

2018
ISSUE NO.

04

Briese News



Ships in Operation

Newbuilding Story OTECO

Summary of design work and special characteristics.

Ships in Operation

Global Sulphur Limit

A new MARPOL-Regulation 2020.

Entertainment

Christmas around the World

We asked our colleagues and crew how they celebrate Christmas at home.



Dear Seafarers,

This year's world soccer cup was a wonderful tournament. Unfortunately Germany's performance was poor whereas Russia's team surprised everyone and stood already with one leg in the semi-final. Our new flagship M/V BBC Russia, delivered during the world cup on 29.6.18 may keep her year of birth in good memory.

We are confident in our 'new player' on the ocean and are full of hope it will outperform our competitor ships such as those from Zeamarine who consolidated with famous but struggling ocean carriers such as Rickmers Line & Intermarine during the last 2 years. Zeaborn's slogan is: "We are to change the way your cargo moves". We are curious to learn what they will change.

In this edition we will also present our smaller lady M/V Monika for the European trade in more detail and have a look at our office in Kherson, a port city at the Black Sea and known for its Kherson State Maritime Academy.

Thank you for your work to keep the ships of our Briese Fleet in good shape and our customers satisfied. I wish you all the best for 2019.

W. Briese

Wilke Briese



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Odessa office



Aleksey Koucheryavyy



Ekaterina Bogatyrenko



Maryna Kvashuk



Briese Crewing Ukraine

The sea was always very important for Odessa, founded and developed as suitable located port from the very beginning.

In result of several wars and conflicts between Russia and Turkey in the end of the 18th century the northern Black Sea coast became a Russian territory. There were already existing ports and shipyards in Nikolaev and Kherson, but both of these ports are located in rivers and could not be used in winter months. Therefore it was necessary to arrange a new port with year-round navigation.

The building of a new town and port was started in 1794 at the place of former small Turkish fortress Khadzhibey. The

natural bay was considered as very suitable for building of a port. The new town received significant financial and custom privileges, which created a very profitable condition for quick development of the port. The main cargo at that time was grain. Towards the end of 19th century, Odessa became the biggest Black Sea port and one of the biggest cities in Russian Empire. By the population Odessa was on 4th place, having ahead only Moscow, St Petersburg and Warsaw. During the 20th century Odessa remained an important trade port in the Black Sea.

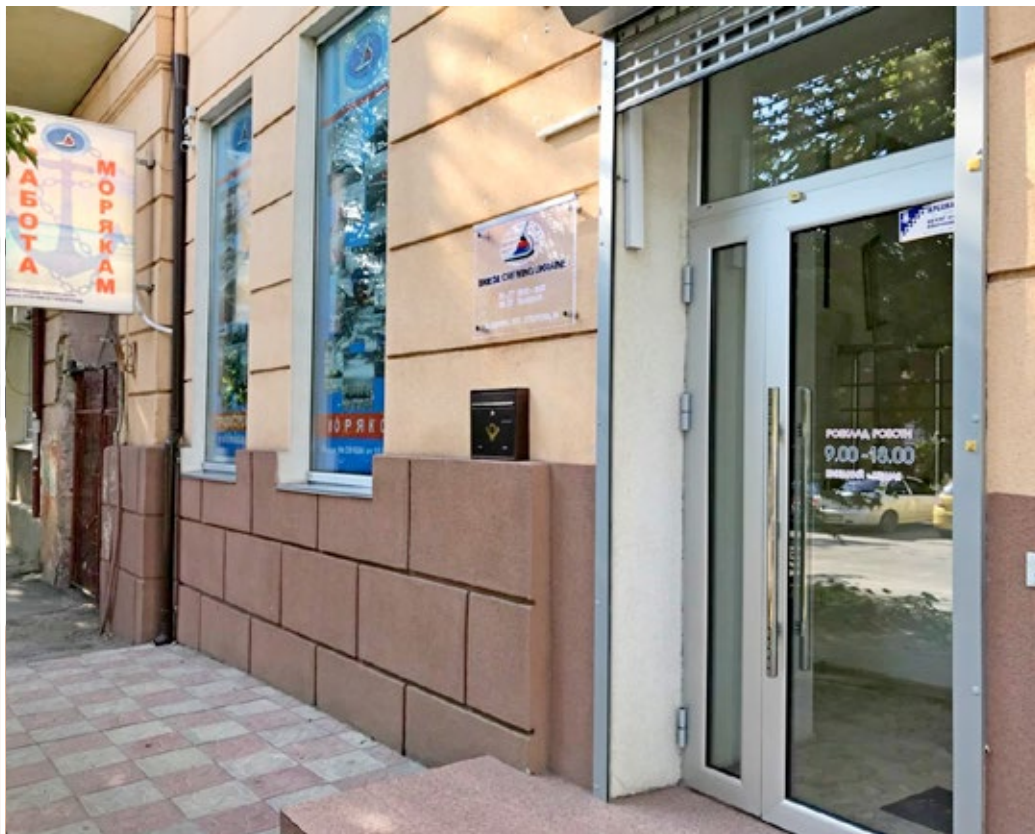
As already told, Odessa was always a sea-city. Maritime colleges, various vocational schools and institutes trained

Kherson office

Nataly Dolabani



Alona Bolshakova



future officers and ratings. Those, who graduated colleges and school worked on cargo, passenger, fishing, technical, river fleet and various short-voyage vessels.

Nowadays all these educational institutions, as well as some others, continue to train officers and ratings, but most of them are looking for jobs on vessels trading under foreign flags, including the ships of the Briese Fleet.

In Odessa and Kherson offices, we are engaged in the necessary routine work to select suitable sailors to fill vacant positions on ships of the Briese Fleet in collaboration with our colleagues from Germany. Further we are monitoring

the seafarer's certificates and supporting same.

The Kherson branch was opened in March 2017. The opening ceremony was personally attended by Mr. Wilke Briese, as well as Mrs. Tatiana Bykova, Captain Maxim Nester and Senior Seafarers working in our company.

Kherson is also famous for its sailors, in particular graduates of the Kherson State Maritime Academy, which has an excellent training base.

Kherson sailors can work with dignity on the ships of the Briese Fleet and proudly continue the maritime traditions.



Hi, my name is Elia Wallenstein.

I'm working in Group-B as crew operator, and now joined the team of Briese News after Jann left for studying. Before I joined Briese in 2016 I worked at Hartmann Shipping in Leer. In my spare time I like to watch movies at the cinema and riding my motorbike.

Apart from Work

Hi, my name is Markus Schmidt and I am working as Nautical Superintendent in Inspection Group 1. I began to paint approximately 10 years ago and I am doing this hobby mostly during the winter season.

For a painting like shown in this article I usually need about 2 months. The inspiration for my paintings comes from pictures taken by myself or from the internet.

A photo-realistic way of painting is very important for me.



Painted with oil colour on canvas.



White Nights St. Petersburg

The annual White Nights Event in St. Petersburg took place on June 8th 2018 on M/V Lyudmila.

Our Senior Officers, our partners from Held Shipping, representatives of the Seafarers Union Russia as well as our management and colleagues of Briese Group have participated in this great event.

The highlight of the evening was the honoring of seafarers working for Briese more than 20 years. Those seafarers have been rewarded with Briese corporate watches which were manufactured in Germany, for this purpose only.



- Antonov, **Konstantin**
- Pecheritsky, **Sergey**
- Skarin, **Stanislav**
- Skrylev, **Vladimir**
- Tregubov, **Sergey**
- Balashov, **Alexandr**
- Smirnov, **Vitaly**
- Arkhipov, **Mikhail**



Briese Schiffahrt would like to thank our seafarers for their very good work and loyalty. We wish all of you success, and always a good cooperation for the future. *It's good to know to have you on our vessels.*



A Briese trainee's report

by Lea Seiffart

My name is Lea Seiffart, I'm 20 years old and in my final year of apprenticeship as 'Shipping and Chartering Merchants' at our Briese office in Leer.

After two years of apprenticeship, I decided to change my plans for the future. For me it's more interesting to be part of the technical side of the shipping business including the planning or performance of ship repairs, dry-dockings and Main Engine overhauls than doing only the commercial tasks in office. That's why I started my eight month internship in our Briese Workshop in Leer in August. I want to study 'Ship Operation Engineering' next year after finishing my training and my work as technical officers apprentice (TOA) on board of our R/V Meteor.

The tasks in the workshop are a good preparation of what awaits me in my future during my study or for my future career. The workshop is part of the Inspection Department and we are supporting the Technical Superintendents and the Crew during Main Engine overhauls, LSA inspections and other technical repairs either in port or in dry-dock. In addition to those tasks on board, we also take care of the repair and overhaul of different spare parts in our own workshop which is located close to the head office in Leer.

Most of you already met us on board – Our workshop team consists of six technicians and me.

Now, I want to write about my impressions and one special experience I made during my work this year in September: Our tasks on board are always different and interesting at same time. One quite special project was the change of one hydraulic cylinder of one crane on M/V BBC Magellan in Lübeck, Germany. The cylinder has a weight of 3,1t. As you can see on the following pictures, we worked with two risers to be able to reach the cylinder which should be exchanged (What I already learned: You cannot be scared of heights when you are doing this job). After securing the cylinder with different slings and chain hoists, we began to free the two bolts; each one has a weight of 50-60kg. We worked with one compression bolt which was able to pull out each bolt with 90t force of load.



Lea Seiffart working in Briese Workshop.



Ewald Woortmann during removal of hydraulic cylinder on M/V BBC Magellan in Lübeck.

As you can imagine, it was very hard to do this in this height, it took some time but we made it.

After freeing the bolts, we continued with taking away the right cylinder with the help of a 250tons crane ashore as you can see on the second picture. It was quite impressive.

Then, in the last picture, we could set in the new hydraulic cylinder and put in the cleaned bolts.

After one working day, the project was finished and everything was working well.

That day in Lübeck gave me an impressed but good feeling. The works in the engine room or the repairs and overhauls of spare parts in our own workshop are getting more and more familiar and it makes a lot of fun to learn something new every day. So I'm looking forward to the next three months as a trainee in our Briese Workshop!



*From left to right: Uwe Friedrichs, Lea Seiffart, Detlef Bleß, Folkert Noetzig (TOA), Jan Janßen, Ewald Woortmann
Not on the picture: Gerjet Gerjets, Mark Hunt*

Briese Research News

R/V POSEIDON voyage leads to new results regarding volcano Etna

New measuring system proves slippage of the southeast slope Volcanic flank also moves underwater - tsunami as possible consequence.

The southeast flank of Etna slowly slips towards the sea. A team from the GEOMAR Helmholtz Center for Ocean Research Kiel and the Cluster of Excellence "Ocean of the Future" was able to demonstrate for the first time that the

slope continues to move underwater with the help of a new, sound-based surveying network. Within eight days he moved about four centimetres. A sudden and rapid slippage of the entire slope could lead to a tsunami with serious consequences for the entire region.

The results were published in the international journal Science Advances on the 10th of October 2018.

R/V Poseidon in front of the Etna



R/V METEOR is part of Deck 7 in the International Maritime Museum, Hamburg (IMMH)



The International Maritime Museum in Hamburg / Germany (IMMH) is housed in the heritage listed building, Kaispeicher B. Three thousand years' worth of maritime history is displayed on nine 'decks with precious exhibits, model ships and paintings.

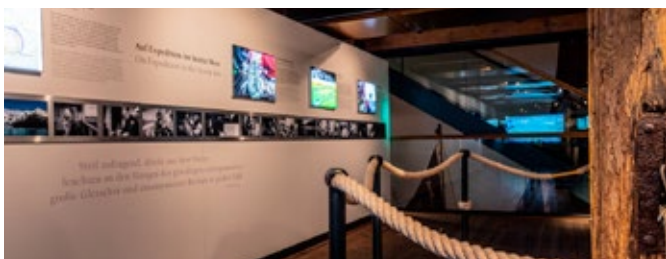
One deck is entirely dedicated to marine research, Deck 7. Together with organizers of the exhibition, colleagues from R/V METEOR and shore staff of Briese Research a wonderful exhibition of the South Georgia Area with R/V METEOR has been installed and is going to be a fixed part of the museum.



The pictures exhibited were made during a R/V METEOR Cruise in 2017 and give a lot of great impressions of the nature and the life and work on the vessel. The pictures were taken by a professional photographer.

Our pictures about the exhibition can hardly produce that impression you will have, when you visit the museum by yourself.

So next time you will be in Hamburg visit the IMMH and especially Deck 7!



View into part of the exhibition

Simulator Course RV SONNE

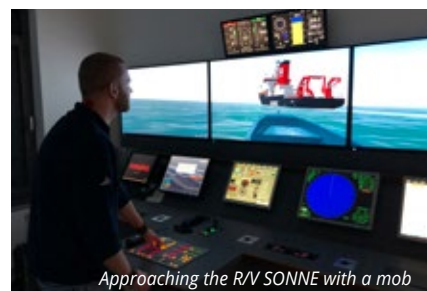
In September 2018 the first Simulator Course for research vessels took place in Leer. After intensive preparation by the company NAUTITEC and Briese Research the first simulator course was created, specially tailored to the requirements of research shipping. Under the guidance of experienced instructors, six Captains and Nautical Officers were trained on the specially developed model of the research vessel SONNE.



Participants of the course on the bridge

In addition to practical exercises from everyday business of research shipping (positioning, deploying and retrieving scientific equipment), theoretical knowledge (environmental influences as forces, forces in the ship) were taught or refreshed. The course participants were impressed by the realistic reproduction of the research vessel in the simulator and were able to take a lot of additional knowledge from the 3-day course.

Head of Department Klaus Küper: "This course is the first of a series of training sessions on the simulator. In addition to the deepening of knowledge for experienced colleagues adapted courses are also offered for beginners in research shipping. In the future, realistic emergency exercises will also be carried out on the simulator to enable comparison with procedures from the ISM system."



Approaching the R/V SONNE with a mob

Managing Director of NAUTITEC, Georg Haase: "The modelling of the R/V SONNE presented us with completely new challenges, as we are dealing here with an asymmetrical special vessel. In close collaboration with the practitioners of Briese Research, we have succeeded in creating a realistic model that we will continue to build on."



- **Name:** M/V Monika
- **Built at:** Zhejiang Zengzhou Ship Building Co Ltd, Zhoushan, China
- **Delivered:** February 2018
- **Flag:** The Netherlands
- **LOA:** 89.95 m
- **Beam:** 14.80 m
- **DWT:** 5,000 mt
- **Trade area:** Europe

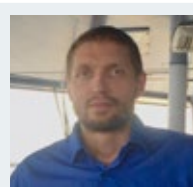
Meet the crew of M/V Monika

Following questions have been asked during the interview:

- ❶ Where are you from? Please tell us something about your home town?
- ❷ Since when you are sailing in general and when did you start working with Briese?
- ❸ What is your favorite Briese vessel? Please explain why.
- ❹ How is your experience on the new "Open Top" Type Vessel so far?
- ❺ What do you like most about being seafarer?
- ❻ What is your favorite port? Please explain why.
- ❼ Which advice you can give to young seafarers?

Captain Aleksandr Goryachev

- ❶ My name is Aleksandr, I'm from Petrozavosk (Russia) a city with bright & rich history built by Peter the first.
- ❷ I began to sail at sea with six years together with my father, who is also a Captain.
- ❸ Really I don't have a favorite vessel, every vessel which I experienced so far has advantages and disadvantages.
- ❹ As the first voyage with open top is



Captain

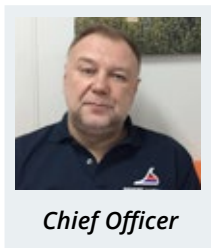
- planned for beginning of November from Gdynia to Le Havre with 12 cranes, we can precisely assess after completion of this voyage. In regards to cargo, vessel has shown some excellent opportunity, due to hatches can be placed in aft storage position. There is minimized idle time for shifting pontoons and the chance to load more convenient. Another big advantage is the low consumption of fuel and the higher amount of cargo capacity compared with vessels in the same dimension.
- ❺ From destiny will not escape; You cannot avoid destiny!
 - ❻ St. Petersburg – explanation is quite

simple, I was born there, studied there and it is my home port. What to speak about the city, paradise of historical ensemble building, known all over the world!

⑦ To reach your goals in professions don't lose time to learn English, motivate yourself to get as much experiences from "shellback" seamen as possible.

Chief Officer Andrey Dudin

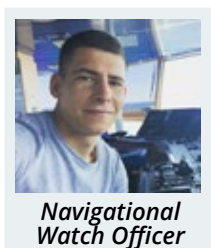
- ① I was born in Arkhangelsk (the population is about 400 000), which is located in the delta of the Severnaya Dvina River near the White Sea. Our region is rich of wood and a lot of wood is exported all over the world.
- ② I am sailing since 1985. My career at Briese started in 2011.
- ③ I have no favorite vessel. All vessels are approximately equal.
- ④ I just arrived to the vessel and so far I accumulate experience
- ⑤ I can see different countries and places and not less important receive normal salary.
- ⑥ I like all European ports; there you have easy communication in respect of operations and cargo in the ports.
- ⑦ Take care of yourself and pay much attention to safety awareness.



Chief Officer

Navigational Watch Officer Vladyslav Lobas

① I was born and grow up in the "pearl near the Black Sea"-Odessa, a city that holds a special place in the hearts of Russians and Ukrainians. Odessa is known around the world for its art and culture. Odessa always had a spirit of freedom, probably endowed by its ability to accept many different people. When I was 13 years old I moved to Sevastopol, which is together with Odessa, known as hero cities, and lived there till 2015 when I returned back to Odessa. I love both of these cities and I am proud that I lived there. Unfortunately nowadays they are separated by borders.



Navigational
Watch Officer

② I started my career at Briese six years ago as Deck Cadet.

③ All vessels are good; it all depends on the atmosphere between the crew. Of course it's more pleasant to work on new ships, but also here we face many problems. I liked it very much to work on M/V BBC Bergen, because of the big gym and sauna.

④ Positive sides: Modern, very convenient for cargo operations, gantry crane equipped with two derricks on its sides saving a lot of time and effort for deck workers. It is not difficult to get pontoons and hatch covers in their positions, because of proper projection. Free internet for crew, it works everywhere, even on the ocean. A small but also nice sauna is on board. The big TV in the mess room helps the crew become closer.

Negative side: Not possible to rest for crew during stormy weather, due to loud noise created by anchor.

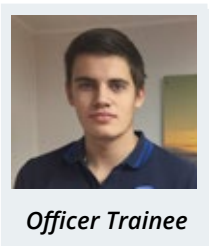
⑤ I've met many good people here on the Briese vessels, and some of them became my friends. We support each other during hard working days and also share good moments on the streets of foreign countries. Most off all I like to train outside after working day, breath fresh air and enjoy another day on board gone.

⑥ I like the port, where you can go out and admire the local beauty, feel part of society. Sometimes when you haven't been to a crowded place for a long time, even going to the supermarket seems like something exciting.

⑦ Be friendly and purposeful, respect the elders and learn from their experience. If you make a mistake - do not try to hide it, it's better to be scolded once than to lie. Enjoy your SEAMANS life, half your life belongs to sea.

Officer Trainee Ruben van Sierenberg de Boer

① I am from Rotterdam, home of Europe's biggest harbor. The city is known for its modern architecture and the hard working people who built, rebuilt and maintain the city and its port.



Officer Trainee

② As a kid I loved to join my father on inland tankers where he used to be Captain. I had my first summer jobs on these vessels. Afterwards, I chose the seafarer's school and am currently working on my first contract at sea.

③ M/V Monika of course. Her design is progressive and opens doors for new ideas. It is also a little extra to sail under my own flag.

④ I have always been interested in innovation and think it is great the company seeks new ways to enhance the sustainability of our trade, but new design never goes without cons, and it is important to take lesson from them.

⑤ It is an honest and challenging lifestyle. You get to travel the world while working with great technic and a diverse range of interesting people.

⑥ For me this has to be Rotterdam. The port is a symbol of innovation and modernization while also having an interesting history.

⑦ Do what you love with great passion and respect for crew, vessel and sea. Be ambitious and learn from every crewmember, from all your experiences and all your mistakes. Enjoy your time on board, for it is an awesome trade.

Chief Engineer Sergiy Panin

① I am from Crimea, Sevastopol City. Crimea is a beautiful peninsula. Sevastopol is located on the shore of the Black Sea. My city has an interesting maritime history and lots of maritime traditions.

② I started sailing in 2008. In 2015 I started with Briese on M/V BBC Nordland.

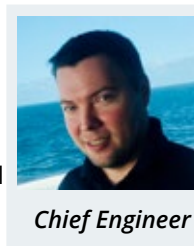
③ I don't have favorite vessels. I just love my job! "Coming on board - adjusting - repair and Full Ahead!"

④ For me it is a new experience.

⑤ I like the sea and fresh sea air.

⑥ I have no favorite port.

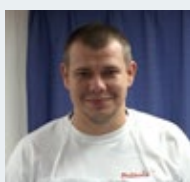
⑦ Seven feet under the keel and fair wind! Yo ho ho!



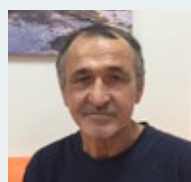
Chief Engineer

**Chief Cook
Sergii Motrych**

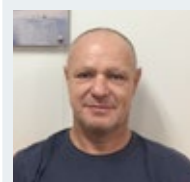
- ❶ I am from Kher-son, Ukraine, a beautiful city which is situated near the Black Sea. It was built by order of empress Ekaterina II.
- ❷ I have been working on Briese ves-sel since 2016.
- ❸ M/V Randzel, because I like it more when the superstructure is situated on the aft.
- ❹ It takes time getting used to having the superstructure located on the bow.
- ❺ The thing I like most about being a seafarer is that you can earn good money.
- ❻ My favorite port is the island of Praia Mindelo in Porto Vesme because my hobby is to swim on the beaches with mask. This island is the best place for it
- ❼ Never give up.

**Cook****A.B. Viktor
Kashyrin**

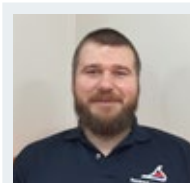
- ❶ I am from Sevastopol, a nice city now Russian. Fresh air and warm sea water during summer time, beautiful nature, great history, that's shortly about my native city.
- ❷ I am sailing in general since 1982 and I did start working with Briese in 2004.
- ❸ My favorite Briese vessel is M/V BBC Nile. This ship is comfortable to work on. There are anchor, mooring, hatch cover device and convenient cranes. Also there is much space to secure ships equipment.
- ❹ n. a.
- ❺ I like fishing very much and sea is the best place to do so.
- ❻ My favorite port is Houston. There are good shopping malls.
- ❼ Seven feet under keel.

**A.B.****A.B. Andriy
Pantelyeyev**

- ❶ I am from Bilhorod-Dnistrovskiy. It is a beautiful city near the city of Odessa, in the south part of Ukraine. The city has a lot of history and is known for its big fortress.
- ❷ My career at sea started 15 years back. This is my first contract at Briese.
- ❸ Since this is my first contract, I don't have experience on other Briese ves-sels. I hope I will get the chance to see as many as possible.
- ❹ There are a lot of possibilities and different ways to stow cargo. The open top design is new to me and will take some time to get used to.
- ❺ I like to travel the world and visit countries I will else never get to see. Also you meet a lot of different people and make good friends.
- ❻ My favorite port is Pusan, South Korea. It is a beautiful city and the people are kind and have an interesting culture.
- ❼ Always put safety first; don't take unnecessary risks trying to prove yourself.

**A.B.****Wiper
Serhii Tretiak**

- ❶ I am from Sevastopol, a beautiful city in Crimea.
- ❷ I started in 2014 as Engine Cadet on M/V Musketier.
- ❸ My favorite vessel is M/V BBC Romania, because it is a nice ship with very good crew.
- ❹ This vessel differs from others on which I worked before. It's very specific and takes some time to get used to. For me it is a new experience with new impressions.
- ❺ For me my trade is not simply only work, this is my hobby. While working at sea, I have visited a lot of new countries and gained many new experiences.
- ❻ I have no favorite port. All ports are good, especially where it is possible to walk to a city.
- ❼ Never be afraid of difficulties. Before doing something, think twice and be sure about it. Always keep a positive attitude.

**Wiper**

From Galley to Galley

This time featuring
Chief Cook Sergey
Murawskiy, on board
M/V BBC Africa

Festive Cottage Pie

Cooking time about 3 hours



For 15 persons:

1. Boneless beef – 2 kg
2. Potatoes – 1.5 kg
3. Sliced canned mushrooms – 3 cans (850 gr each)
4. Bell pepper red – 1 pc
5. Bell pepper yellow – 1 pc
6. Onions (average size) – 6 pcs
7. Leek (big one) – 1 pc
8. Bacon smoked – 300 gr
9. Cream LL 35% – abt 750 ml
10. Milk – abt 300 ml
11. White wheat flour rocky – 3 pcs of table-spoon
12. Cheese Mozzarella – 500 gr

Alternative for Vegetarians:

1. Potatoes – 1.5 kg
2. Sliced canned mushrooms – 3 cans x 850 gr each
3. Bell pepper red – 5 pc
4. Bell pepper yellow – 5 pc
5. Onions (average size) – 6 pcs
6. Leek (big one) – 1 pc
7. Egg plants (non-pickled) – 5-6 pcs
8. Cream LL 35% – abt 750 ml
9. Milk – abt 300 ml
10. White wheat flour rocky – 3 pcs of table-spoon
11. Cheese Mozzarella – 500 gr

Way of cooking the same.

Method:

Peeling potatoes put into salted (not much) water and cook until ready; Pour off water.

Beef, bell pepper and two pieces of thinly sliced onion mix in a big bowl with 200 ml of cooking oil, salt and black pepper on own taste. Leave it for 30-40 min, thereafter drop it to the non-stick fry pan without cooking oil (use oil from bowl) and put it on the heat hotplate and fry by small parts (part by part).

Remaining sliced onion and drained mushrooms fry with enough quantity of cooking oil in a deep boiling pan, fry until gold-brown. Then reduce the temperature to medium and add cream and cook for 5-7 minutes. Mix milk and wheat flour and add to the pan periodically; stir until it gets thick. Slice and fry bacon and add it to the mushroom sauce.

Afterwards put all ingredients on a baking sheet layer by layer:

- 1st - sliced (half / quarterly) potatoes
- 2nd - meat mix
- 3rd - mushroom sauce
- 4th - grated cheese

Preheat oven up to 200-220 degrees and put baking sheet into oven for 20-25 minutes, then switch over on upper heater only for couple of minutes until cheese gets gold-brown color.

Take it out of the oven, cut into pieces and garnish with fresh vegetables or salad.

Enjoy your meal! :)

Lifhack

"The idea came into my mind because sailors complained that on a portable radio set, orders from Chief Mate are badly audible and the battery is quickly discharged."

As I had a broken case from a radio station, we decided to tease the deck command with a new device which came to my mind.

I took a loudspeaker from a tape recorder, an old accumulator (12 Ah) and a twisted wire antenna. Once everything was combined I created a working radio set.

Advantages:

- The accumulator works 10 times longer than the usual battery used in a portable radio set.
- The bigger loudspeaker gives better audibility and clearness of the voice.

In general this lifhack was meant as a joke but turned out to be very handy.

After I made this new device, complaints and problems from my crewmembers do not arrive any more.

Hope this lifhack turns useful also for other crews in the Briese Fleet.

Best regards Sergiy Ilyin
(Electrician of M/V Kurt Paul)



Big Catch

We would like to share pictures of one of the most famous hobbies of our seafarers, fishing. Many thanks to everyone sending us pictures for this issue.



Captain Trokhov (M/V Pride) fished this tuna which was prepared for a tasty meal shortly after.

Captain Gräber (M/V BBC Elbe) proudly presents his giant trevally (35kg) caught at anchorage in Dampier, Australia.



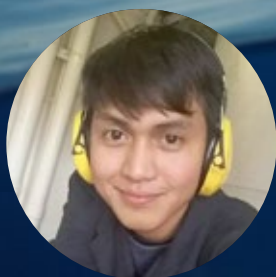
This squid has been caught by our Chief Engineer Kuchinskii (M/V Kurt Paul)



Captain Afanasyev (M/V Kurt Paul) caught this dolphin fish somewhere in Eastern Caribbean Sea.



If you would like to share your biggest catches with others just send us your pictures with a short description to following email address: briesenews@briese.de



Equipment needed:

- **Action Cam**
(e.g Go Pro 5 like used in our case)
- **Action Cam Dome**

Cover Picture Story

I'm Kenneth Phurps Laurente from 1st batch of Brieše Scholars in Cebu, Philippines. The cover picture was taken on our way to Bilbao, Spain in a good weather condition with the help of my colleagues on M/V BBC Weser, with special thanks to 2nd Officer Reynold Allan Cruz and A/B Arlo Enefable.

The idea of taking the picture was really interesting but it was really hard for me to take the

picture, considering it was the first time to take this kind of „Over Under Shot“. I took different kind of shots in different angles and it was difficult to get a very good picture. But nevertheless I was successfully and I'm so grateful to the Brieše News Team and to Heavylift Manila Inc. for giving me the chance to be a part of this once in a lifetime opportunity.

Thank you and God bless!

Message in a bottle

Coming back to our article from last issue we got pleasant news from the sender of the 'Message in a bottle', which we do not want to keep secret.

Please find his answer as following:

Hello, dear editors of Brieše News Magazine! Today we received an issue No.3 in a ship's mail and I was quite surprised and amazed while looking at page No. 18, slowly realizing that I'm the one who sent that message. It's very amazing that it ended up in Norway being carried by Gulfstream, was found and replied to. Honestly, it was written just out of a pure joke and without any expectations. I'd certainly include some more thoughtful and serious words if I knew it would get such attention :-)

My name is Denis Krivulya, I'm 28 and I am working with Brieše since 2010. My hometown

is Sevastopol, Crimea. I'm currently on board of M/V BBC Nyhavn as Second Officer. (Back in 2016 I was a Junior Officer on board of M/V BBC Vesuvius and it was a voyage from Houston or NOLA to Albany, NY). Now we are on a passage from Kuantan (Malaysia) to Abu Qir (Egypt), carrying pipes for some underwater project.

Have a great day and thank You for producing such needful magazine! Wishing you all the best!

Denis Krivulya, 2nd Off of M/V BBC Nyhavn, Indian Ocean



Day off at Sagunto Beach

With this new column we would like to give you the chance to share nice ports all over the world with our complete crew. Beginning this time with a nice story together with pictures from Sagunto Port, Spain.

These pictures were taken when we were in Sagunto, Spain, a port very near to Valencia (about 6nm away) where we had the chance to go out, relax and unwind after a long day of cargo operations. Going to the beach took us only 20 minutes.

A funny thing is that we are already surrounded by seas or oceans, when we are sailing, but still we want to be at the beach, when we are ashore.

So, to all Briese Crew: If your vessel calls Sagunto, Spain and you have the opportunity to go ashore, don't miss this nice beach.

I hope everybody will like it.

**Best regards,
2nd/Off. Villafuente, Jared Ross**





OTECO – new generation, new standard

A new generation of multipurpose vessel captures the sea - the Open Top ECO 5000 (OTECO).

This innovative vessel combines a completely new design with environmentally sustainable aspects. Let's have a look on design work and find out what makes this new type of vessel special.

M/V Monika is the first of four vessels which is financed by OVB in Leer. In summary there will be eight ships of this type. The ABN Amro in Groningen will finance the other four vessels.

Regarding the selection of a suitable shipyard the choice was between one in the Netherlands, one in Vietnam, seven in China and one in Bangladesh. After visiting these shipyards and shortlisting two Chinese ones, it was decided to take Zhejiang Zengzhou Shipbuilding in China, where construction works started in 2017.

All negotiations concerning building contract were done by Briese Schifffahrt, mainly by Mr. Jan de Looft, and in strong cooperation with Frank Dreyer and his team as well as Ahlers & Vogel consultancy. The contract was signed on the 15th of December 2015. Commissioning was controlled by one of our team members.

The design of the OTECO vessels went through three stages. In the first stage the design team made decisions of ship's design and dimensions as well as stability calculations and selecting of parts like main engine, generator or bridge equipment. In regards of classification it is important to consider the provisions of the classification societies while pre designing. In case of M/V Monika Bureau Veritas was chosen as classification society.

The second stage mainly consisted of tests in special weather conditions. Because of the ability to sail with open cargo hold, the engineering team had to conduct an open top model test to control the water intrusion during extreme bad weather conditions. Additionally they conducted a speed model test to check reaching of 10.5 knots at eco speed and an ice test to make sure that engine power is sufficient for ice class 1A.

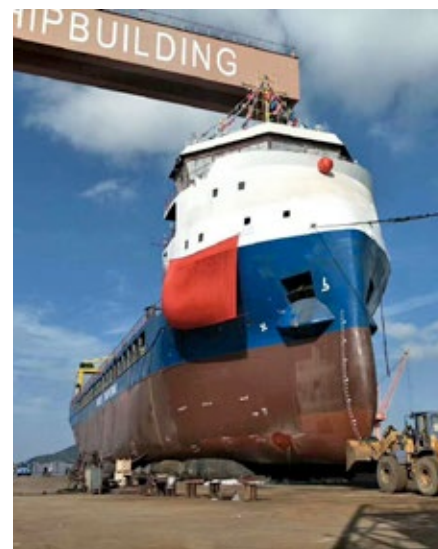
In the last stage of construction work the engineers optimized little remarks which occurred while test procedure and calculated the aft ship with Computational Fluid Dynamics (CFD) so that the aft ship with nozzle and rubber was optimized.



Brigde topped on hull



Under Construction



Launching

On the 15th of January 2018, at the end of construction work, the sea trial was performed. It started at 10 o'clock in the morning with general performance test of vessel, including vessel's speed, crash top and maneuverability tests. During the further procedure the engineer team tested main engine, steering gear, propeller system and generators as well as function of anchoring equipment and heating system. Moreover they conducted tests of firefighting and navigation equipment. Tests of dead ship restart, black out and insulation plus ballast water management treatment plant and other engine room equipment were found in good

working condition as well as all the other conducted tests. On the part of Briese Schifffahrt Nikolay Zhelonkin participated in the sea trial and the participants of Briese Holland had been Jan de Looft and Vyacheslav Babychuk. During the test M/V Monika reached 13.92 knots at 100% engine load.

After one day at sea, on the 16th of January, the sea trial ended successfully and on the 18th of January M/V Monika was shifted into dry dock for completion of jobs concerning hull and final underwater painting. Little remarks which occurred during test procedures were optimized.





M/V Monika was designed by Groot Ship Design with parameters from Briese Chartering. The design of the ship's shape especially the bow is focused on the improvement of the ship's sailing in bad weather conditions. The main advantages of 'Groot Cross-Bow' are less main engine power and lower emissions, less resistance of water and higher sailing speed also in semi bad weather.

To optimize the hydro resistance of aft ship, rudder, propeller and nozzle the construction engineers used Computational Fluid Dynamics (CFD). This computer aided program depicts the water flow on the hull and impetus parts which is important for a smooth sailing with less resistance of water. In addition CFD calculations from Schottel helped to design the rudder.

The main advantage of the new design is the longer deck, which offers more space for accommodating project cargo as well as general cargo up to 5000 dwt. The bridge in front enables the crew to have a better sight and to carry over-

hanging cargo. The 'pontoon type' hatch covers are designed by Coops & Nieborg and can be lifted with own gantry crane. Cargoes can be loaded in open top or closed configuration depending on stability and intake. Because of the newly developed 'Groot Cross-Bow' without bulbous bow the ship has more buoyancy and less immersion.

Moreover the main components are produced by German and Dutch companies. On basis of good experience with MaK engines, gearbox and CPP made by Reintjes and Schottel, Briese decided to choose these companies for this type of vessel.

The equipment on bridge is delivered by Radio Holland. Furthermore Eekels designed the electrical system like switchboard, shaft generator, alarm system and bow thruster drive and delivered it in collaboration with partner company SaierNice. Air conditioning and sanitary systems are plugged by de Haan. Generator and steering gear are made by Sandfirden while ballast water treatment system is produced by Headway.





Considering ecological aspects M/V Monika has a lower fuel consumption due to the improved bow shape as well as an efficient use of light because of LED lights and movement sensors to reduce unnecessary power consumption. The boiler and heat recovering system made by Heatmaster enables to recover heat from main engine and auxiliary sets, so boiler is in standby function. The ballast water management system treats the water without chemicals but with Ultrasound which is better for environment and uses less energy. These ecological improvements comply with the Green Passport EU by Bureau Veritas.

The finished vessel was launched on airbags. Her maiden voyage took 12,500 miles, starting in shipyard of Zhoushan and ending in Hamburg, where the christening ceremony took place. On her voyage M/V Monika loaded hubs and turbine houses for wind energy converters in Tianjin as well as rotor blades under and on deck in Dafeng. Additional stops were conducted in Singapore, Galle, Jeddah, Suez and Ceuta. Finally she discharged her cargo in Rouen

and made her way to Hamburg. Vestas, one of our biggest clients, chartered the new vessel for transport of these constructions. The average speed during her first voyage was 10.5 knots.

M/V Monika is the first vessel and made the first step in a new generation of vessel. She might be a role model for the next newbuildings.



The picture shows M/V Monika escorted by dolphins in Mediterranean Sea 02.09.2018.
Pictures sent by: OOW Lobas Vladyslav

2020 – Global Sulphur Cap

From 1st of January 2020 on the sulphur content of any fuel oil used on board ships must not exceed 0.50 % m/m as per regulation 14.1.3 of MARPOL Annex VI. This means that the effective period for transition ends at midnight on 31 December 2019! This is a due date means no time frame for change is allowed.

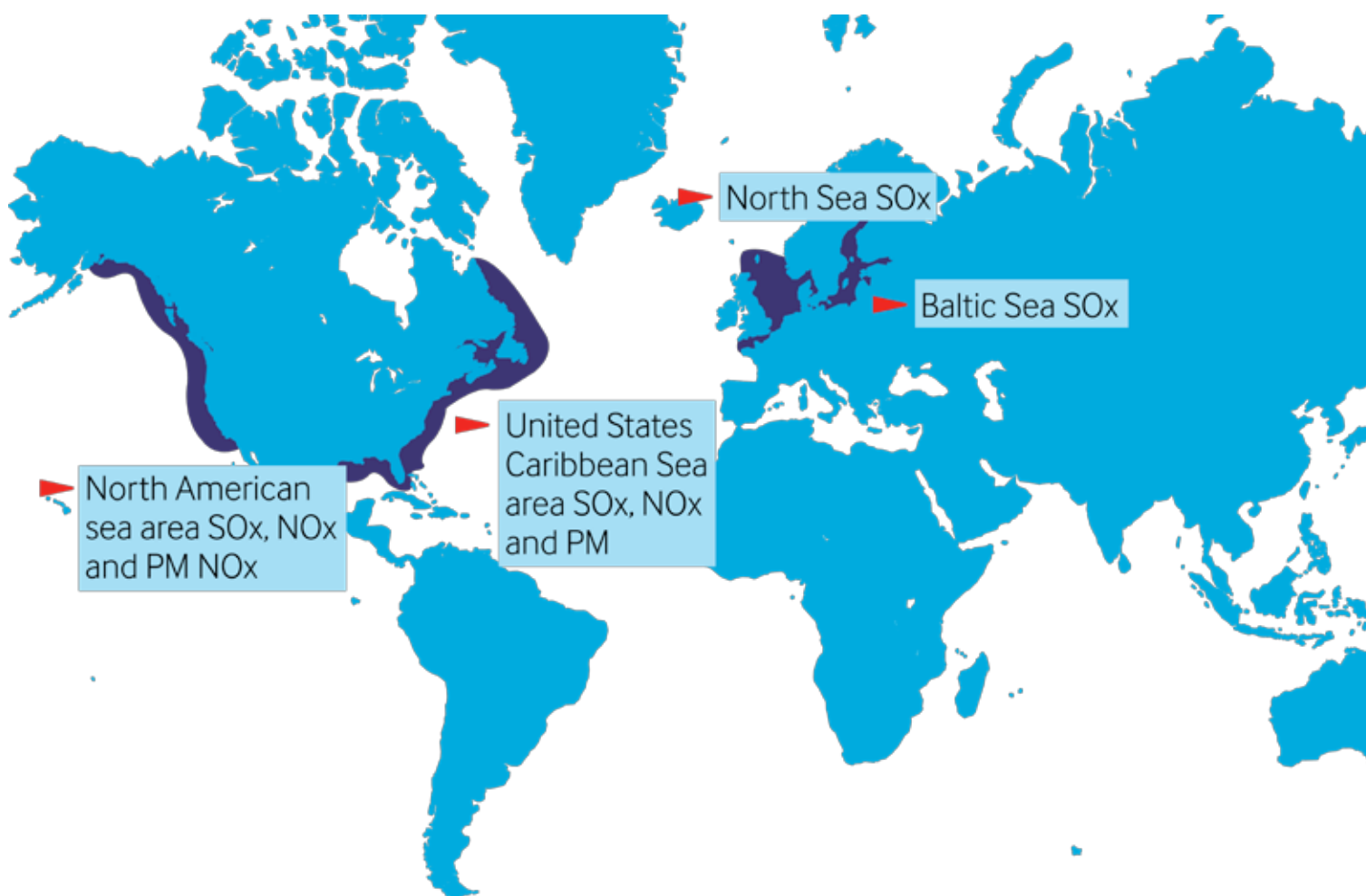
This new regulation will be **in addition** to the 0.1 % sulphur limit in ECAs, which are already established under MARPOL Annex VI.

Present ECAs:

Baltic Sea (Gulf of Bothnia, Gulf of Finland, entrance to the Baltic Sea bounded by the parallel of the Skaw at 57°44'.8 N)

North Sea (From southwards 62° N, eastwards 4° W, English Channel from eastwards 5° W and northwards 48°30' N)

North America 200 nm from coast, Hawaii, US Caribbean (For exact co-ordinates please check your MARPOL book Appendix VII)



(Source: <https://www.shipownersclub.com/louise-hall-sulphur-requirements-imo-emission-control-areas/>)

Present Global Situation:

In addition to the mentioned established ECAs some countries have local rules in force. As described in Brieze's **"SOx - FUEL CHANGE OVER"** Manual, which is on board of all vessels, local rules for example apply in Iceland, Turkey, California, Italy, Panama Canal etc.

In China and Taiwan there have been some changes announced just recently:

In the Yangtze River Delta ECA already from 1st of October 2018 only fuel oil not exceeding 0.5% m/m is allowed.

From 01.01.2019 on the sulphur content requirement for the Pearl River Delta and Bohai Gulf areas are 0.5 % m/m.

All ocean-going ships entering Taiwanese international commercial ports will be required to use a fuel oil whose sulphur content does not exceed 0,5% by weight from 1st of January 2019 on; applicable ports will be: Keelung, Taichung, Kaohsiung, Hualien, Taipei, Suao and Anping.

Local rules may change from time to time therefore please verify with the local agent once a port call is scheduled.

The sulphur limits are decreasing globally step by step. Below graphic displays the general decrease. The allowed sulphur limit will be reduced by 86 % in 2020.

(Source: Wartsila)

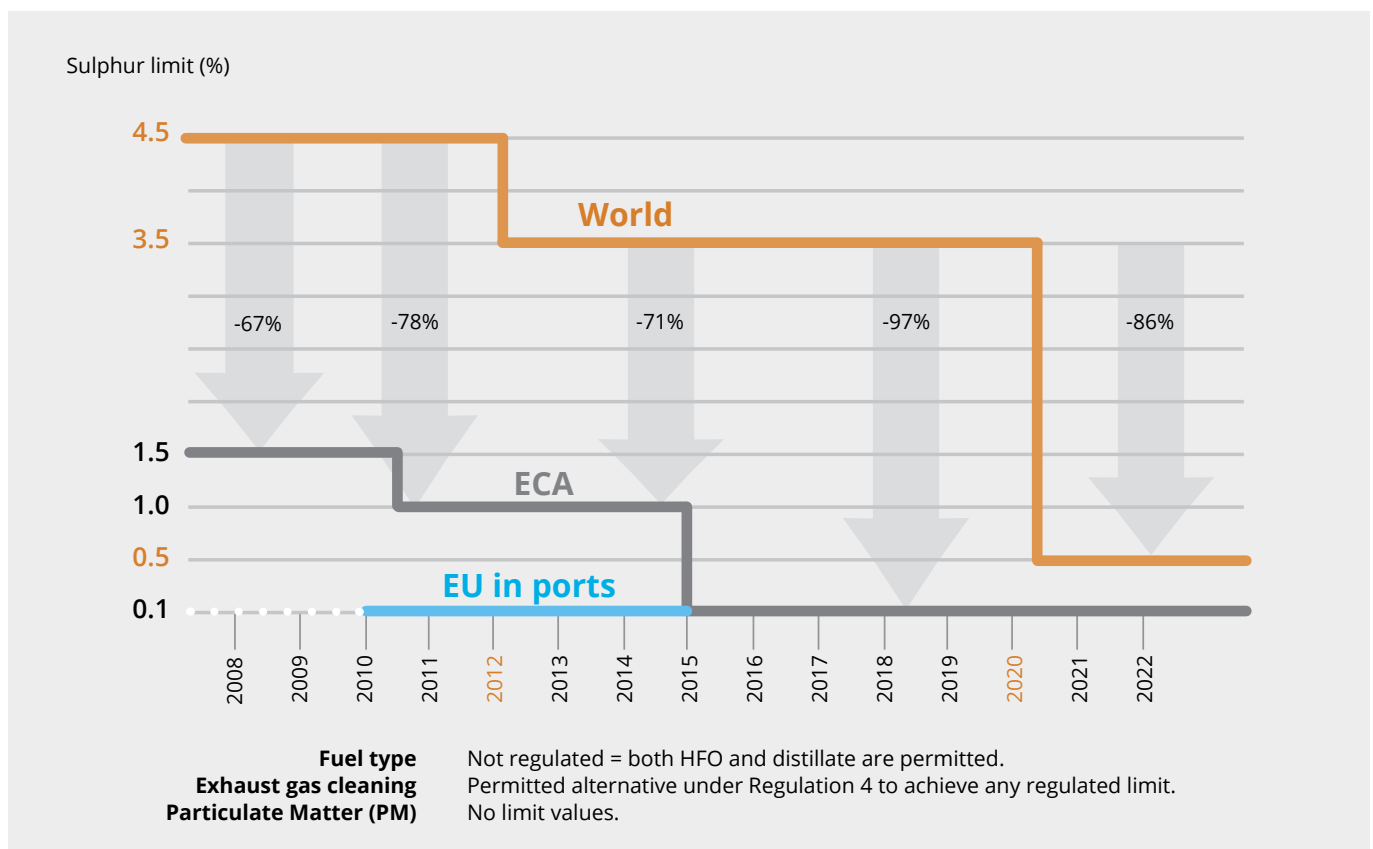
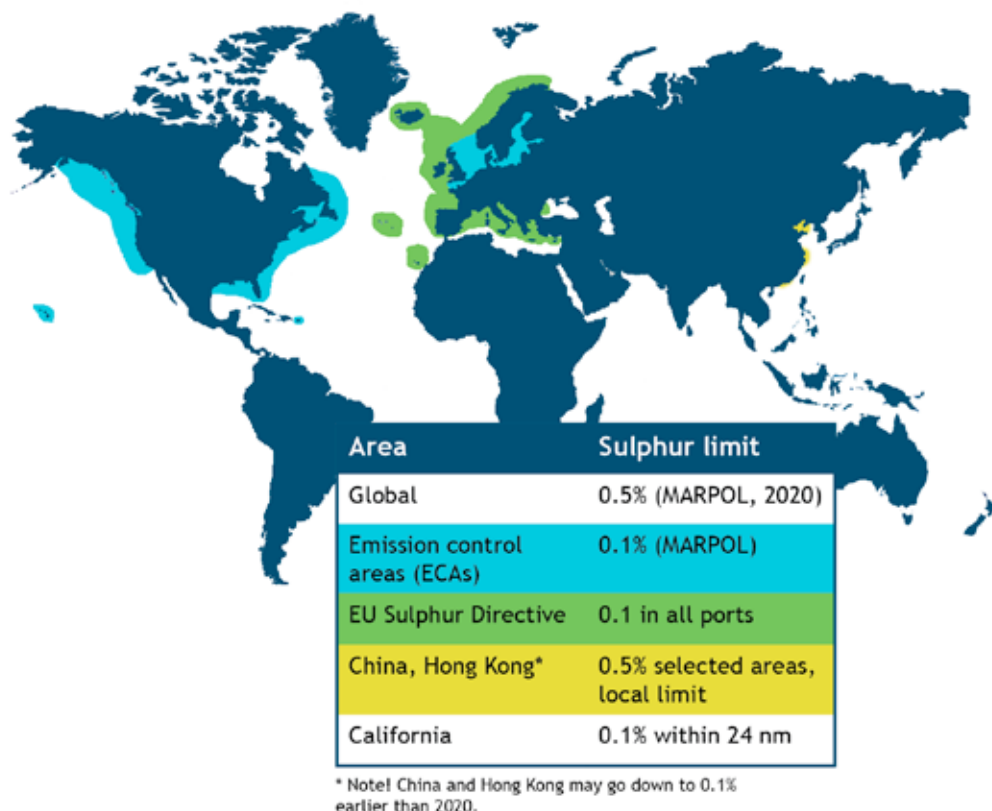


Figure 2. IMO sulphur limits for years 2008-2020 (% mass).

Global Sulphur limit 0,50 % Smax – January 2020

Below map gives an overview of the global sulphur limit from 2020 on. Up to 70.000 ships may be affected by the new IMO regulations.



Effect on Briese Shipping

The new MARPOL Regulation will affect also the complete Briese fleet. The due date of 01st January 2020 leaves no room for any alternatives. The new limit applies to fuel used in main and auxiliary engines and boilers.

The amendment obliges to burn low sulphur, alternative fuel or to use 'equivalent' compliance mechanism which include LNG or exhaust gas cleaning systems (EGCS) (scrubbers) as from 1st of January 2020! In order to be compliant Briese Shipping will need to use residual, distillate and blended fuel oil pending on availability. Installation or retrofit of alternative mechanism in order to be compliant is no option at the moment.

Everybody (Master, Chief Engineer, Charterers and Ship Owners) has to take care and think about the changeover to compliant fuel oil early in advance, as the availability and quantity of these different types of fuel around the implementation date are currently unknown.

This means especially vessels operating in tramp trades have to start ordering and bunkering compliant fuels several months in advance depending on the upcoming voyage orders.

It has to be kept in mind that in the event the only available compliant fuel in a port is 0.10 % distillate, the ship will be required to use the 0.10 % distillate in order to fulfill the new regulation, regardless of any additional cost and inconvenience. Considerations have to be made when and where any new 0.50 % Smax fuels will be bunkered and into which tanks it will be pumped.

As the diversity of types of fuel oil will increase even more attention has to be paid to Technical Circular T-002:

"Bunkering / Mixing of Heavy Fuel Oil"

- Do not mix different supplies of HFO in one tank

In addition decisions need to be done on following points:

- Cleaning of tanks for the bunkering of compliant fuel or
- Bunkering compliant fuel into designated tanks on top of the remnants of 3.5 % Smax fuel as part of dilution / flushing process

Bunkering compliant 0.5% Smax fuel on top of remnants of 3.5 % Smax fuel has to be carried out carefully keeping in mind the possible associated risks resulting from incompatibility between the two fuel grades. Before mixing the different Smax grades fuel it has to be tried to get the designated tanks as empty as possible.

- Try to empty the tank whilst in different trim situations
- Flush all respective pipes carefully already a few days in advance.
- Keep as little as possible un-pumpable remnants in the designated tank

Mixing of different Smax grades may also result in testing variances associated with the testing of fuel oil samples e.g. during PSC. The IMO is considering amendments to Appendix VI of MARPOL Annex VI to ensure that a 95 % confidence limit is applied. This would mean that a sulphur content of up to 0.53 % could be accepted as complaint. **But this amendment is not in force and will only be decided in mid of 2019!**

There are templates available for a recommended Ship Implementation Plan for achieving compliance with the 0,5 % sulphur limit. In order to keep the administrative work on board as low as possible it is not planned to develop such a 'Ship Implementation Plan' for each vessel at the moment. Such a plan would include for example following aspects.

- Date and Time of the commencement of the changeover procedure based on trading area, voyage order
- Identification of bunker tanks designated to receive an store 0.50 % Smax compliant fuel that will be used for the changeover
- Preparation and / or cleaning of designated tanks and fuel oil system before bunkering 0.50 % Smax fuel
- Time that is required to changeover the fuel oil system to compliant fuel based on the maximum volume of fuel in the system to be flushed; changeover calculator to be used.
- Procedures and schedule for checking remote indication, transmitters, alarm and shutdown systems for fuel oil storage, settling, service and overflow tanks, and for checking the availability of standby machinery to promptly start in case of any issues. These checks should be carried

out before initiating the changeover procedure.

- Associated changes in auxiliary systems. For example, purifier gravity discs for different viscosities, cylinder oil with different base numbers

In order to check compliance it is anticipated that PSC officers obtain and test samples taken directly from the fuel oil system of a ship; so called 'in use' or 'on board' samples. An accurate documentation of change of fuel has to be done including following points:

- Oil Record Book Part 1, providing details of all bunkering operations including the location, date, time, details of tank contents and fuel types (including sulphur content) and grades bunkered;
- Bunker delivery notes must be kept on board, which states the sulphur content of the fuel oil supplied; Samples may be taken for verification.
- Fuel change over log book that records the volume of low sulphur fuel oils in each tank as well as the date, time, and position of the ship when any fuel oil changeover operation is completed;

Beginning of 2019 all Briese vessels should send an overview of remaining fuel on board including sulphur content to their Inspection Groups. From middle of 2019 on all remaining fuel with a sulphur content above 0,50% m/m should be consumed.

Special attention has to be taken in following cases:

- Redelivery of a vessel from charter with HFO HS on board
- Delivery of a vessel into a new charter
- Change of trading areas

For example if a vessel will be delivered into a Charter in an ECA Zone before 2020 with HFO HS on board and same will not be used there is no chance to use it after 31.12.2019. In 2020 the HFO HS will be worthless and costs for disposal may apply.

Therefore HFO HS which is not to be used until end of 2019, should be sold on the market in close cooperation with the Inspection Group. For a better implementation of the new regulation IMO has approved prohibition on the carriage of non-compliant fuel. **That means from March 2020 the carriage of non-compliant fuel (above 0.50 % sulphur) on board is prohibited!**

Briese's objective is: NO HFO with sulphur content higher than 0,5% has to be on board after 31st of December 2019 on.

IMO DCS and SEEMP

The International Maritime Organization (IMO) adopted a mandatory Fuel Oil Data Collection System (DCS) for international shipping, requiring ships of 5,000 gross tonnages or above to start collecting and reporting data to an IMO database from 2019.

At the first glance this sounds very similar to the EU MRV regulation but EU MRV and IMO DCS schemes differ. Whereas EU MRV is part of a wider EU strategy for GHG reduction the amendments to MARPOL Annex VI (IMO DCS) makes the data collection system for fuel oil consumption of ships mandatory.

The key differences are as following:

	EU MRV	IMO DCS
Entry into force	1 st July 2015	1 st March 2018
Scope	Ships above 5'000 GT Voyages to / from EEA ports of call	Ships 5'000 GT or above International voyages
First monitoring period	2018	2019
Procedures	Monitoring Plan (37 sections)	Data Collection Plan (SEEMP Part II) (9 sections)
Compliance (procedures)	Assessment Report (no need to be on-board)	Confirmation of Compliance (must be on-board)
Reporting	Fuel consumption (port / sea) Carbon emissions Transport work (actual cargo carried) Distance sailed Time at sea excluding anchorage	Total fuel consumption Distance travelled Hours underway Design deadweight used as proxy
Verification	Independent accredited verifiers	Flag administrations or Authorized Organizations
Compliance (reporting)	Document of Compliance (June 2019)	Statement of Compliance (May 2020)
Publication	Distinctive public database	Anonymous public database

Briese is doing the verification with Korean Register and DNV GL. At the moment the SEEMP Part II will be reviewed by the above mentioned classification societies on behalf of flag administrations.

From beginning of next year all voyages must be reported and the data shall be collected by BERT or by a separate tool. Further information will follow in due course.

New to the Fleet



M/V BBC Russia

M/V BBC Russia

Only one day after M/V Jan has been sold to company Transport Desagnès M/V BBC Russia has been delivered.

M/V BBC Russia is the second vessel of this type of ship, which has been taken over by us.

During the last year M/V Jan has proven the good performance and efficiency as predicted during sea trials. Also the Master, Crew and Superintends have been highly satisfied with this type of vessel.

We are looking forward that also M/V BBC Russia will proof such a good standard. Inspection Group 2 is taking care for this newbuilding.

Facts and Figures:

Classification: GL + 100 A5 E3 BC G IW BWM (D2) DG DBC LC EP-D strengthened for heavy cargoes, equipped for the carriage of containers and dangerous goods + MC E3 AUT

Deadweight (summer): abt. 12,500 mt

Max. draft (summer): 8.10 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: 2,950 sqm / 31,753 sqft

Floor space on deck:

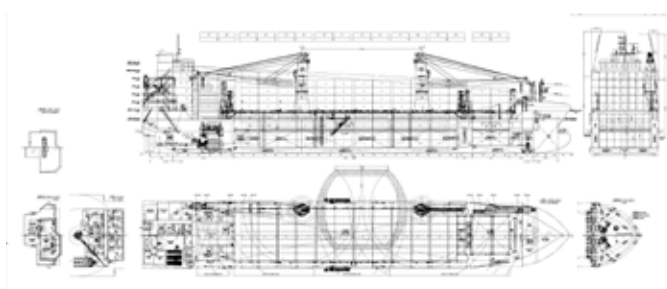
2,170 sqm / 23,357 sqft

Crane capacity: 2 Liebherr cranes situated portside: 250 mt capacity at 18 m outreach each / 500 mt combined; 120 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 fold-away bed, 2 guest cabins for clients, Meeting Room incl. flat screen, Sauna, Gym



M/V Treville

M/V Monika, M/V Aramis and M/V Treville

On the 6th of February 2018 M/V Monika was finally delivered to the new owner. Her sister M/V Aramis was delivered on the 16th of July 2018 and M/V Treville was delivered on the 25th of October. All vessels are supervised by Inspection Team 1.

Facts and Figures:

Builder: Zhejiang Zengzhou Shipbuilding Co., Ltd.

Tonnage GT/NT: 3,399 / 1,779

Deadweight (summer): 5,000 mt

Beam: 14.80 m

Max. draft: 6.65 m

Aux. -Engines: Sisu, 2 x 146 kW

Classification: Bureau Veritas I + HULL + MACH, General Cargo Ship, Open Top, Equipped for carriage of containers, Equipped for carriage of dangerous goods, Heady cargo (15 t/sqm inner bottom), Unrestricted

navigation, + AUT UMS, Grab loading, Dry cargo in bulk, Ice Class 1A, Green Passport, MON-SHAFT, In Water Survey

Propeller: Controllable pitch propeller

Hatch and hold: 1 Hatch / 1 Hold

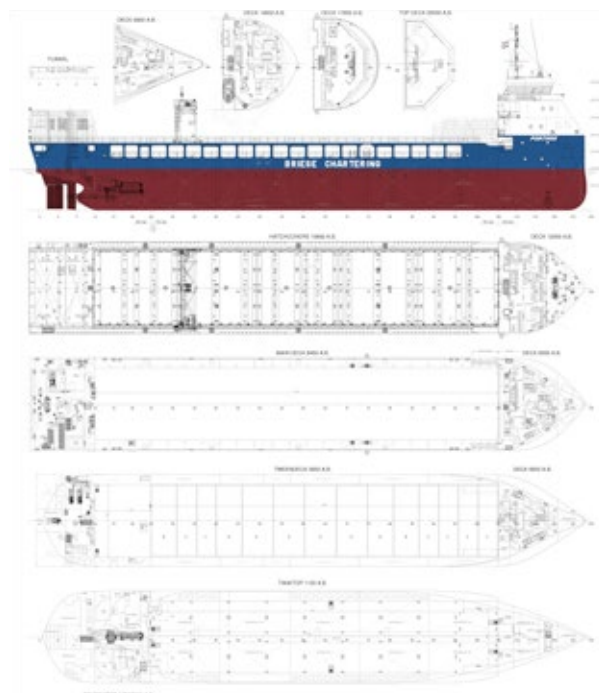
Length o.a.: 89.99 m

Length p.p.: 84.99 m

Cargo hold capacity: 6,405 cbm (226,190 cbft)

Floor space under deck: 1,404 sqm (15,113 sqft)

Floor space on deck: 1,106 sqm (11,905 sqft)



Sold Vessels



M/V BBC Atlantic

M/V BBC Atlantic

After M/V BBC France and M/V BBC Bulgaria Gothong Southern Shipping Lines, Inc. bought M/V BBC Atlantic directly in Cebu on 18th of July 2018. On site have been Superintendents Berthold Steinjan and Roger Nuega.

Before the vessel proceeded to Cebu for hand over the vessel stopped in Singapore for a small repair which had been supervised by Roger Nuega, John Rey Lopez, a representative from Ghotong and Mr. Ole Joergensen, a local freelancer.

M/V BBC Atlantic was the last vessel of the 6500 DWT series build on Xingang Shipyard / Tianjin China in 2005. The vessel was all the time accompanied by Inspection Group IV over the last 13 years.



M/V BBC Luanda

M/V BBC Luanda

On 22nd of August M/V BBC Luanda was sold to Compass Schiffahrtsgesellschaft mbH & Co. KG in Hamburg.

As the Technical Management was done by company Schepers the sale was supported by Bernd Hartmann.

The vessel still remains with Briese Crew Management and is now engaged in a Liner Service between Europe and Eastern Canada.



Crew of M/V BBC Atlantic, Technical Superintendent Roger Nuega and Nautical Superintendent Berthold Steinjan visit the Ghotong office.



Freelancer Ole Joergensen, with Roger Nuega and Ghotong representative engineering sea manager John Rey Lopez.



M/V Jan

On 28th of April 2017 M/V Jan has been taken over. Only 14 month later she has been sold to Transport Desgagnés INC., Quebec in Canada on 28th of June 2018. The handing over has been organized by Bernd Hartmann directly in Quebec.

Company Brieze and BBC established a good cooperation with Transport Desgagnés over the last years. M/V Jan is the third vessel after M/V BBC Amazon and M/V BBC Oder, which has been sold to Transport Desagnés and M/V BBC Volga has been in bareboat charter for a while.

About Desgagnés:

Desgagnés, whose headquarters are in Quebec City, is a conglomerate that has specialized since the 19th century in marine transportation of liquid bulk, general cargo, dry bulk and passengers. Its activities also extend to ship repair as well as the rental and operation of heavy machinery. Desgagnés owns and operates a fleet of ships that navigate on the Great Lakes and St. Lawrence, the Canadian Arctic, the East coasts of Canada and the United States and all the seas of the world.



Ice Vessels

In October and November 2015 in total 6 Container vessels have been taken over as a package. Four of these vessels have already been sold again in the meantime.

M/V Ice Crystal and M/V Ice Moon were delivered to new owners Sunset X GmbH, Hamburg, Germany on 24th of May.

M/V Ice Star was handed over in Esbjerg by Berthold Steinjan to new Canadian owners Tennex LP on 19th of June 2018.

A diving inspection has been carried out with M/V Ice Crystal and M/V Ice Moon in Rotterdam and have been sold subsequently in Rotterdam respectively Bremerhaven. Berthold Steinjan and Wolfgang Eilers accompanied to the handing overs.

Beginning of September M/V Ice Runner was sold to Scheepvaartonderneming Alinda B.V, Heerenveen situated in the Netherlands in Rotterdam.

All four vessels have been handled by Ems-Leda Shipping.



Christening of M/V Monika

The Briese fleet was fortunately extended again by a newbuild-
ing named "Monika".



This 5.000 DWT vessel was built at Zhejiang Zengzhou Shipbuilding, China.

M/V Monika called Germany for the first time in Hamburg on 14th April 2018. This chance had been taken to celebrate a beautiful christening at Hamburg (Überseebrücke) with the godmother Monika Kompernaß. Some Briese colleagues and many guests joined the ceremony together with the crew of M/V Monika.

Despite stormy rainy weather the christening ceremony worked great and Monika Kompernaß smashed the bottle of champagne at the vessel's bow. Afterwards there was the possibility to inspect the vessel.

The christening ceremony ended with a Hamburg harbor tour with the passenger ship "Concordia". All guests enjoyed a nice lunch on board and had the great possibility to accompany M/V Monika temporary on her way to the next loading port.

We would like to say thank you to the godmother, the great crew and all participants who enabled this beautiful day.



Sehr verehrte Gäste,
Liebe Freunde,
Dear Captain Aristov and Crew!

Nach einer fast 50-tägigen Seereise mit Ladehäfen in China und dem Löschhafen in Rouen ist unser Schiff nun hier in Hamburg angekommen, damit wir dieses stolze Schiff taufen können.

Viele Hundert Hände haben mitgewirkt um dieses Schiff entstehen zu lassen.

Die holländischen Konstrukteure haben dieses Schiff entsprechend den Entwurfsvorstellungen der Reederei Briese umgesetzt.

Die erste Bewährungsprobe hat dieses stolze Schiff auf der Überreise über eine Distanz von 12.620 sm mit 30.000 m³ Ladung bereits gemeistert.

Die Besatzung ist mit dem Schiff in allen Belangen zufrieden. I thank the Captain and the crew for their efforts to sail the vessel safely to Hamburg.

Das Schiff wurde im Modell hier in der Hamburger Schiffbauversuchsanstalt viele Male geschleppt um optimale Brennstoffverbrauchswerte zu erzielen und somit ökologische und ökonomische Maßstäbe zu setzen. Dies hat sich auf der Überreise bestätigt!

Ich freue mich, dass ich dieses moderne Schiff heute taufen kann.

Möge dieses Schiff immer die notwendige Fracht haben und immer drei Fuß Wasser unter dem Kiel.

Der Besatzung wünsche ich allzeit gute Fahrt und immer eine gesunde Heimkehr.

Ich taufe dich auf den Namen „Monika“.

Impressive operation involving M/V BBC Greenland

BBC Chartering was contracted by project forwarder, Hevile, to complete the delivery of a deckhouse from South Korea to Brazil. The project required careful attention to every detail and follow-up at each stage.

The major challenge was to overcome the deckhouse loading barriers, weighing a total of 833 tonnes and measuring 27x44x28 meters using suitable cranes and a destination requirement which did not allow the incoming ship to be longer than 120 meters.

Beginning of June, the operation was executed using a floating crane with a capacity of 1,200t for lifting the deckhouse on board M/V BBC Greenland at Masan, an impressive operation which was also captured on video. We are proud of the excellent job carried out by the crew of M/V BBC Greenland, as well as all other parties involved.

Watch the video of the extraordinary operation here:

<https://vimeo.com/279474700>



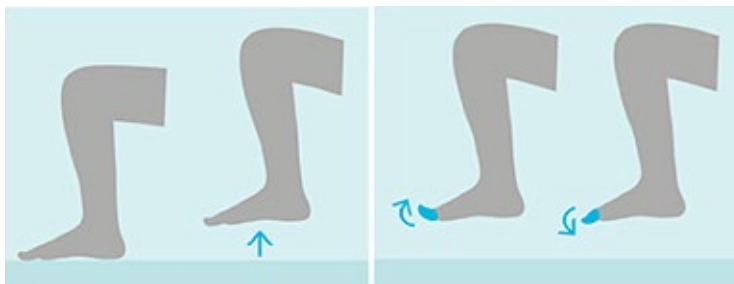
Tips for having a good flight

Flying can be very stressful and nobody knows this better than our seafarers travelling by plane regularly. We are sure that most of you have their own strategy how to „survive“ on long flights but we would like to give you some tips how to make flying even more comfortable.

Physically flying has a rather big effect on our body, mainly due to the lower air pressure in the planes cabin. The oxygen content in our blood decreases from 97% to 90% and the blood gets also thicker, increasing the risk of thrombosis.

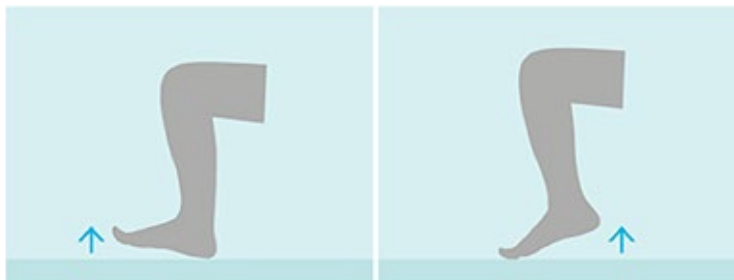
But this is enough on the theoretical side and even though it sounds very negative, there are things you can do to avoid negative effects.

- Avoid heavy meals with a lot of fat prior flying.
- Board the plane relatively rested.
- Wear comfortable clothes.
- Drink enough water or other soft drinks to ensure proper hydration.
- Avoid too much coffee or tea as it dehydrates your body.
- Avoid alcoholic drinks as it dehydrates your body.
- Walk around the cabin as much as possible
- Depending on the arrival time at your final destination avoid sleeping in the plane to avoid a jetlag.
- Do some workout as shown in following examples:



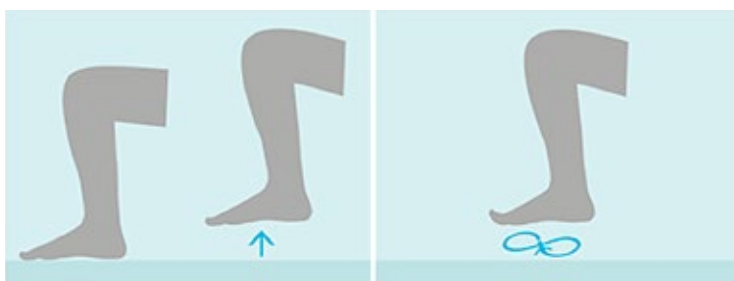
Practice 1:

Lift up one leg and move your toes up and down a few times. Afterwards switch to the other leg (Repeat approximately 20 times)



Practice 2:

Move your toes and your heel up and down



Practice 3:

Lift up one leg and draw an imaginary eight with your foot. Afterwards switch to the other leg (Repeat approximately ten times)

Source: <https://www.thrombose-ratgeber.de/vorbeugen/> (02.10.2018)

Additionally to those tips useful for your health it is also important to keep yourself entertained. Prior to your flight make sure you have something to read or you download your favorite music, movies or TV series on your mobile device so that you are independent of airline offerings. **Don't forget your headphones!**

We hope these tips are worth your consideration and that your next flight is as most convenient as possible for you.

On Board Impressions



M/V Accum in the Mediterranean Sea at night, photo made by Master Valeriy Gromilin.



M/V BBC Spring during loading operations in Masan, South Korea. The picture was taken by Chief Officer Dmytro Oliynyk.



In port of Colombo, Sri Lanka, our M/V BBC Nile doing double banking operations with M/V Arneborg. The shot was taken by our Junior Officer John Wee Encabo.



M/V Geise on her way from Stade, Germany to Venice, Italy fully loaded with life boats. The picture was taken by our Wiper Wynjel Bercero.



M/V BBC Mont Blanc loaded with heavy lift cargo on deck. The photo was provided by Master Eduard Abrin.

For more regular updates feel free to visit our Briese Crew Management Blog reachable under following link:
<http://briesecrewmanagement.blogspot.de/>

Your support is also welcome so if you have nice and interesting pictures you would like to share feel free to send them to following E-Mail address:
hannes.koeppel@briese-crewing.com



Briese Christmas around the World

Dear crew, dear colleagues,

As Briese is a multinational company with employees from all over the world, and the holiday season is knocking on our door, we had the idea to collect some local customs and tradition how Christmas is celebrated around the world. For this we asked you, our seafarers and the different crewing offices for a small overview how Christmas is celebrated in their hometown.

Danish Christmas



In Denmark Christmas traditionally starts on the 23rd of December, with "Little Christmas", where friends and family gather for Gloeg (also known as Gluehwein) and some small treats. Our Christmas is on the 24th, where family comes together in the afternoon and the children are preparing the Christmas tree with candles, hearts, placing gifts below etc. Christmas dinner is traditionally pork roast, roasted duck or goose served with cooked potatoes, sugar roasted potatoes, gravy, marinated pumpkin in slices and hot vinegar, marinated red cabbage (fine cut) served with red wine. Dessert is "Ris al'a Mande" and consists of cooking rice cooked in milk added some pure vanilla which is then cooled of and added steamed peeled and chopped almonds and whipped cream. At last one whole almond is stirred in. "Ris al'a Mande" is then served in portions with hot cherry sauce, served with port wine or sherry as people prefers. The one who gets the whole almond has deserved a small gift.

After dinner people are going around the Christmas tree hand in hand singing Christmas songs. It's tradition that everybody has a wish for a song. When singing is over the gifts from underneath the tree are divided and unpacked one by one. At this time coffee, tea, red wine, beer and soft drinks are served.

For night supper normally a light soup (made out of beef) with vegetables, meat balls and flour balls will be served.

The 25th or 26th of December are normally days where family and friends gathers for Christmas lunch. There is served the big cold cut table. A normal cold cut table consists of

3-4 different kinds of marinated/spiced herring, various cold cuts from beef and pork, fried fish file, fried meat balls, hot liver-paste etc.; along this Akvavit (Snaps), beer, wine and soft-drinks are served as well. We Danes believe in Nomes (Nisser) and Santa Claus (Julemanden), who is living in Umanak in Greenland where also his mail box is placed. It will be emptied once per year by him and he will prepare the gifts for the children with the help of the Nomes and his reindeer "Rudolf". The address of the mail box is "Til Julemanden Groenland" if you send it out of Denmark.

We are also hoping every year for a white Christmas in order to ease the work of Santa Claus travelling around with gifts on his sledge towed by Rudolf.

The best about Christmas is the opportunity of having a cozy and nice time with relatives and friends.

Even my youngest son and I are considered as Atheists believing in Valhalla from the age of Vikings, I also love to go to Christmas ceremony in the Church considering Christmas is a holy thing from the bible. This is just to share the joy of the family.

I wish all colleagues and shore staff in Briesa Merry Christmas (Glaedelig Jul).

Best regards,

Saeren Bjarnt

Latvian Christmas



In Latvia for a majority of us Christmas is celebrated like in other European and North American countries - frantic attempts to find presents for families by 'zombiing' around shops, Christmas tree, dinner which consists mainly with our traditional food, and somebody dressed as Santa handing out presents after the receiving person has told a poem or sung a song.

Nevertheless some pagan traditions are still apparent, such as "ķekatas" when Latvians dress up in traditional costumes (animals, reaper, gipsy etc.) and go from village to village and from house to house in order to provide blessing to the

house and to send away the evil spirits. "Ķekatnieki" are welcomed and greeted with goods. That is my favourite Christmas tradition.

Merry Christmas- "Priecīgus Ziemassvētkus"

Best regards,

Ivo Majevskis

Russian Christmas



As our customs around Christmas are nowadays similar to any other western civilization we decided to show you a small overview of the traditional origin of Russian Christmas.

Tradition to celebrate New Year in Russia has a long history and not all the times it was on 1st of January.

Long ago celebration of the New Year in Russia was in March. Reason for this looks rather logical: March is the first month of spring, and when spring is coming, nature starts to "wake up" after a long, cold and snowy "winter-sleep" and also spring brings a new life to flora and fauna, so the year-cycle starts again. There is even a "theory", that it's March, that used to be a real date for the New Year in the ancient world for all population of our planet! As a proof, they say, that 12 month of each year, should be counted not in the way we are doing it now! Otherwise, why October which comes from the Latin word "Octo" means 8 and December (coming also from Latin "Decem") means 10?

In 988 when Russians were christened by the Orthodox Church, and there was the Byzantium Calendar in use, the celebration of New Year was "shifted" in accordance with this new (for Russia) calendar to the 1st of September, after the harvest is collected and all field-works are done.

An interesting fact is that according to the churchly calendar the 01st of September is still a "new-year" ("Novoletie") holiday and that's why all schools in Russia, which were under the wing of a Church for a long time were starting their school-year on the 1st of September, which is still the same nowadays (Russian children of the certain age start their study at school on the 1st of September every year).

It was Peter the Great, who decided in the year of 1700 to shift celebration of the New Year in Russia "again" from the 1st of September to the 1st of January "to correspond" to the European traditions, which he was a big "supporter". And he was also the one, who ordered by law to decorate the houses and streets with the branches of pine, spruce and juniper.

However, it took a long time to accept this custom with the "Christmas Tree" by Russians, as the branches of those trees were, and are still in the traditional use at the cemeteries (as a symbol of "eternal life", because those trees are green throughout the whole year).

The tradition of celebration of the New Year, in the way we know and do it now, started at the times of Catherine the Second (the wife of Peter the Great's grandson). That was a time, when Russians start to make big events, special dinners, "balls"/ dancing evenings and presenting gifts to each



other during celebration of New Year and Christmas. Later on this tradition was supported and developed at the times of Tsar Nikolay the First (grandson of Catherine the Second) when Christmas markets appeared in Russia and Christmas trees became popular not only in the cities, but also in the villages of Russia.

After "Great October Social Revolution" in 1917, "bolsheviks" (members of the Communist Party) did not accept, that Russians may celebrate any religious holiday (which was also Christmas), because they believed they brought another, better "ideal" and meaning to the world and to the people.

So, tradition to celebrate Christmas was prohibited and "exchanged" by the more "civil" holiday – New Year.

But that was not the end of the story with the dates! On the 24th of January 1918 it was published by law that due to the decision of the Government of Russia to change from Julian to Gregorian Calendar, the next date after 31st of January 1918 will be 14th of February 1918 "new style"!

That means that one will never find any news or information about Russia during the period from 01.02.1918 until 13.02.1918: Nobody was born, nobody died, and it happened NOTHING at all in Russia!

This is a reason, why, for example, day of October Revolution (25th of October 1917) is now on the 7th of November and Russians are celebrating a New Year twice: 01st of January (new style) and 14th of January (old style)!

So many countries, so many traditions, customs and history. All of them are worth considering and admiring!

**Merry Christmas, Весёлого Рождества
(Vesyologo Rozhdestva)**

Best Regards,

Pavel Fedulov

Polish Christmas

The holiday season in Poland begins with a phenomenon known as "Christmas fever". The two weeks before Christmas Eve is a really „crazy time" mainly spent for chasing the best looking Christmas tree, queuing long hours for buying ingredients in order to prepare the dinner for Christmas Eve, and of course the usual reckless pursuit for the Christmas gifts.

The Christmas heat is finished together with the appearance of the first star at December 24th –that's the traditional sign for starting with the ceremony for Christmas Eve. Together with the first twinkle of stars all madness has come to an end and some small magic moments occur.

Whole family gathers together for dinner, and everything becomes calm and easy. Polish families begin their traditional Christmas ceremony with share of Oplatek. This is a ritual when we take a special chance to address our personalized wishes to each family member. When the time for wishes is finished, the whole family takes a seat around the decorated table and commences the Christmas Eve dinner, which normally consists of 12 traditional dishes.

There is one special tradition when it comes to the Christmas table. The tradition to let one seat and tableware open



at the table is known for centuries within Poland. Because on such special occasion nobody should stay alone. The one empty plate left at the Christmas table, demonstrates readiness to share Oplatek and a meal with anyone, who will just knock at the home's door. Besides of this it symbolizes also someone, who we lost during the past year. The space left open shows that someone is missing, but still not forgotten and on our mind.

**Once dinner time is finished it's time to exchange gifts.
Merry Christmas, WESOŁYCH ŚWIĄT**

Best regards,

Maciek Kurach

Ukrainian Christmas

My favorite Christmas tradition is Koliadki (Caroling). According to this tradition, at the end of the Holy supper the family often sings Christmas carols. In many communities the ancient tradition of caroling is carried on by groups of young people and members of organizations and churches calling at homes and collecting donations. A well-known Ukrainian carol is "Shchedryk" which became the basis for the world famous Christmas carol, "Carol of the Bells".

I remember being a teenager we visited almost all apartments in our neighborhood at night before Christmas (on 6th of January) singing songs and declaiming poems in order to get some treats. We always tried our best to impress our audience with funny costumes. My grandmother used



to prepare for children's visit in time and buy chocolates and bake cakes in order to reward our young performers.

**Merry Christmas,
Веселого Різдва (Veselogo Rizdva)**

Best regards,

Lyudmila Shevchenko

Filipino Christmas



Filipinos celebrate Christmas copious than anybody else. We have no wintry or snowy backdrop. There is no other country which celebrates Christmas longer than the Philippines. It starts with the BER months (months ending with -ber). When September sets in, we start to hear Christmas carols from every street corner. "Christmas in our Hearts", an all-time favourite song by the famous Filipino artist Jose Marie Chan can be heard on the radio. Homes are adorned with all sorts of Christmas decorations as early as September. `Foremost` is the "parol". Soon streets and commercial establishments follow suit with captivating and eye-catching Christmas decors.

There are a lot of Filipino traditions around its celebration of Christmas. The Philippines being a predominantly Catholic country, the most important and unique is the 'Simbang Gabi'. It is a form of novena consisting of a series of nine (9) masses which usually starts at four (4) o'clock in the morning from December 16 to December 24.

It is a tradition which started around the 17th century during the Spanish period of Philippine history. Traditionally, novenas are held in the evening. When the Christmas season began, the Spanish priests noticed that the farmers still attended evening masses despite their fatigue and exhaustion from the day's work. To accommodate these farmers, masses were held early at dawn when the land was still dark before they went out to work in the fields again.

Filipinos have different reasons for attending the 'Simbang Gabi'. Primarily is to show their faith. Most would say they want to offer their prayers to thank God for a year of graces and blessings. Still some would say they are praying for the healing of a sick relative or for a son to pass the professional examinations, or a daughter to be hired in a certain company, or some other similar requests. This is also a preparation to receive from God the greatest gift or "Aguinaldo" of Christmas, the birth of Jesus Christ, the savior of the world. Completing the nine-day mass could also mean that your wish may be granted.

'Simbang Gabi' will never be complete until you try the delectable and colourful array of "kakanin" or snacks available around the church yard. On the way to the church, you can



see small stalls which sell and display hot snacks to warm the stomach and hands of the churchgoers. Among the many kakanin, the most popular are the puto bumbong and bibingka.

Puto bumbong is traditionally made from sticky or glutinous rice called Pirurutong which has a distinctive purple color, soaked in salted water and dried overnight. The mixture is then poured inside the bumbong or bamboo tubes and steamed until done. When serving, it is topped with melted butter or margarine and shredded coconut mixed with sugar.

Bibingka is traditionally made from galapong, milled glutinous rice, mixed with coconut milk, margarine and sugar. The method of cooking "bibingka" is unique. The mixture is poured on a clay pot lined with banana leaves. To bake the rice cake, a special oven known as "bibingka oven" is used. The pot is placed over a charcoal stove and a metal tray with glowing ember is put on top as its cover. This results in an evenly cooked tasty cake with smoked flavor.

Christmas is the most anticipated and observed celebration in the Philippines. This is the season of giving, sharing, and thanksgiving. Wherever you come from, whatever race or faith you belong to, always remember that you are welcome to celebrate Christmas in a Filipino home.

The Filipino Christmas season ends on the first Sunday of January, the feast of the Epiphany, popularly called the feast of the Three Kings.

Maligayang Pasko!

Best Regards,

Francis Faith C. Dayaday

German Christmas



Holiday season in Germany usually starts with the first Sunday in Advent where the first candle of the Advent wreath is lit and the calm season officially starts. For example families have a nice breakfast together on each of the four Advent Sundays, with the Advent wreath on the breakfast table.

In the evening of the 5th of December children clean their boots and put them in front of the house, so that St. Nicholas can put some treats in them. But if the children were misbehaving throughout the year, Santa's little helper will only leave them a rod as a reminder to behave better next year.

Usually in December Christmas markets are opened in all parts of Germany where you can buy several handmade goods, sweets and other things. On this Christmas markets you will also find cottages where you can meet with friends and drink some „Gluehwein“.

Christmas Eve called „Heiligabend“ is on December 24th, and the most important day for German children as they



will receive their presents in the evening. Usually the whole family gathers for church at 17:00 and afterwards they'll have a festive dinner all together (traditionally potato salad with Vienna sausage (Wiener Wurst)). While the family having their dinner the presents are placed under the Christmas tree so that the children believe that Santa or the Christ Child put their presents underneath the tree.

On the 25th (1. Weihnachtstag) and 26th of December (2. Weihnachtstag) which are the official Christmas holidays, we usually meet the remaining parts of the family in order to have lunch, dinner, and spend time together. In order to be reminded that family is the most important thing.

Frohe Weihnachten!

Best Regards,

Briese News Team

MERRY
Christmas
AND A HAPPY NEW YEAR

We wish you a Merry Christmas and a Happy New Year.

Thank you for your support in the last year,
and we look forward to continue our strong relationship.

All the best to you and your family.

Briese Wordsearch

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

ANCHORED
BBCRUSSIA
BREAKBULK
CHRISTMAS
COASTER
CREWING
DEPARTURE
DRAFT
FLIGHTS
GARBAGE
HATCHCOVER
IMMERSIONSUITS

ISM
KHERSON
MAINENGINE
MULTIPURPOSE
MVMONIKA
NEWYEARSEVE
OTECO
PROVISIONS
SEMINAR
TRAVEL
VOYAGE
WEATHER

Solutions to our previous Wordsearch:

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

Sudoku

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

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

Solutions to our previous Sudoku:

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

easy

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

medium



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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,
Elia Wallenstein

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provide our fleet with needful information from and about us as well as
information we received from other companies, authorities, societies,
organization and whatsoever should be brought to everybodys knowledge!
All details are given in good faith and without guarantee.