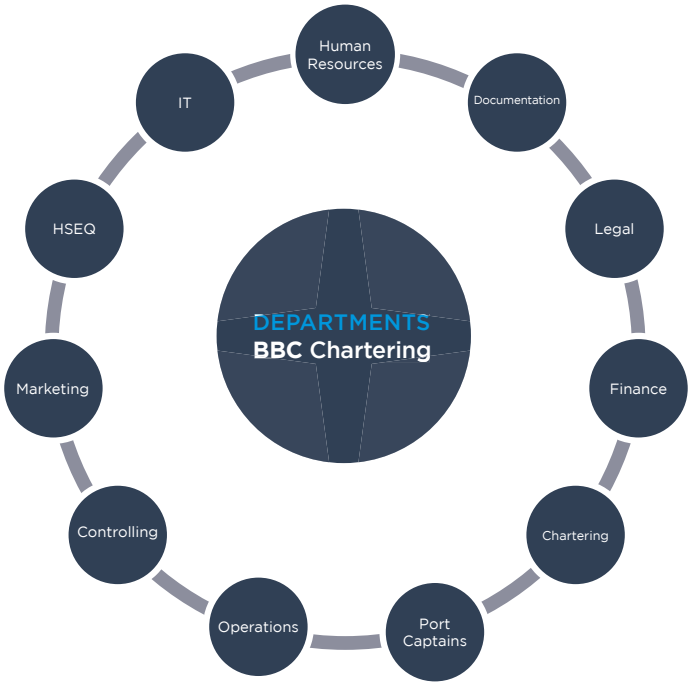


Operating ships - A challenge on board and ashore

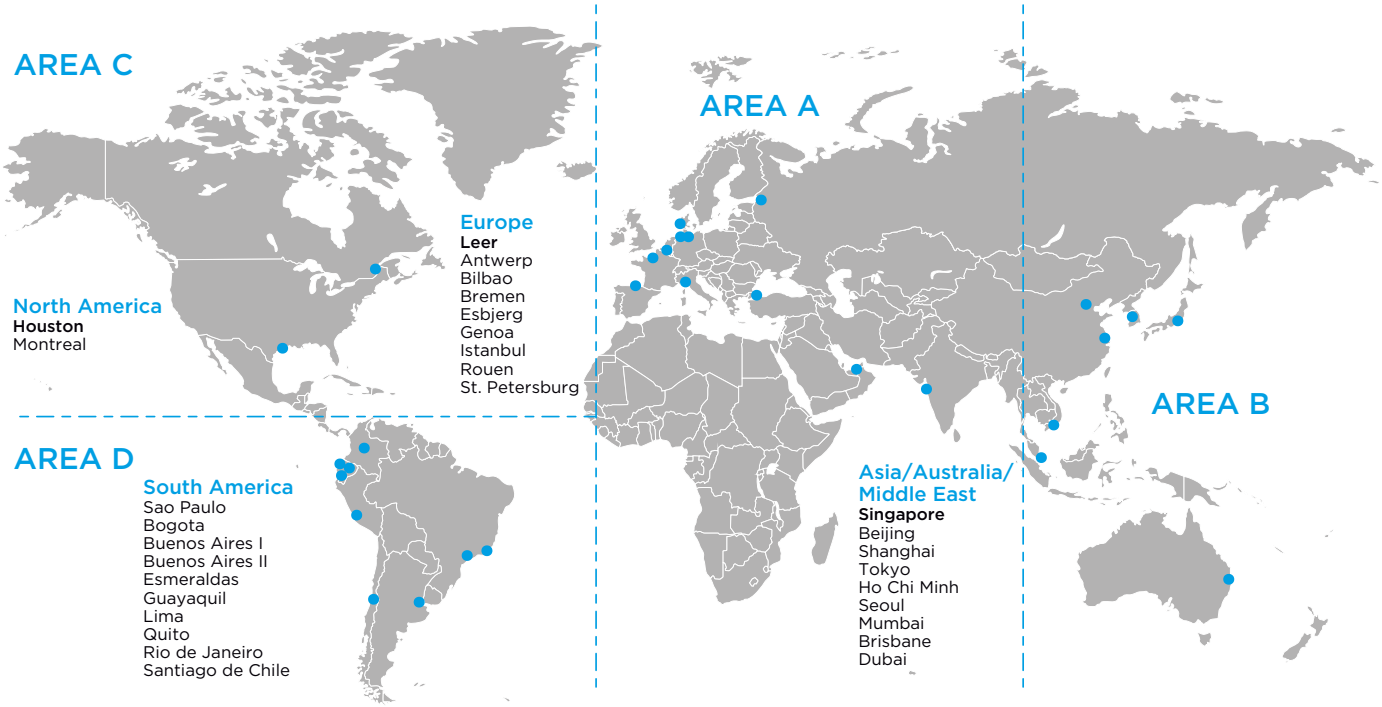
In this Briese Issue the Operations Department of BBC Chartering will introduce themselves and will give an overview about their work process and daily business.

It all starts with the chartering brokers; they find the cargo/ employments for the ships. After receiving a request from a potential customer, a chartering broker calculates what freight rate would be needed to carry the cargo in an economically viable way. If a cargo does not completely use the capacity of a vessel, whilst otherwise it's carriage could form the basis for a voyage, it can be combined with several other part cargoes.

Basically, the cargo must fit on the ship, and the ship must be suitable for the cargo. Therefore, it is important to take into account all dimensions and weight restrictions, in order to be able to actually carry out the shipment. This is where the technical department comes into play, for example by drawing up a stowage plan. After pre-calculating the proposed voyage with all costs incurred, the customer gets his quotation, including the shipping terms and conditions.



BBC Chartering Offices worldwide



A = Leer | B = Singapore | C = Houston | D = Leer

BBC Chartering

In case the quotation largely matches with his demand, the customer might enter into negotiations to achieve the best rates and terms for his demand. Ideally a consensus will be reached, leading to a charter party being issued and signed by both parties. After that, the cargo can be shipped on one (or several) vessel(s) which match(es) specifications and is in a nearby position closer to the laycan. This whole process could be described as a big “cargo & vessel puzzle”.

The Operation Department takes care of the ships during their voyages. BBC Chartering has a total of 30 offices worldwide and is divided in four trade areas. 27 main operators work in our office in Leer (Team 1 and 2) and in Bremen (Team 3). The main operators are the contact persons ashore for both cargo client and the vessel. The operators in the trade area offices are called “field” operators.

For every trade area there is one mainly responsible office. When a vessel is in trade area C (North America) the field operator in Houston is co-responsible and helps the main operator. They provide on-site support to meet the time difference. To ensure flow of information, all BBC offices have access to the same e-mail program, filing system and calculation program.

Once a voyage has been nominated within the BBC administration, the main operator sends the voyage instruction with the stowage plan and important cargo documents to the vessel to inform the Captain and his crew. Information sent includes data about the intended port rotation, the cargo to be loaded and bunker planning. In case the ship needs to bunker during the voyage, the commercially best solution will be determined, which not necessarily always is the cheapest price in a certain port.

Amongst the abundance of duties of a vessel’s Captain is the task to send a “Veslink Report” to the BBC operator every day. Such reports contain information about the ship’s position at that time, the next port of call and the amount of bunker consumed since the last report. Also information about the weather in the area where the vessel currently navigates, as well as speed and special incidents are recorded. Operators check this data for their daily calculations, as a change in date or time of arrival of the ship in a certain port might have an impact on the voyage result. Last but not least these reports from the Captain will be used for notices sent to customers at contractually regulated intervals in order for them to be able to prepare for loading and/or discharge operations if relevant. In addition to that the daily report of the Captain keeps every single voyage calculation up to date. The management of BBC receives the actual status quo of all ships of the fleet every day.

Every port call is planned individually. Preplanning is handled by either the main or the field operator. They communicate with the agents and provide them with all important cargo details for a most efficient port call. First, the agents

Team 1: Thomas Drees, Ellen Meenken, Jeffrey Stenger, Moritz Kleinau, Stephan Glander (Operations Support), Maksym Bilous, Micha Arends, Guenther Siemens (Chief Operations Officer). Missing: Imke Aden, Erwin Hinken, Olaf Pastoors, Lars Pittwald, Dimitri Patzer, Natalie Kubica

Team 2: Jule Möllmann (Trainee), Lucian Perniciaro, Kristina Harms, Arvid Olin, Torsten Mansveld, Henrik Jacobsen, Jan Hegeler, Lena Reiners. Missing: Christoph Deters, Emiel Nuninga, Gunda Potthast, Jan Hemmelskamp, Matthias Spanjer, Maren Geisker-Hartmann

are approached to check what the local facilities are, whether the cargo operations have to be examined by a shore team or if the crew mate can carry out certain jobs, whether there are many restrictions in port to consider and verify berth availability. When all information is collected from the port, the Captain is being briefed with the available data for his assessment and direct reply from the operator after

Team 3: Wade Hampton, Hauke Duewel, Rene Köller, Mirco Rose, Lasse Wetting, Iwan Ilinich. Missing: Lennart Sabath, Stefanie Rossol

checking with the crew. The Captain's feedback is then forwarded to the port agent for final local arrangements.

After completion of loading or discharge operations the agent provides documentation such as notices of readiness, statements of facts and Mate's Receipts. These form the basis for laytime calculations which will be done at the end of the voyage.

In order to meet international standards and to fulfill customer requirements, BBC is certified in accordance with several ISO norms. In addition to the ISO certification 9001:2015 (quality management systems) and 14001:2015 (environmental management systems) BBC is also certified according to British standard OHSAS 18001. As OHSAS 18001 expires this year, BBC has decided to implement the new standard ISO 45001:2018 on occupational health and safety management systems. The new ISO 45001 standard improves and refines the expiring certification and is an internationally valid standard. These ISO standards are providing a framework and unique requirements for the development, implementation and verification of Company specific guidelines, instructions and work procedures which are applicable to all regional and booking offices. The implementation of these ISO standards shall help to improve and streamline the company's internal processes and workflows as well as to reduce incidents and hazardous occurrences. The corresponding HSEQ management system provides all offices with necessary templates to ensure a uniform image and to meet the applicable ISO requirements in terms of content. The HSEQ management system shall ensure that everyone within the Company is enlightened with necessary information as well as with sources of occurring errors and failures including their root causes and suitable corrective and preventive measures. As part of the company's quality management, BBC also includes fleet performance within its operations.

In the operations department's subdivision 'Fleet Performance' - it is all about the vessel's condition and performance, meaning speed and consumption. Here, also the entire weather routing process with DTN (formerly known as "MeteoGroup") is being coordinated.

a) Vessel performance

The team takes care of reducing fuel oil consumption, which is one of the highest drivers for cost in the operation of a vessel. Hence, this is one of the few set screws on the operational side to gain an edge over the competitors. The performance of every single ship gets checked in three-months-intervals. After analyzing the data, vessels in each class are being benchmarked with each other. For vessels performing below expectations, hull and propeller cleaning can be the means of choice to get performance values "back in line". Occasionally, vessels might face a longer waiting time or port stay, which is more frequently the case in tropical zones. Varying degrees of bio fouling are a common by-effect of the global nature of our breakbulk and heavy-lift business. In case crew or Captains feel their vessels encounter vegetation on their underwater hulls, please let the operator know!

b) Vessel condition

The older a ship gets, the more it is important to gain detailed knowledge on its condition, especially of the cargo holds and gear. Without the support of our crews, it is incredibly difficult, if not impossible, to get an overview of the vessel conditions in a fleet of +/- 150 vessels. Needless to say is of paramount importance the vessels being literally the flagships of BBC Chartering.

To sum it, there are several ways to go, and this is a process to be followed up constantly. We need the assistance of the crew in both aspects of the fleet performance – as we are heavily relying on their data input and shared insides as the crew and captain are on-site. Both parts are tremendously important and can make a huge difference towards the competitors as already mentioned.

Every voyage has one target: delivering the cargo we have been entrusted with safely and in good shape to its destination. An optimal voyage is always the result of the entire organization of BBC Chartering, the vessel crews, and the service providers ashore, playing well together as one big team.

M/V Emma Janneke

M/V Emma Janneke was delivered from Taizhou Sanfu Shipyard in July 2006. Her maiden voyage was from Nantong, China via Kali Limenes, Kreta to Emden, Germany where the vessel was christened.

Godmother of the vessel was Amke Briese, who's daughter lent her name to the vessel. Emma Janneke was at that time only a few months old.

Today's Captain Konstyantyn Yaroshenko, who started as 2nd Officer and was directly promoted to Chief Officer during the maiden voyage is on board since delivery from shipyard.

Since 2016 he is sailing as Master on M/V Emma Janneke and was also on board during the christening ceremony. Still a picture from him and Emma Janneke can be found on board.

15 years later M/V Emma Janneke was in Riga at the shipyard for 3rd class renewal and out of curiosity Master asked for a new picture of Emma Janneke. The young lady was so kind to send a picture of herself to the crew.

Such nice stories show the good tradition and family character of Briese Shipping. The company involves all generations and proves the strong corporate culture and employee loyalty on board and in the office.

Crew of M/V Emma Janneke with Andreas Böckenkröger (on the left side) and Florian Küper (on the right side)

Meet the Crew of M/V Emma Janneke

Following questions have been asked during the interview:

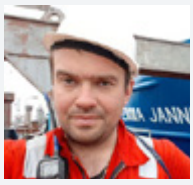
❶ Where are you from? Please tell us something about your home town?
❷ Since when are you working with Briese and how did you become aware of the company?
❸ In which country or port you felt most welcome as a seafarer and why?
❹ What was the most challenging experience at sea you had so far?
❺ Being 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?

Konstantin Yaroshenko

Captain

❶ I was born in the city of Zaporozhye. Since 1995 I live in one of the best cities; Sevastopol.
❷ I started in 1993 as a cadet. In 2004 I joined the Briese Company. My first vessel was "Forte" and I was there in capacity of Second officer.
❸ Each of ports is attractive and beautiful in its own way. I like ports in Europe.
❹ Actually, I was on so many different vessel types. But I like my "Emma Janneke". She is my most liked vessel here in the company with good crew.
❺ Since childhood, I dreamed of seeing the world, visiting different countries, the sea gives a feeling of freedom.
❻ Be brave and strong and follow your dreams to reach the goal.

Volodymyr Ryzhov



Chief Officer

❶ I was born in Odessa, pearl by the Black Sea.
❷ I started my career in 2006 on bulk carrier at small Ukrainian company. Since 2013 I'm sailing for Briese.
❸ My favorite port is Saint Malo, it's a very beautiful city.
❹ My favorite vessel is M/V Emma Janneke. I don't like changes and prefer work with permanent crew.
❺ I like that I am travelling around the world, see different countries and places.
❻ Always keep safety first, don't take unnecessary risks.

Dmitry Klimentyev

3rd Officer

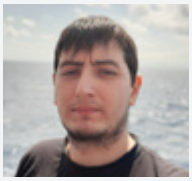
❶ I was born in Taganrog. My city was found by Russian Emperor Peter the Great, which also found Russian Empire fleet. Also, my city is well known for Anton Chekhov. He was living in Taganrog and by the way a Russian playwright and short-story writer, who is considered to be among the greatest writers of short fiction in history.
❷ I'm working for Briese since 2017. I spread my CV application on the internet and Briese was first who invite me for work.
❸ An unforgettable impression to me was made by the seamen's club in Antwerp when these nice workers come to us with small Christmas gifts, which were done by Belgian children.
❹ The most challenging experience for me is the fight with ice on vessel.
❺ As all normal seamen I spend a lot of time with my family. However, I have a lot of hobbies, like swimming, reading, walking, climbing, camping and so on.
❻ I want to say good luck for all men and ladies, who are at sea right now.

Mikhail Bychkov

Chief Engineer

❶ I am from Kaliningrad. It's old city with famous sights and rich history.
❷ Since 2012 I am working for Briese on vessel M/V Emma Janneke. I know about the company from my friends.
❸ I like all European countries, because the people are wonderful, it's safe, old cities with own history and architecture.
❹ The hardest challenge experience at sea was full overhaul of the main engine in Kiel Canal, together with Superintendent Martin Jansen.
❺ My free time at home I spend traveling by car with my family.
❻ I would like to take this opportunity to say "Hello" to everyone I worked with.

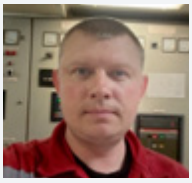
Oleksandr Zhukovskyi



Chief Engineer

❶ I am from Kherson, city of shipbuilders and seafarers.
❷ My first contract was on M/V Constance in 2017, my friend told me about the company.
❸ I like Gibraltar, city between two continents with world famous rock and rich history.
❹ One of the most challenging experiences I've got was the replacement of the main engine crankshaft during overhaul. It took several months, but we did it.
❺ At home, I spend time with my friends, gardening in my summer house and river fishing.
❻ I would like to send greetings to Chief Engineer Yuriy Nosan and Chief Officer Sergey Sidorenko.

Ruslan Perehuda



Electrician

❶ I was born and live in the city of Kherson. It is a port city in the south of Ukraine.
❷ This is my first time working for Briese. I found this company on the internet.
❸ I like all ports in Europe.
❹ Each contract gives good experiences.
❺ Being at home I spend time with my wife and kids.
❻ I want to say "HI" all crewmember of M/V Emma Janneke.

Mykola Kravchenko

Chief Cook

❶ I'm from Sevastopol in Crimea, a beautiful city in the world.
❷ I started 13 years ago to work on board of M/V BBC Langeland. One of my friends worked already for Briese and advised to join the company.
❸ I like Balaklava town, its near Sevastopol. There are plenty fishing vessels and yachts.
❹ As for me every day is a challenging day.
❺ When I'm at home, I like to work in my own garden, also fishing and boating.
❻ I want to greet Captain Viktor Sildushkin and Bosun Mykola Todorov.

Sergei Egorov

AB

❶ I'm from Russian Federation, small town Peterhof.
❷ I started my career at Briese in 1996. I have had heard about Briese from my friends.
❸ I like European ports for their proper facilities and professional staff and service.
❺ I spend a lot of time with my family, walking with my dog and traveling on my bike – ATV.
❻ Good luck for everyone seaman.

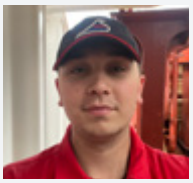
Artur Melkumyan

AB

❶ I was born in USSR 1981. During all my life I moved from a lot of cities. For the last five years I live in Arkhangelsk region, at the small town Severoonezhsk that is close to the spaceport Pleseck. There are living good northern people of Russia. There around are a lot of lakes, rivers and forest.
❷ I am working for Briese since 2004. Before that I was working on fishing vessels. I started my career as a cadet on deck, it was the small M/V Hanse. In 2007 I became AB. I have worked on different types of vessels at Briese. For the last 5 years I worked on M/V Emma Janneke.
❸ I like Europe, especially southern part, which attracts by nature and warm climate. There are nice prices for shopping. The northern part of Europe is also nice. My favorite cities are Hamburg and Amsterdam.
❹ Working on a container vessel – M/V Anna, there was a lot of experience, we had 24 ports per month. The biggest experience I got while working

on M/V Nordersand, where I met a lot of wonderful people with whom I still in touch and maintain friendly relationship.
❻ I can offend someone without remembering, because during my work at Briese I was lucky to meet a lot of nice seaman as I mentioned before. However warm greetings to Yakimchik Igor, Skarzhinsky Sergey, Aristov Alexei, Ogolcov Andrew, Adushkin Aleksander, Shashkov Mikhail, Perov Vladimir, Glazerin Oleg, Sayadov Maksim, Tolkachev Gennadii.

Ivanov Mykyta



OS

❶ I'm from Ukraine, small town Kherson which is a sailor's city. Also, Kherson is known or famous for tomatoes and watermelons.
❷ This is my second contract with Briese. I started my career on M/V Emma Janneke as a Deck Cadet and was promoted to OS. My friends told me about Briese.
❸ I like working in Europe region, because I like ports which are located close to a city.
❹ For me every day is a challenging day.
❺ When I'm at home I spend my time with my family and friends, in free time I am playing some videogames.
❻ I would like to say "hi" for everyone brave seamen but special greetings for Vadim Babenko.

Niklas Dienst

NOA

❶ I'm 20 years old and live in Leer.
❷ This is my first contract; therefore, I've only worked here 3 month, but it's a lot of fun and I'm looking forward to a future at Briese.
❹ Haven't experienced any major storm or seasickness. Just generally working for month without weekends is tough.
❺ Currently studying in Leer and playing some videogames.
❻ I would like to greet Lukas Kramer, who is NOA on M/V BBC Marmara. Good friend of mine as we study together.

Sobolev Denis

Engine Cadet

❶ I'm from Arkhangelsk, which is located in the north of Russia. The weather in my city is cold even when it's summer outside. But we can enjoy winter's northern lights and summer's white nights. I like my town and its surroundings because there are many sights and beautiful places. Arkhangelsk is one of the oldest port cities in Russia.
❷ I've been with the company less than six months. A year ago my friend was a cadet at Briese, and he shared his opinion of the company with me. His feedback was positive. I thank him for that.
❸ Seafarers have the opportunity to travel and see different interesting places of our planet. Edinburgh is one of the wonderful port cities. I loved the amazing landscape, the mountain, Calton Hill offers great views of the bay and the city. Here you can see ancient castles, admire the architecture. Also, sociable and friendly people work in the port, which cannot but cause positive emotions.
❹ One of the most challenging experience at sea for me is to be far from home for a long time.
❺ I have a lot of hobbies: sport, camping, sailing on the yacht, reading books, especially about adventure. Also I spend a lot of time with my family, friends and my girlfriend.
❻ I met a lot of nice guys and I am glad that I worked with them. I want to say "hello" to Chief Engineer Shashkov Michael and OS Kucheriavyi Oleksandr. Also to Henning and Mark, they came to M/V Emma Janneke in February to make 3D model of the engine room.

From Galley to Galley

This time featuring Chief Cook Jojet Almacen, on board M/V BBC Switzerland

1 Baked Chicken Hasselback

- 200 g chicken breast
- ½ table spoon salt
- ½ table spoon pepper
- Sliced pieces of tomato, carrot, cucumber
- Sliced Cheddar cheese

Cut a tomato and a carrot into slices. Slice the back of the chicken breast transversally and marinade it with salt and pepper. Insert the sliced tomato and carrot pieces on the back of the chicken breast and add sliced cheddar cheese.

For the next 30 minutes bake the chicken breast at about 200 degrees in the oven. Meanwhile slice some more tomato, cucumber and carrot to serve as a garnish. As a topping barbecue sauce or ketchup have proven to round up the brilliant taste.

2 Volcano Potatoes

- 4 big potatoes
- Cheddar cheese
- Feta cheese
- Bacon stripes
- Carrots
- Cucumbers
- ½ table spoon salt
- ½ table spoon pepper

Bake the potatoes in the oven until done. Peel the potatoes and scoop out. Mix the scooped out potato mash with feta cheese, cheddar cheese and some sliced carrot cubes. Add the mixture back into the scooped out potatoes. Wrap all potatoes with bacon stripes and bake it in the oven until the cheese is melted and the bacon becomes crispy.

3 Peach Tartlets

- 400 g puff pastry
- Jam, preferably peach jam
- 1 can of sliced peaches (fresh peaches if possible)
- Whipping cream

Design the puff pastry as a tart. Therefor fold the corners of a square flatted puff pastry towards its centre. Cut a cross inside from the top so that it can be filled by additional ingredients after baking. Insert jam. Bake the puff pastry base in the oven until it looks brown and crispy. Insert additional jam and add the sliced peaches. Garnish it with whipped cream on top. Et voilà.

4 Custard Puto Cake

Ingredients Puto:

- 2 cups of flour
- 4.5 table spoons of baking powder
- 1.5 table spoons of salt
- ¾ cups of sugar
- 4 egg white
- 1.5 cups evaporated milk
- 1 drop of food colouring

Ingredients Custard:

- 4 egg yolk
- 1 can of evaporated milk
- Lemon zest

For the puto cream mix all dry ingredients inside a bowl. Insert the milk and stir well. Add food colouring and mix until fluffy. For the custard; mix all ingredients inside a bowl until smooth. Now put the custard into some cupcake wrappers and leave it in the oven for 20 minutes at 280 degrees. Add the puto cream on top of the custard and bake another 20 minutes in the oven.

Enjoy your meal! :)

Crew Jubilees

2021 is coming to an end and it was not less challenging than 2020, with COVID keeping all of us still on high alert. Briese Crew on board the whole fleet showed again a high level of professionality and effort allowing steady development in these tough times.

Throughout the complete crew we have again a lot of long time Briese Crew Members which shall be honoured in this section for their service for the vessels and the company.

This year two crew members, Captain Thomas Boettcher (M/V BBC Fuji) and Captain Thomas Nusche (last M/V BBC Iceland) fulfil their 30 years' service for Briese which is a very long time, deserving a special mentioning.

To all crew members, Briese would like to say thank you very much for your continuous support and congratulations to this year's jubilees.

30

Name	Rank
Boettcher, Thomas	Master
Nusche, Thomas	Master

25

Name	Rank
Belevich, Georgy	Master
Fisenko, Dmitry	Master
Lapkin, Andrey	Master
Mikhailov, Sergei	Master
Tregubov, Sergey	Master
Zalenskiy, Daniil	Master
Balashov, Alexander	Chief Engineer
Gnizdovsky, Oleg	Chief Engineer
Salenkov, Aleksandr	Chief Engineer
Kurchinenko, Igor	Bosun
Panov, Sergey	Bosun

20

Name	Rank
Boykov, Dmitry	Master
Chernov, Aleksandr	Master
Chernov, Yaroslav	Master
Isayev, Aleksandr	Master
Ivanov, Sergey	Master
Kumpan, Igor	Master
Kyryllov, Oleg	Master
Lazarev, Sergey	Master
Malygin, Nikolay	Master
Pronevskii, Vladimir	Master
Repin, Alexander	Master
Skrylev, Ruslan	Master
Ukolov, Oleg	Master
Yusupov, Nikolay	Master
Rumpa, Grigorii	Chief Officer
Simakin, Andrey	Chief Officer
Tsykhiyev, Oleksandr	Chief Officer
Zabolotny, Denys	Chief Officer
Usachov, Valeriy	Chief Cook
Serdiuk, Aleksandr	Bosun

Mr. Briese sr. on M/V Daxia

M/V Daxia was in drydock at Tuzla shipyard in June / July for 2nd class renewal, BWTS installation and repair of exhaust boiler. Maintenance and repair have been organized by Mihaela Maximov and Technical Superintendent Oleg Azhmyakov.

During shipyard time Mr. Briese senior visited the vessel in order to get an impression and to observe the progress of repairs. During the visit this kind picture was taken on board.

M/V Daxia is the biggest vessel, a bulk carrier, of the Briese Fleet and was taken over in 2015 as a secondhand vessel.

M/V Daxia leaving shipyard during Bosporus passage

The picture shows from left to right: Deck Cadet Czar Labtang, OS Saigid Kurbanmagomedov, Junior Engineer Alexander Timofeev, OS Evgeniy Kharagezov, 2nd off Adrian Gucor, Roelf Briese, Master Sergey Surovets, 3rd Off Manuel Overa, Bosun Ricardo De Guzman

New to the Fleet

M/V BBC Ukraine

In November M/V BBC Ukraine was on seatrial and is expected to be finally delivered to Briese Schiffahrt at the end of the year. Contrary to M/V BBC St. Petersburg and M/V BBC Arkhangelsk this vessel has no ice class.

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

The vessel has been named after one important business places of Briese's crewing agencies.

As the other vessels out of this series the newbuilding process has been managed by Briese Supervision on site and Newbuilding Manager Bernd Böning and Adrian Beckmann.

The first voyage is already fixed: loading container from Ningbo to Tilbury.

Briese Schiffahrt 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

All major steps during shipbuilding process were documented and pictures taken:

Start of steel cutting – 17.01.2020

Launching – 17.06.2021

1st bock on slipway – 20.10.2020

Lifting of main engine – 07.07.2021

M/V BBC Pluto and M/V BBC Jupiter

On 13th of July 2021 Briese Schiffahrt took over M/V BBC Pluto in Mobile.

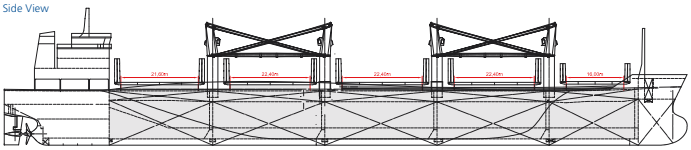
Originally this vessel has been built under Briese Supervision at Tianjin Xingang Shipyard and was delivered in 2010 to Briese. Beginning of 2017 this vessel has been sold to external parties and has now been repurchased. M/V BBC Pluto is a sister vessel to M/V BBC Neptune.

Furthermore on 29.11.2021 M/V BBC Jupiter has been taken over in South Africa. Handover has been managed by Kai Groen as Nautical Superintendent and Hanns Bergmann. Although M/V BBC Jupiter was built at Huatai Heavy Industry this vessel is an almost equal vessel to M/V BBC Neptune and M/V BBC Pluto.

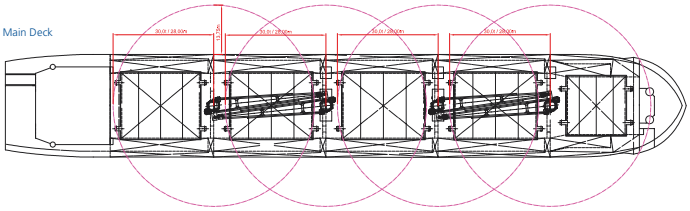
Whereas M/V BBC Pluto is classed at BV with Liberian Flag, M/V BBC Jupiter has Antigua and Barbuda Flag and classed at LR.

With the purchase of the two vessels the bulker fleet of Briese Schiffahrt increased to an amount of 4 in total. All bulk carriers of this type managed by Inspection Group 9.

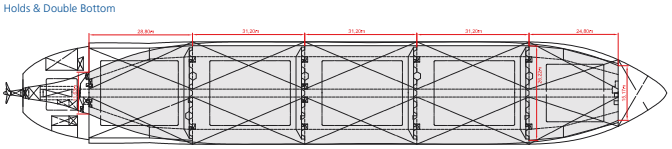
Side View



Main Deck



Holds & Double Bottom



Facts and Figures:

Classification:	Bulk Carrier CSR BC-A (holds 2 & 4 may be empty) ESP GRAB[20] Unrestricted Navigation AUT-UMS, MON-SHAFT, ICE CLASS IC, IW MACH	*Hold / Hatches:*	5 / 5
		Capacity of cargo holds:	abt. 48.955 m³
		Hold 1 at tanktop:	23.60 m x max 20.20 m - min 10.20 m
		Hold 2 at tanktop:	28.60 m x 20.20 m
		Hold 3 at tanktop:	28.60 m x 20.20 m
GT / NT:	24,050 / 12,152	*Hold 4 at tanktop:*	28.60 m x 20.20 m
DWT:	37.300 mt	*Hold 5 at tanktop:*	26.10 m x max 20.00 m- min 7.60 m
Length o.a.:	abt 189.99 m		
Length pp.:	abt 183.00 m	*Gear:*	4 x 30 mt NMF cranes
Beam:	abt 28.50 m		

Sold Vessels

M/V Bremer Johanna

Only after being about half a year under the management of Briese Schiffahrt M/V Bremer Johanna was sold to new owner Caribship LLC, USA. During that time the vessel was managed by Inspection Group 5.

M/V Bremer Johanna was owned and operated by BREB GmbH & Co KG situated in Cuxhaven, which is a partner company of Briese Schiffahrt.

M/V BBC Quebec

On 8th of October M/V BBC Quebec was delivered to Limited Liability Company “Appolo Shipping”, Russia. Before sale of the vessel, it was managed by company Liberty Blue.

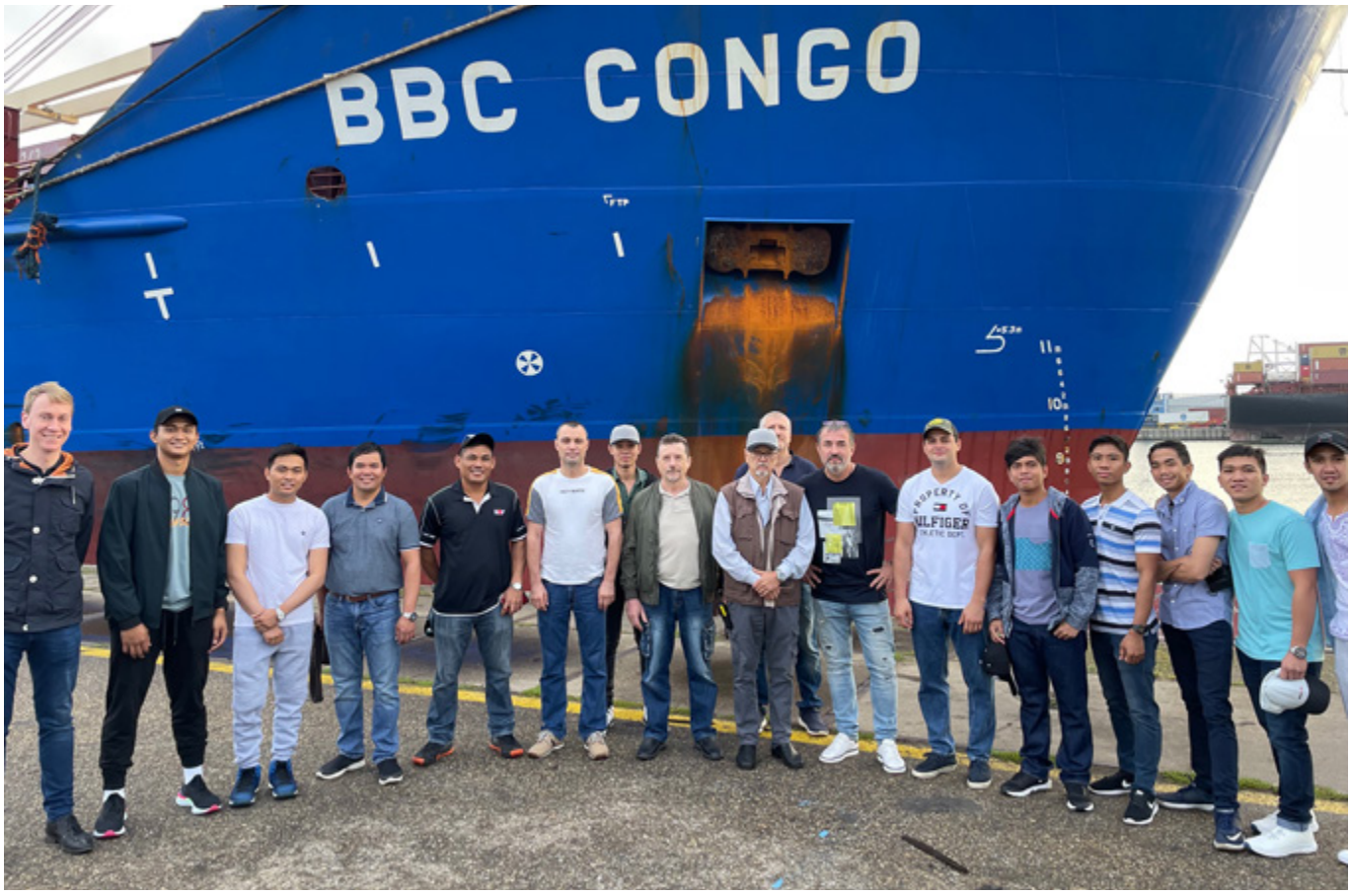
M/V BBC Congo

On 15th of September M/V BBC Congo was delivered to new owner Sevnor Management LLC, Russia in Vlissingen. Handing over has been organized by Kai Groen as Nautical Superintendent.

M/V BBC Congo was delivered in 2010 from Tianjin Xingang Shipyard and was the first vessel with the new design. Cargo holds have been reduced from 3 to 2 holds and the crane capacity has been increased to 2 x 250 mt and 1 x 80 mt cranes.

Such improvement had been realized to increase the capability to transport for example windmills, wind turbines and the respective equipment and allows manufacturers to deliver their cargoes as close as possible to their final destination.

Thanks to the crew and constant Master Dieter Woite the vessel sailed on a stable course during her service for Briese Schiffahrt and has been handed over to new owners in a very good shape.



M/V BBC Germany

After being nearly 14 years in service for Briese Schiffahrt M/V BBC Germany has been sold in August 2021 to Hainan Ruoshui Offshore Co., Ltd., P.R. China.

The vessel was built at Tianjin Xingang Shipyard under Briese Supervision and was from the beginning managed by Inspection Group 3.

Before leaving the vessel Master Rustem Shaykhutdinov, who sailed as Captain on the vessel the last 10 years, prepared a presentation showing the complete crew and some highlights of the vessel.

As per his information the vessel called under Briese (from December 2003 to August 2021) command in total 828 ports and sailed 1 454 287 nm.

Briese Schiffahrt is proud to sell a vessel in such a good condition for her age and thanks the complete crew for the commitment.

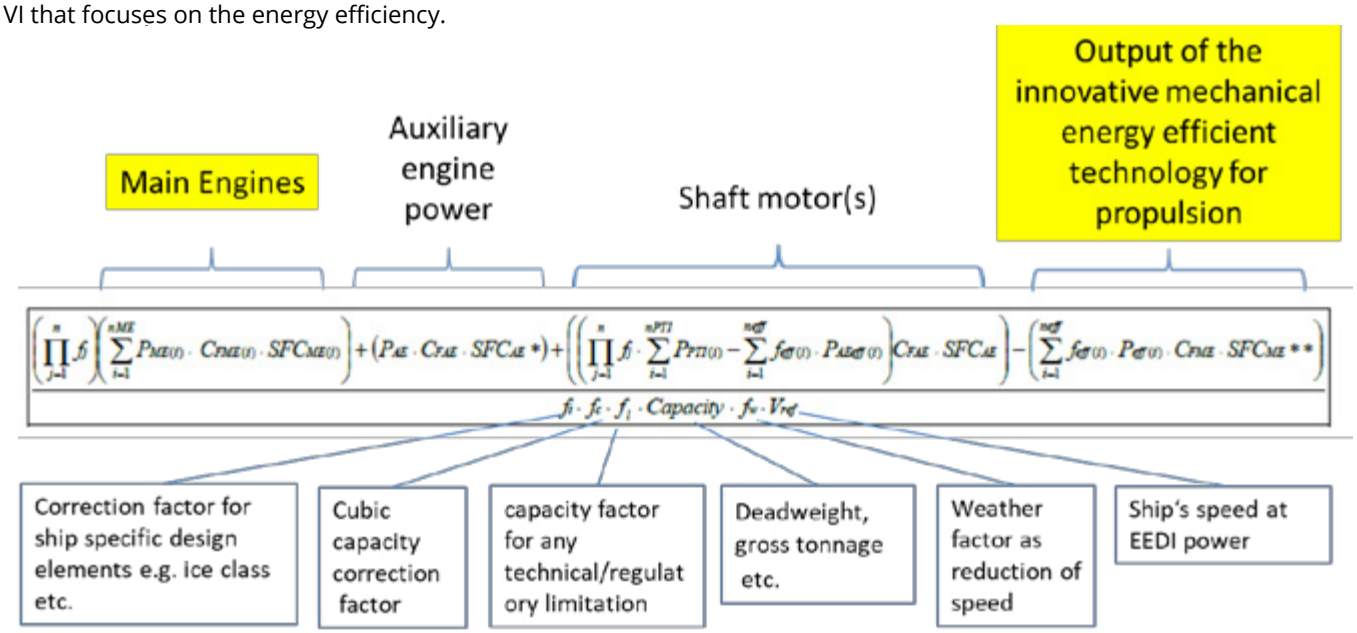
Greenhouse Gas Emissions in Shipping

Decarbonization and reduction of emission to air is becoming a major topic in the shipping business in the upcoming years. Already in the year 1997, the IMO was encouraged by the Kyoto Protocol to work out strategies on a reduction of greenhouse gas emissions from ships.

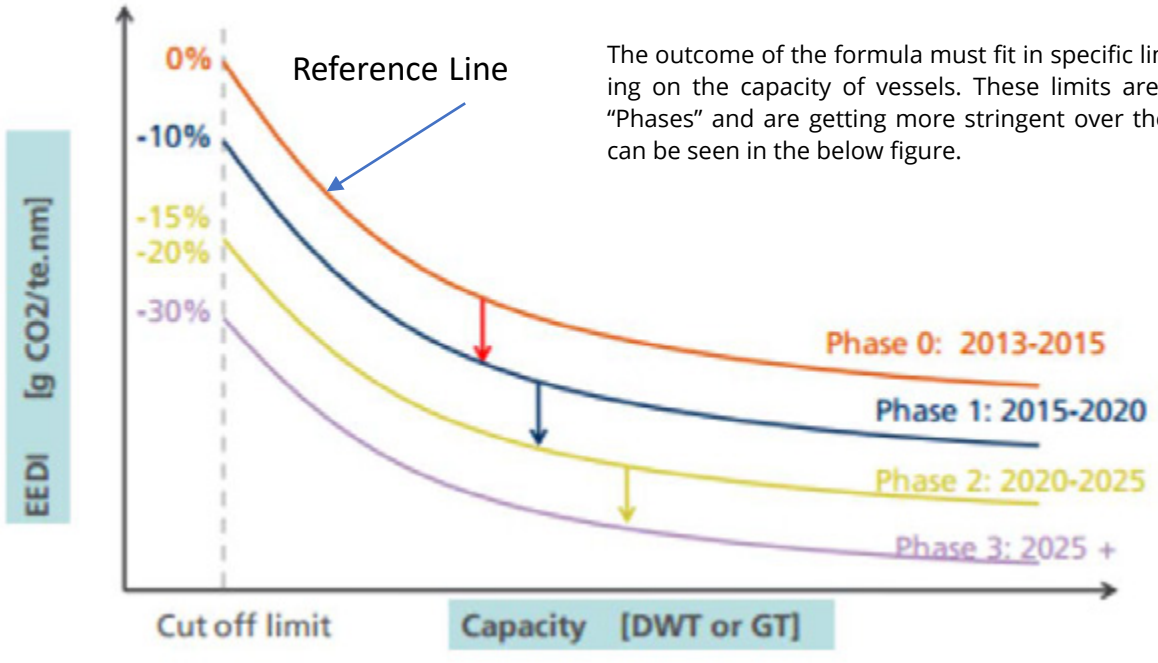
The climate measure so far agreed at IMO level is the 2011 agreed Energy Efficiency Design Index (EEDI), which is the first regulation to establish CO_2 standards in shipping. These amendments are adding new Chapter 4 to MARPOL Annex VI that focuses on the energy efficiency.

The EEDI has to be calculated for newbuildings or existing ships, which has undergone a major conversion and represents the amount of CO_2 generated by a ship per ton-mile of goods transported relative to a reference average of similar ships.

Below EEDI formula shows the complexity of the main terms relevant for the calculation.



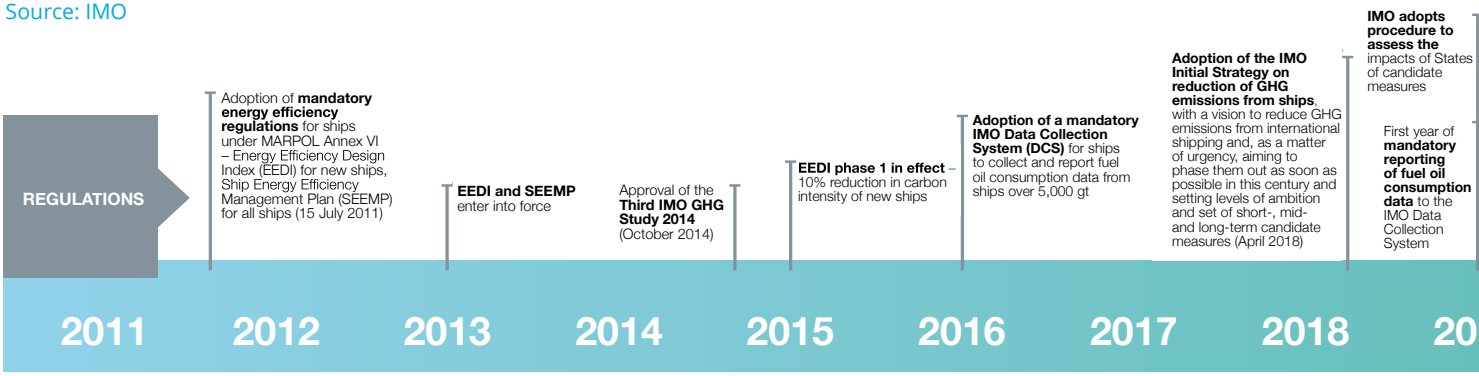
Source: https://ittc.info/media/9516/groupdiscussion-on-eedi-phase-4.pdf



Source: https://www.researchgate.net/figure/Phases-for-reduction-factors-of-EEDI-adopted-from-59_fig32_279447378

The outcome of the formula must fit in specific limits pending on the capacity of vessels. These limits are so called "Phases" and are getting more stringent over the years as can be seen in the below figure.

Source: IMO



In 2015, the Paris Agreement has been agreed with the central aim to strengthen the global response to the threat of climate change. The main goal is to limit the temperature rise well below 2 degrees Celsius compared to pre-industrial levels and to take up efforts to limit the temperature increase even further to 1.5 degrees Celsius.

Consequently, the IMO was enforced to establish procedures on the reduction of greenhouse gas emissions (GHG) in international shipping.

After several attempts the IMO finally agreed in 2016 at MEPC 70 on a 7-year GHG work program to discuss and agree on measures to address shipping's climate impact. One item adopted is the collection and submission of fuel oil consumption data on board of vessels > 5000 GT to their Flag State for aggregation and then submission to IMO mandatory (IMO DCS) starting from 2019 on.

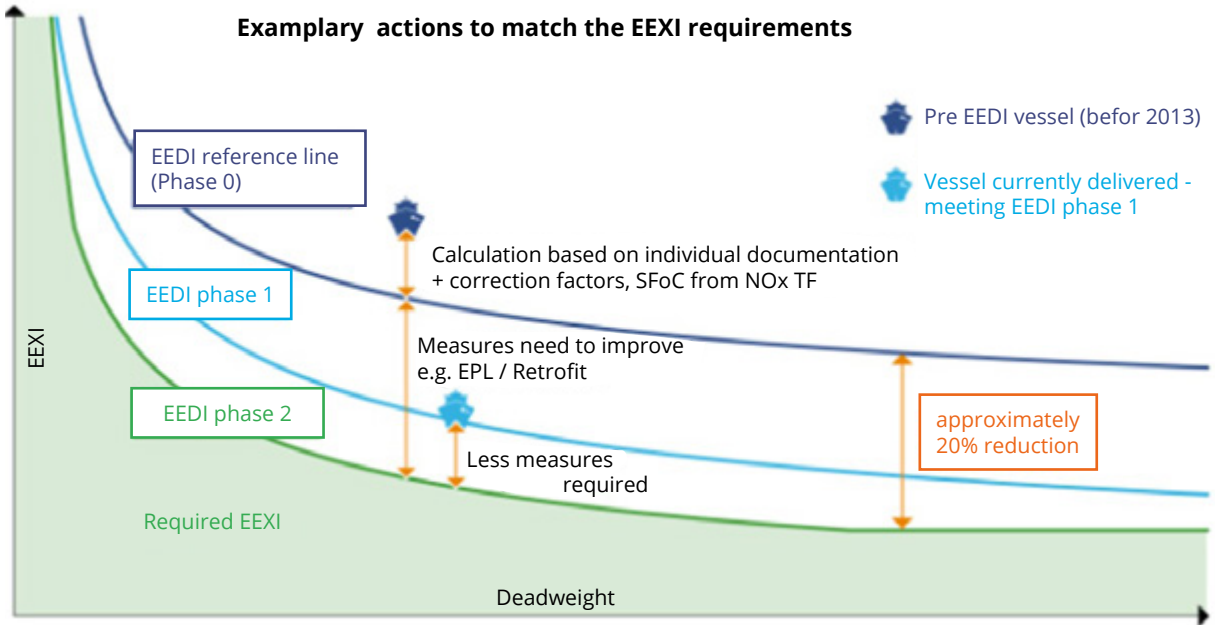
In April 2018, the IMO adopted the initial IMO Strategy on Reduction of GHG emissions from ships and sets quantified GHG reduction targets. General goal is to reduce GHG emissions by improving vessels' energy efficiency as well as introducing new technologies and low or zero-carbon fuels.

Up to 2021 following measures are in place:

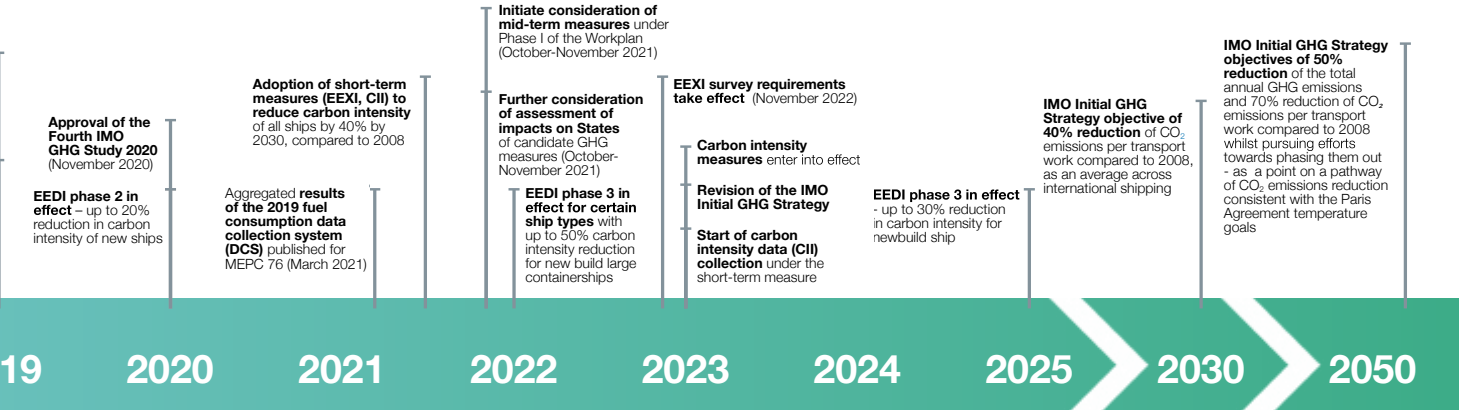
- Since 2013 the Energy Efficiency Design Index (EEDI) for newbuilding's mandating up to 30% or more improvement in design performance depending on ship type and size is in force
- The Ship Energy Efficiency Management Plan (SEEMP) for all ships above 400 GT in operation – although it contains no explicit and mandatory requirements to content and implementation
- Since 2019 the Fuel Oil Consumption Data Collection System (IMO DCS) mandating annual reporting of CO_2 emissions for all ships above 5,000 GT

During MEPC 76 in June 2021, the IMO adopted amendments to MARPOL Annex VI to establish a combination of technical and operational measures, which are meant to be set into force by 2023 and shall be explained in more detail.

Examplary actions to match the EEXI requirements



Source: EEXI Owners support from DNV; Jost Bergmann, BD MPV & General Cargo, 2021.09.30



EEXI (Energy Efficiency Existing Ship Index)

The EEXI is a technical measure, looking at the design of the ship. It is the retroactive application of the EEDI to all existing ships and is applicable for all vessels above 400 GT. This will impose a requirement to all existing ships regardless of year build and is intended as a one-off certification. The EEXI must be verified by the Class on behalf of the Flag State and a new International Energy Efficiency Certificate will be issued.

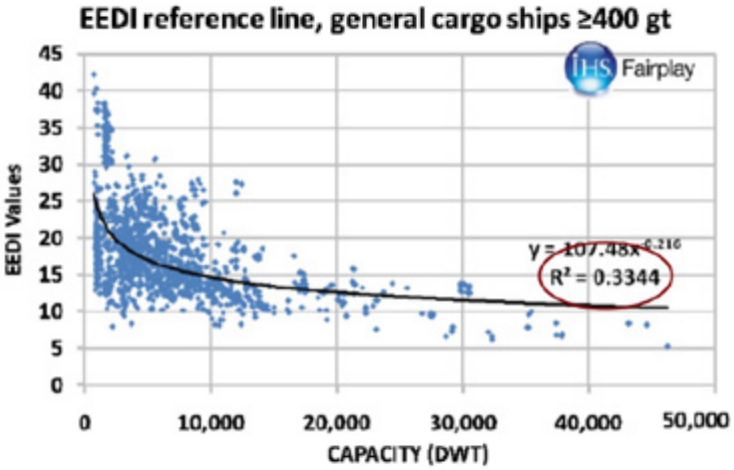
An **attained EEXI** will be calculated by the office according to pre-defined formulas and is a measure of the ship's energy efficiency (g/t*nm). This figure must be compared to a required EEXI. The required EEXI is based on the base lines per ship type built between 2000 and 2010.

Ship type	Required EEXI*
Bulk carrier	Δ 15 - 20 % by size
Tanker	Δ 15 - 20 % by size
Container	Δ 20 - 50 % by size
General cargo	Δ 30 %
Gas carrier	Δ 20 - 30 % by size
LNG carrier	Δ 30 %
Reefer	Δ 15 %
Combo	Δ 20 %
Ro-ro / ro-pax	Δ 5 %
Ro-ro (vehicle)	Δ 15 %
Cruise ship	Δ 30 %

* Reduction from EEDI reference line

The required reduction compared to the base line is depending on the ship type.

Source: DNV MEPC 76 in focus, 23 June 2021, Tore Longva – Principal Consultant, Eirik Nyhus – Director, Environment



Source: https://higherlogicdownload.s3.amazonaws.com/SNAME/a09ed13c-b8c0-4897-9e87-b86f500359b/UploadedImages/SNAME%20EEDI%20finalf.pdf

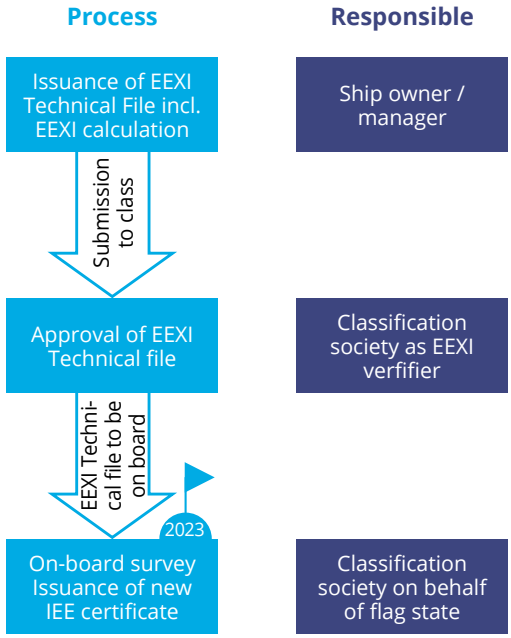
Attained EEXI ≤ Required EEXI

In case the attained EEXI is higher compared to the required EEXI ship owners need to decide how to comply.

Possible options are:

- Engine Power Limitation
- Fuel Change
- Energy saving devices
- Retrofitting
- Etc

For verification of the attained EEXI an EEXI Technical File must be prepared and finally confirmed. A new International Energy Efficiency Certificate (IEEC) has to be issued.

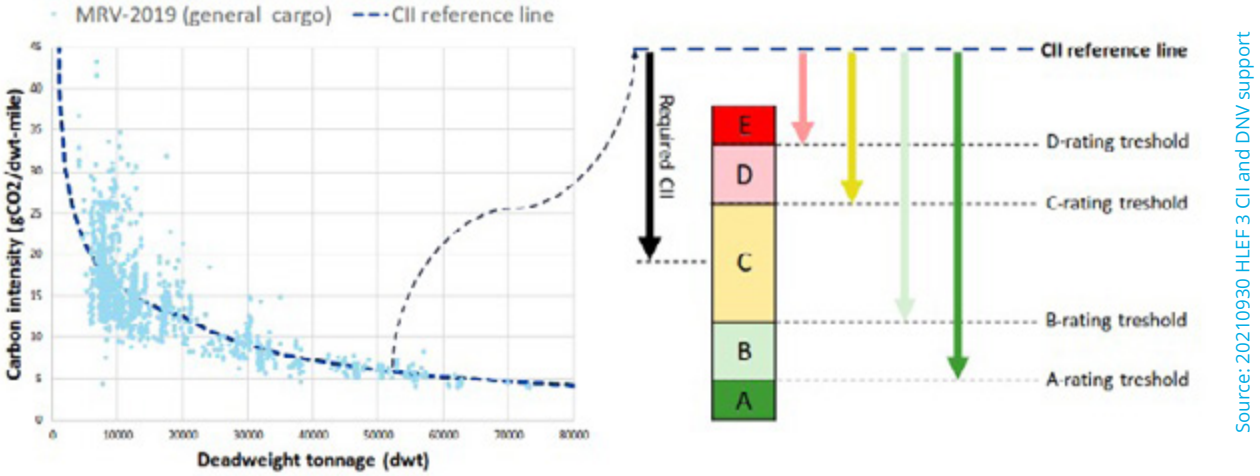


Source: www.dnv.com/maritime/insights/topics/eexi/implementation.html

In case vessels do not have the necessary attained EEXI Briese Shipping will take the option of 'Engine Power Limitation'. Consequently, every single vessel, where adjustments will be needed, will be verified, adjustment done on board and an Engine Power Limitation (EPL) Management Plan has to be prepared.

While the EEXI is a one-time certification targeting design parameters, the CII addresses the actual emissions in operation.

CII (Carbon Intensity Indicator)



Source: 20210930 HLEF 3 CII and DNV support

Calculation of annual CII:

The CII is the operational measure considering the actual consumption and distance travelled for each individual ship in service. It measures how efficiently a ship transports goods and is given in grams of CO_2 emitted per cargo-carrying capacity and nautical mile.

From 2023, a ship must calculate the attained CII based on the IMO DCS data, which are sent via BERT or another tool from board. Adjustment to the tool will be done in 2022.

After 2023 all IMO DCS data will be accumulated and a final attained CII for the year 2023 will be calculated and needs to be verified.

This attained CII must be set in comparison to a required annual operational CII. This required CII is based on parameters for specific ships which have been generated from IMO DCS data out of 2019.

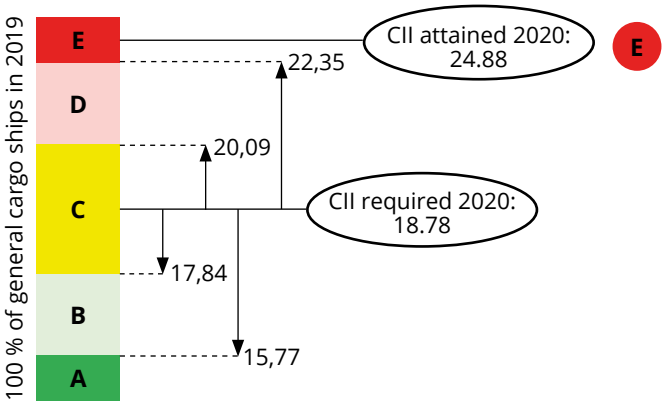
After verification of the attained CII the ship is given an annual rating ranging from A to E whereby the rating limits will be reduced towards 2030.

Year	Reduction from 2019 ref. (mid-point of C-rating band)
2023	5 %
2024	7 %
2025	9 %
2026	11 %
2027 - 2030	To be decided

Reduction factors after 2026 are not yet decided.

Based on the IMO DCS data from 2020 following example of the attained and required CII's for one Briese vessel can be given:

DWT	6425.00
Distance travelled (nm)	44998.60
Fuel oil consumtion:	
Gas Oil (Cf: 3.206)	1734.46
LFO (Cf: 3.114)	518.93
CII attained 2020	**24.88**
CII required 2020	**18.78**



CII req 21	CII req 22	CII reg 23 5 %	CII req 24 7 %	CII req 25 9 %
18,59	18,41	18,02	17,64	17,26

exp(0,84)	exp(0,95)	exp(1,07)	exp(1,19)
15,77607723	17,84199211	20,09571743	22,34944275

Figures from IMO DCS data show that this vessel reached rating E in 2020.

Enhanced Ship Energy Efficiency Management Plan (SEEMP Part III)

Consequently, with the launch of the CII rating the SEEMP Part II must be expanded and a so called enhanced SEEMP (SEEMP Part III) for vessels > 5000 GT needs to be developed.

The SEEMP Part III will be prepared by the office and shall include following information:

- Details about the calculation of the ship's attained CII and the process that will be used to report the information to the ship's Administration
- The ship specific required annual operational CII for the next 3 years must be listed in the enhanced SEEMP

An implementation plan showing how the required annual operational CII shall be achieved during the next three years and which steps will be taken in case a vessel has a D-E rating for three years in a row shall be presented in the SEEMP Part III.

To achieve a C-rating a close communication between charterer, vessel and owner is needed. Presently the most important factor to reach this rating the vessels speed must be adopted. Further means to improve are:

- Hull condition → washing
- Trim
- Routing

Fit for 55 – EU climate package

In addition to the above IMO regulations the EU published a 'Fit for 55' climate package in July 2021. This package includes a couple of measures for the shipping sector:

1. EU ETS – Emission Trading Scheme (ETS)

The EU Emission Trading Scheme is one of the main proposals meaning the integration of shipping into an open ETS system (trading with other sectors). Included are vessels above 5000 GT which fall under the EU MRV Regulation. In practice, shipping companies will have to purchase and surrender ETS emission allowances for each ton of reported CO_2 emissions.

Consequently, the EU MRV will be revised taking the new provisions for monitoring, reporting and verification of emission at company level into account, which means that the reporting tool 'Bert' or similar must be adjusted in the next years. Nevertheless, the EU MRV remains a separate regulation.

Shipping companies shall be liable to surrender allowances according to the following schedule:

- 20 % of verified emissions reported for 2023
- 45 % of verified emissions reported for 2024
- 70 % of verified emissions reported for 2025
- 100 % of verified emissions reported for 2026 and each year thereafter

Main responsibility for the emission trading is the shipping company responsible for EU MRV.

2. FuelEU Maritime

This regulation sets up a fuel standard for ships taking the carbon concentration intensity of fuel used in 2020 as a baseline. The yearly average greenhouse gas intensity of the energy used on-board by a ship during a reporting period shall not exceed the following limits:

- 2 % by 2025
- 6 % by 2030
- 13 % by 2035
- 26 % by 2040
- 59 % by 2045
- 75 % by 2050

In addition, from 1 January 2030, container and passenger ships at berth in an EU port shall connect to on-shore power supply and use it for all energy needs while at berth. OPS (on-shore power supply) exemptions are only possible until the end of 2034.

For implementation of this regulation a monitoring plan has to be submitted in 2024 and a new separate and additional MRV system for the purpose of the FuelEU Maritime will be set up and will apply from 1 January 2025. Based on this data a FuelEU certificate of compliance will be issued. Companies will be also allowed to pool performances of different ships and use the possible over-performance of one ship to compensate for the under-performance of another ship.

The geographical scope covering EU ETS and the FuelEU Maritime proposals are at berth, intra-EU voyages and part of the international voyages as reported under the EU MRV, i.e. 50% of inbound and 50% of outbound voyages.

Taking into account the IMO and EU measures in respect of decarbonization in the shipping sector all can see that the next upcoming years will be a huge challenge.

Another influence will be applied by charterers, customers, and stakeholders.

M/V BBC Ruby – A Job well done

The good M/V BBC Ruby was docked earlier this year for her first class renewal.

She arrived at Nauta Shipyard in Gdynia on April 19 and started with arrangements, from where she was shifted to the dry dock on May 13.

Jobs on the list during the docking were, amongst others, the installation of an Alfa Laval ballast water treatment system and the replacement of the original Van Der Velden steering gear with a new unit from Rolls-Royce. Further the Raytheon RADAR system was completely removed. A new set, including antenna, processing unit, and user unit from Furuno was installed.

M/V BBC Ruby refloated and shifted back to Nauta Shipyard on May 22 and finally departed from Gdynia two days later.

Technical Inspector Dariusz Wolkowicki was onboard throughout the stay in Poland. The crew performed exceptionally well and completed a lot of jobs themselves instead of leaving them to the shipyard personnel. Especially noteworthy is the effort of Master Vitalez, Chief Officer Dublin, and Chief Engineer Karasov, but of course each and everyone's greatest efforts are highly appreciated.

M/V BBC Weser – Rescue Operation

On May 25 at 11:30 local time, M/V BBC Weser received a call from MRCC Piraeus via IRIDIUM Phone. They were asking the vessel to alter their course to 360°, northerly heading. After sailing approximately 1,5 nautical miles on this heading, they were asked to proceed in a north-easterly direction and look for an unknown motor yacht and an unknown motor vessel approximately six nautical miles from M/V BBC Weser's position.

Upon spotting and approaching the two vessels, the unknown motor vessel – presumably called "Enoras 1" – departed from the site.

On VHF channel 16 communication was successfully established with the sailing vessel. Apparently, they have had engine issues and were adrift for three days, further they informed that another vessel has just left their location.

At 12:07 local time M/V BBC Weser was one nautical mile away from the drifting vessel and could make out the shape clearly. It was a sailing yacht, painted dark blue, with an estimated length of ten to fifteen meters, adrift in position latitude 36°34,3' N, longitude 018°51,7'E.

Half a mile off the engine was stopped. Upon advice from MRCC Piraeus, the Italian Maritime Rescue Coordination Center was called. Contact was successfully established, and instructions were received to pick up all persons onboard the sailing yacht.

At 15:30 local time M/V BBC Weser had the drifting vessel "Pollux" alongside her port side and within 15 minutes a total of 38 persons boarded via the pilot ladder. All rescued persons were found to be in a conscious and apparently healthy condition. They were provided with food and water. M/V BBC Weser then proceeded towards the island of Sicily, as per the MRCC's instructions. The yacht "Pollux" was towed along by a ship's line.

The next day at 14:23 local time the SAR vessel "CP 323" came alongside and all 38 persons were disembarked safely.

Captain in command at the time of the rescue operation was one of the two steady Masters Vladimir Skrylev.

The IMSBC Code

Mr. Geir Hudø Jørgensen from Skuld P&I was so kind to write some important aspects in respect to the IMSBC Code for the Briese News. Thanks for sharing the informative details.

In the shipping business numerous codes and regulations exist which one must comply with. Sometimes the codes make the impression to become a burden and not a tool. It is then important to remember that all these codes are in place to make life at sea safer.

One of the codes is the IMSBC Code (The International Maritime Solid Bulk Cargoes Code). The aim of the mandatory IMSBC Code is to facilitate the safe stowage and shipment of solid bulk cargoes. It should bring to the attention of those concerned an internationally accepted method of dealing with the hazards to safety which may be encountered when carrying cargo in bulk.

Skuld, a marine insurer, for example experienced that it might be difficult to understand the Code in total and that vessels sometimes do not get the required information from shore side before cargo is loaded. This poses an unwanted risk and therefore, this short article will highlight some aspects of the Code. It shall show that this is not only a code for the vessel to comply with, but they are also dependent on high quality work from the shore side. There are several different groupings and definitions within the Code and by understanding them it is easier to use the Code as intended for all involved in ensuring safe carriage of the cargo from the early booking phase until discharge at destination.

The Code lays out the cargo in three different groups:

Group A	Group B	Group C
Cargoes which might liquefy if shipped at a moisture content in excess of their transportable moisture limit (TML)	Cargoes which possess a chemical hazard which could give rise to a dangerous situation on a ship	Consists of cargoes which are neither liable to liquefy (A) nor to possess chemical hazards (B)

Solid bulk cargoes which may possess a chemical hazard during transport, because of their chemical nature or properties, are in Group B and they are classified as dangerous goods in the IMDG Code or as materials hazardous only in bulk (MHB).

Taking a look at dangerous goods, the International United Nations Committee has established nine hazard classes. For the MHB cargo it will not have a hazard class but when shipped in bulk it is assessed to be of such a hazard that it falls under Group B. Sawdust is an example of such cargo. For dry bulk cargo trade the following codes apply.

Class 4.1:
Flammable solids

Class 4.2:
Substances liable to spontaneous combustion

Class 4.3:
Substances which, in contact with water, emit flammable gases

Class 5:
Oxidizing substances

Class 6.1:
Toxic Substances

Class 7:
Radioactive material

Class 8:
Corrosive substances

Class 9:
Miscellaneous dangerous substances and articles

Bulk Cargo Shipping Name (BCSN)

Skuld has experienced that one term that causes confusion and that created challenges and misunderstanding is the term Bulk Cargo Shipping Name (BCSN).

- BCSN identifies a bulk cargo during transport at sea
- When a cargo is listed in the IMSBC Code, the BCSN is identified by capital letters in the individual schedules or in the index
- Each solid bulk cargo in this Code has been assigned a BCSN. When a solid bulk cargo is carried by sea it shall be identified in the transport documentation by the BCSN
- When the cargo is a dangerous good, as defined in the International Maritime Dangerous Good Code, the proper shipping name of that cargo is the BCSN
- In all documents relating to the carriage of dangerous goods in solid form in bulk by sea, the Bulk Cargo Shipping Name (BCSN) shall be used (trade names alone shall not be used)

United Nations (UN) Numbers

- Four-digit numbers used to identify hazardous chemicals or classes of hazardous materials worldwide
- North American (NA) numbers are identical to UN numbers
- If a material does not have a UN number, it may be assigned a NA number
- These numbers are required for the shipment of hazardous materials

Schedule of Solid Bulk Cargo

The below illustration shows how to read an individual schedule of a cargo found in the code.

AMMONIUM NITRATE BASED FERTILIZER UN 2067

Ammonium nitrate-based fertilizers classified as UN 2067 are uniform mixtures containing ammonium nitrate as the main ingredient within the following composition limits:

.1 not less than 90% ammonium nitrate with not more than 0.2% total combustible/organic material calculated as carbon and with added matter, if any, which is inorganic and inert towards ammonium nitrate; or

.2 less than 90% but more than 70% ammonium nitrate with other inorganic materials or more than 80% but less than 90% ammonium nitrate mixed with calcium carbonate and/or dolomite and/or mineral calcium sulphate and not more than 0.4% total combustible/organic material calculated as carbon; or

.3 ammonium nitrate-based fertilizers containing mixtures of ammonium nitrate and ammonium sulphate with more than 45% but less than 70% ammonium nitrate and not more than 0.4% total combustible organic material calculated as carbon such that the sum of the percentage compositions of ammonium nitrate and ammonium sulphate exceeds 70%.

Description
Crystals, granules or prills. Wholly or partly soluble in water. Hygroscopic.

Notes:

1. All nitrate ions for which there is present in the mixture a molecular equivalent of ammonium ions should be calculated as ammonium nitrate.
2. The transport of ammonium nitrate materials which are liable to self-heating sufficient to initiate decomposition is prohibited.
3. This entry may only be used for substances that do not exhibit properties of class 1 when tested in accordance with Test Series 1 and 2 of the *UN Manual of Tests and Criteria*.

Charateristics

Angle of repose	Bulk density	Stowage factor (m^3/t)
27° to 42°	900 to 1200	0.83 to 1.11
Size	**Class**	**Group**
1 to 5 mm	5.1	B

Angle of repose means the max. slope angle of non cohesive granular material. It is measured between horizontal plane and the cane slope of such material.

Bulk density means the weight of solids, air and water per unit of volume. Bulk density is expressed is expressed in kilograms per cubic meter, in general.

Stowage factor means the figure which expresses the number of cubic metres which one tonne of cargo will occupy.

Cargo Information

Often the required cargo information form is not filled out correctly or important information are missing. It is also known from members that port authorities started challenging this. Missing data should not be immediately accepted in the form, the involved parties should be informed, and it should be highlighted that everybody has an important role in this work. It has to be remembered; it is for the safety.

The cargo information shall include:

- The Bulk Cargo Shipping Name (BCSN)
- The cargo group (A and B, A, B or C)
- The IMO Class of the cargo, if applicable
- The UN number of the cargo, if applicable
- The total quantity of the cargo offered
- The stowage factor
- The need for trimming and the trimming procedures, as necessary
- Additional information in the form of a certificate on the moisture content of the cargo and its transportable moisture limit in the case of a concentrate or other cargo which may liquefy
- Likelihood of formation of a wet base
- Toxic or flammable gases which may be generated by the cargo
- Self-heating properties of the cargo
- Properties on emission of flammable gases in contact with water, if applicable
- Whether or not the cargo is classified as harmful to the marine environment in accordance with MARPOL
- Any other information required by national authorities
- The likelihood of shifting, including angle of repose, if applicable

Correct implementation of the code will increase the safety for the crew. Such will be achieved by professionalism and cooperation from all involved.

Certification of a Vessel - Part IV

Section IV – Cargo and gear, lifting appliances

ILO 152

Lifting appliances (LA) and cargo gear are not part of any required class or statutory (Flag) rules. Anyway, the ship operator must ensure that the work on board with cargo gear and lifting appliances is safe for workers and crew according to the ILO (International Labour Organization) 152 convention. A class surveyor acts as competent person for lifting appliances and cargo handling gear on behalf of the vessel's owner and insurance in order to confirm that equipment is in safe working order. This survey covers a thorough inspection and load testing documented in Part I/II for ILO152 and Part IV/V for other lifting appliances.

Regular inspections of loose gears can be performed by a responsible person onboard and is normally not performed by class.

It is the ship's operator and crew responsibility to carry out / organize thorough periodic inspections and re-testing of all lifting appliances and loose gear according to the convention. All works and any part of the work related to loading or unloading any ship as well as any work incidental thereto, which are defined by national law or practice have to be in accordance with the convention. Such local rules are for example known in Australia and India and have to be followed.

Shipboard lifting appliances are all stationary or mobile cargo-handling appliances used on shore or on board ship, including shore-based power-operated ramps, intended for load handling within and outside ships while in the harbour and within ships while at sea.

Each lifting appliance has its separate intended function, for examples:

- loading and discharging of ships → cargo and gantry cranes
- handling of provision, store and spare parts, cargo hoses, gangways → engine room cranes, provision crane
- handling of ramps and moveable cargo decks etc.

Loose gear covers any gear by means of which a load can be attached to a lifting appliance, but which does not form an integral part of the appliance or load – for example – hooks, blocks, shackles, swivels, rings, chains, claws, clamps, pliers, load fastening ropes (slings / strops), lifting straps, etc.

The standard Briese fleet cargo cranes and other lifting appliances thorough examination is normally scheduled as following:

- Newbuilding – Initial load test and certification before leaving the shipyard
- Annual (12 monthly) thorough examinations – conducted by class
- Every five year a load test to be performed – normally by attending shore service company providing test-weight and a class surveyor to witness the test
- After fundamental repairs / damages

Five yearly load tests are commonly done by using waterbags as a test weight. Test procedure based in such cases is as following:

- Organization of test weight via inspection department
- Request of service company and surveyor – calculation test weight, agreement with surveyor about procedure
- Service company provides water bags on board with technician
- Preparation crane and rigging of waterbags and lifting to sufficient height (because of winch brake test with maximum test load)
- Filling can take up to 24 hrs depending on pump/capacity
- Crane position to max outreach for max capacity
- Measuring of water density (normally Chief Officer duty)
- Hoisting, lowering, slewing
- Certification by class

Important: In case an annual crane survey or load test cannot be performed until expiring date, please inform the responsible inspection team before using the cranes for loading. The insurance must be informed in that case.

In conjunction with the examinations of the lifting appliances intervals for wire exchanges have been defined for example according to DNV as following:

- Hoisting wire (runner) for hook – exchange 10 years (wire internal annual check after 5 years rigging)
- Luffing wire (jib) – exchange 15 years (wire internal annual check after 5 years rigging)
- AUX 1, 2, 3 hoisting wire (runner) for hook – exchange 10 year

All above details are just giving some basic information about the examination of lifting appliances and cargo handling gear. In case of specific questions related to the vessel the respective Inspection Group has to be contacted.

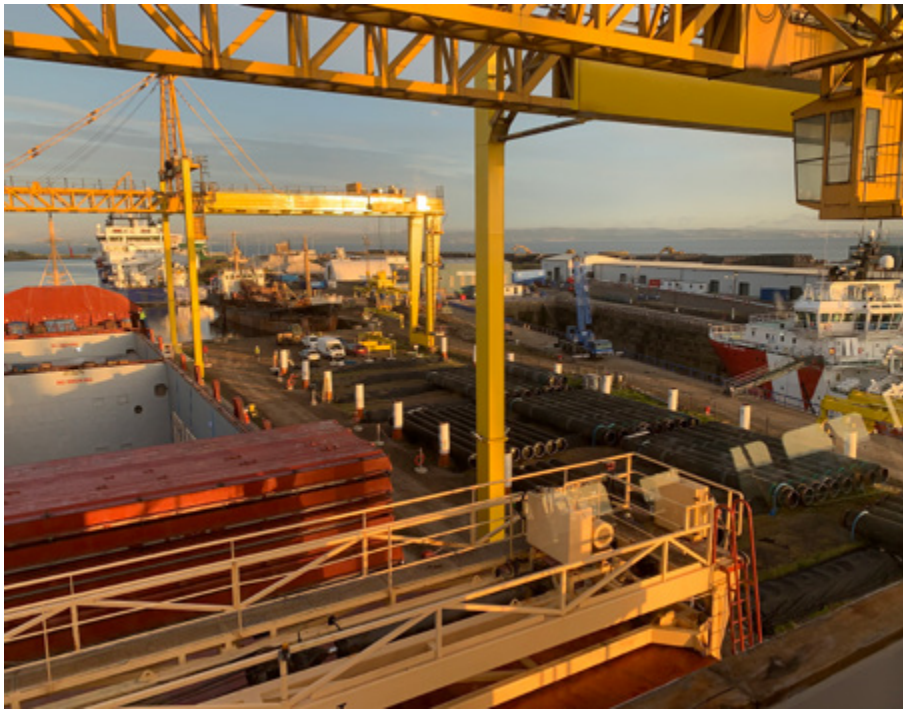
Briese Chartering supports Baltic Pipe Project

After so many discussions about "North Stream 2" between the US and Russia containing the threat of sanctions to the European Union if they really receive gas from Russian Narva Bay, it seems that only these pipe laying projects have been performed recently.

But in this respect, many people forget that about 30 percent of all liquid natural gas delivered to Germany has its origin in the Norwegian owned natural gas areas. Since 1999, gas is transported from North of Stavanger / Norway to Dornum / Germany (about 60 km north of Briese Head Office) and distributed to other German areas.

And now, also Poland and Denmark are building pipelines – to get connected to Europipe II, to be included into the transmission system of natural gas from Norway to Germany. So, upon finalization of Baltic Pipe, also Denmark and Poland get access to the Norwegian source. Vessel M/V Emma Janneke has been the main transport mode – for more than six months, she brought coated pipes to start the project.

Pipes for gas pipelines are very sensitive: pipes are treated to be covered by a special concrete coating which must be kept unscathed to prevent same from corrosive spots and other damages which might cause leakages. This is the reason why the pipes may not be stowed in too many tiers and mainly the nice box-shaped tweendecker lady M/V Emma Janneke has been chosen to arrange the transport from Leith, United Kingdom to Mukran, Germany as the hub for the pipe-laying works. Another part of this project has been loaded in Bremen, Germany and sent via Nord-Ostsee-Kanal to Mukran.



In total, about 150.000 meters of pipes containing a total weight of 160.000 tons have been transported by M/V Emma Janneke and some of her sisters. The turnovers went smoothly and finally Briese Chartering's part in this project – delivery of coated pipes to the Main Hub Sassnitz – could be finished in April 2021.

Briese Chartering says a huge "Thank you" to all parties involved: Charterers choosing Briese as transport provider, the agents in ports arranging everything for the smooth handling, and finally the ship´s commands and crew who did a good job to represent Briese Chartering to all concerned parties.

Pink Modules for Roy Hill Project

Ever thought that there could be a message behind the color of cargo units?

In early autumn, M/V BBC AQUAMARINE was delivering a mighty message: Roy Hill encourages all its suppliers to paint their equipment pink in support of breast cancer awareness. (Check out pinkribbon.com for more information). BBC Chartering's client Trans Global Projects (TGP) brought an impressive volume of 26,000 cbm of steel structures, all painted in pink, alongside for loading on M/V BBC AQUAMARINE in Dalian.

After a safe passage and discharge in Port Hedland, Western Australia, TGP delivered the cargo to the construction site. Located in the Pilbara region in Western Australia, the Roy Hill iron ore project is part of the Chichester Range in Western Australia with the biggest undeveloped marra mamba occurrence in the area. The mine is operated by Roy Hill Holdings.

BBC vessels make first commercial calls at new terminals in Australia and Colombia

"Iron Bridge"-Project: BBC Chartering contracted with more than 600,000 revenue tons to be shipped to Australia. M/V BBC Pearl was the first vessel at Lumsden Point facility, Western Australia.

NMT Global Project Logistics and Fortescue Metals Group (FMG) have entrusted BBC Chartering to carry heavy-lift steel module structures, ancillary cargoes, and containers for the "Iron Bridge" project. A contract comprising a minimum shipment volume of 600,000 revenue tons. Heavy-lift modules and components will be assembled on site for the ore processing facility. The Iron Bridge project holds Australia's largest JORC* (see jorc.org for details) compliant magnetite resource, supporting a long life of the mine. This gives FMG the ability to deliver a product over 67 % Fe (Iron) content. The modern and innovative mine development process, once online, is anticipated to produce 22 million metric tons per annum for export.

The project is being expertly accompanied by resident Port Captain in Wison, China. In Port Hedland, BBC Chartering's partners QUBE Stevedores are taking care of the discharge operation. Shipments will continue with lots ranging from 18 - 35,000 cubic meters comprising heavy lifts up to 300 metric tons.

The high volume of cargo on this project has led to the establishment of Lumsden Point, which is currently a dedicated facility for FMG's module discharge. This new berth will alleviate pressure on the existing Port Hedland infrastructure, allowing for a greater volume of project cargo to be received, as well as exports from the region. BBC Chartering's commercial, technical staff and ship Masters have been instrumental both reviewing and collaborating in the construction proposals with Pilbara ports, NMT and FMG as well as working through the physical challenges that a new port and berth presents. M/V BBC Pearl was the first vessel to call on Tuesday 26 October 2021. Shipments for this project are ongoing and are expected to complete in April/May 2022.

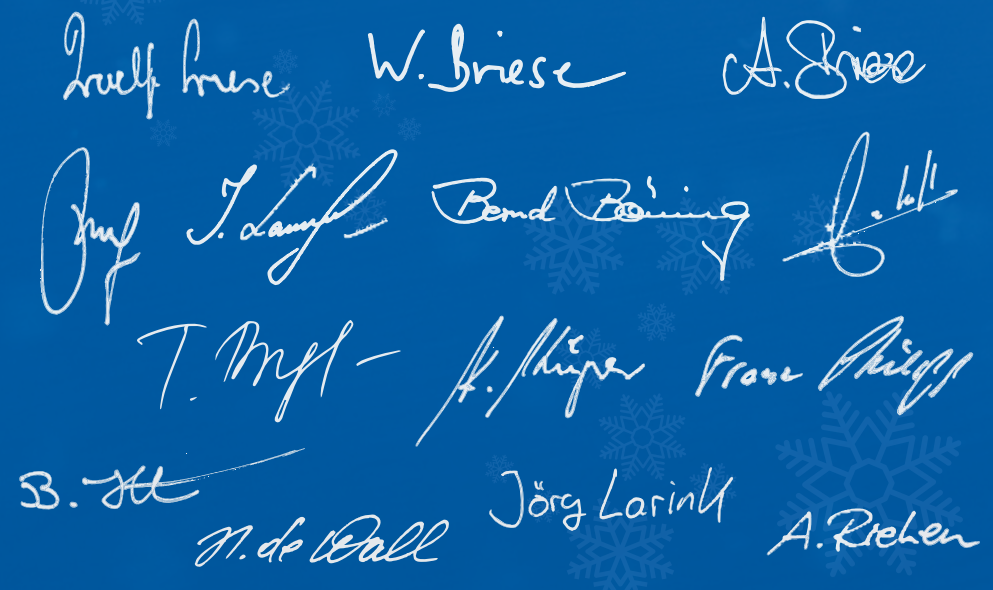
M/V BBC Xingang first vessel at Mardique terminal Colombia in July 2021, BBC Chartering delivered a partly assembled Liebherr LHM 500 mobile harbor crane to the brand new Mardique Terminal, located close to Cartagena, Colombia. The crane had been taken on board at the Liebherr premises in Rostock, Germany in early June. M/V BBC Xingang was the very first commercial vessel to call at the Mardique terminal on 12 July, only four days after approval for berthing maneuvers at the terminal had been given by the authorities. The terminal is fully operative and ready to receive vessels and situated close to Pasacaballos, South of the City of Cartagena. Mardique is the first multipurpose terminal in Colombia to have a berth for both ocean vessels and river barges, offering the option to move especially heavy lift cargoes to the center of the country via the River Magdalena, avoiding the hazzle of road transportation. The delivery of the Liebherr mobile harbor crane marked an important step in equipping the terminal for its purpose. The business had been fixed with Kühne + Nagel, Hamburg.

Merry Christmas

We wish you, our friends and business partners,
a Merry Christmas and a Happy New Year.

We want to thank you for your support in the last year, and we look forward to a strong relationship in the years to come.

All the best of the season to you and your family.



BRIESE SCHIFFAHRT BRIESE CHARTERING BRIESE Crew Management


BBC Chartering
BBC MONT BLANC
BBC Chartering

On Board Impressions

Right: M/V BBC Germany on her way from Sattahip/Thailand to Prony Bay/ New Caledonia with oversized deck cargo. One of the last pictures taken of this vessel, sent by Master Rustem Shaykhutdinov as she meanwhile has been sold and handed over to new Chinese owners Hainan Ruoshui Offshore Co., Ltd.

Obove: M/V BBC Aquamarine on her way from Dalian/China to Port Hedland/Australia with heavy construction cargo. Crewmember on the picture is Ordinay Seaman Charlie Samillano.

Right: The crew of M/V BREB Courageous playing basketball on their improvised field. Doing sports beside work is keeping the crew healthy and fit - and it's fun. Thanks to Captain Tokar for sharing this impression.

Below: Ordinary Seaman Ivan Philip Jimera is practicing & improving his crane driving skills on board of M/V BBC Emerald in the port of Norfolk / USA.

Ordinary Seaman John Alfred Mijares took a photo of M/V Jan during cargo operations at Hai Phong in Vietnam.

M/V BBC Ruby on her way from Newcastle/UK to Persian Gulf. Photo was taken in Mediterranean Sea.

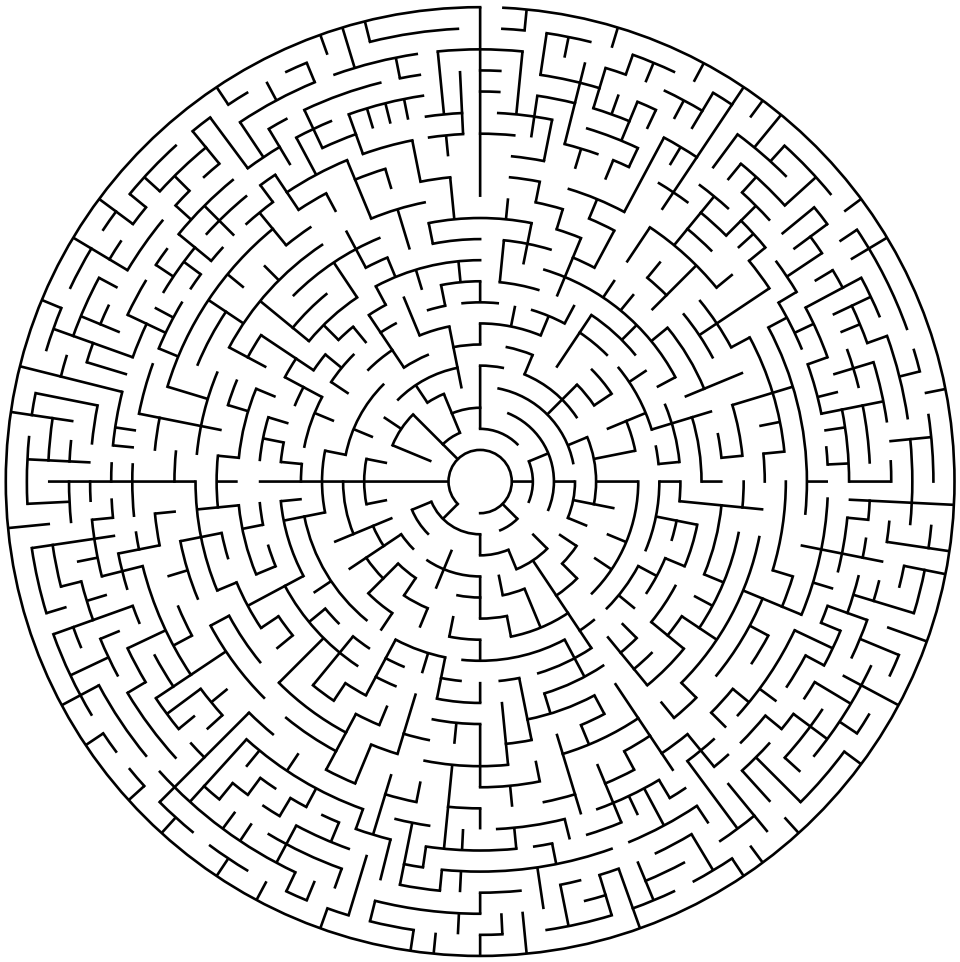
Dear Briese Crew, the News Team was approached by Mr. Hannes Köppl to ensure the "On-Board Impressions Blog" will continue to receive nice pictures in future.

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 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**) or directly through Instagram (Briese_Schiffahrt).

Briese Crossword



Solutions to our previous Crossword:

Horizontal

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

Vertical

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

Sudoku

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

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

Solutions to our previous Sudoku:

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

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

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

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