BBC Chartering®

#7 | AUTUMN 2026

THE BBC NAVIGATOR

15 years PROJECT DIVISION

Special cargo on BBC AQUAMARINE



Navigating to excellence



BBC OPAL
with two fully erected Gottwald cranes

FACING CONTINUED CHALLENGES



Dear readers,

As we enter the final quarter of the year, our industry continues to cope with a complex and often unpredictable environment. Geopolitical tensions remain a factor to deal with, and the situation around the Strait of Hormuz still requires attention. The security of one of the world's most critical maritime corridors remains uncertain, reminding us once again of the resilience and adaptability that global shipping demands.

At the same time, another familiar challenge has re-emerged. Renewed drought conditions caused by lack of rainfalls because of the El Niño phenomenon are once again affecting operations at the Panama Canal. This creates restrictions that have implications far beyond the region itself. As always, our teams remain focused on finding practical solutions for our customers while maintaining the reliability and flexibility that have become hallmarks of our service.

This year marks 15 years of BBC Chartering's Project Division. What began as an ambitious vision has grown into one of the most respected project cargo operations in the industry. Over the past quarter century, our vessels have transported an extraordinary variety of cargoes to destinations around the world, from wind energy components, cranes, industrial modules and transformers to complete production facilities and other highly specialized project shipments. These achievements are the result of expertise, dedication, and teamwork across our entire organization.

I am also pleased to report continued positive developments within our Dry Bulk Division. With thirteen vessels now employed on long-term charter, the division has established a strong foundation and continues to perform well. Its growth further strengthens our business portfolio and has proven a valuable complement to our mainstay, the multipurpose operations.

Success in shipping is ultimately built by people. We are again recognizing colleagues celebrating twenty years with BBC Chartering. Their loyalty, professionalism and commitment exemplify the values that have shaped our company over the past almost thirty years. On behalf of the management team, I would like to extend my sincere gratitude and congratulations to all of them. Long-standing dedication is one of the reasons our company continues to thrive.

As we look ahead, we remain confident in our direction. The challenges facing global shipping are unlikely to disappear, but neither will the determination, expertise and our special BBC Spirit that enable us to deal with them. I would like to thank our customers, colleagues and partners around the world for their continued trust and support. We remain your steadfast partners for any port and any cargo!

Ulrich Ulrichs

Ulrich Ulrichs
CEO, BBC Chartering

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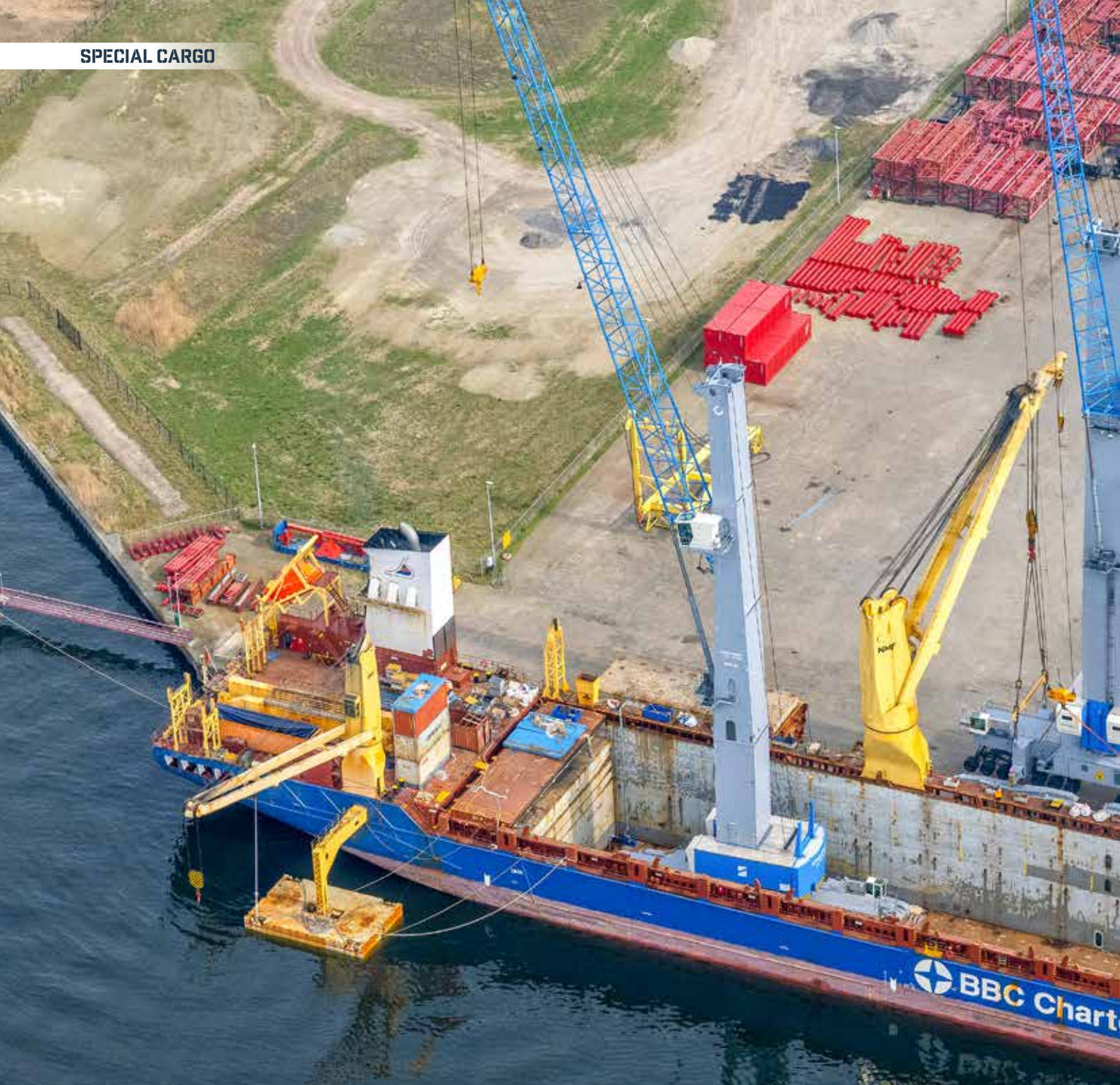
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BIG CRANES, OPEN HATCHES

A Special Voyage performed by the **BBC** AQUAMARINE

Transporting oversized cargo always requires special care—but sometimes needs truly creative solutions. This was the case when BBC Chartering was tasked by Konecranes to ship two fully assembled Konecranes Gottwald Mobile Harbor Cranes from the Netherlands to Mexico. The cranes, the largest of their kind, measured over 80 metres in length and nearly 60 metres in height. Due to their size, the heavy-lift vessel BBC AQUAMARINE was selected for the job.

The shortest route to the destination led through the Panama Canal—but this presented a major challenge. With the cranes loaded on deck, the vessel's airdraft would have been too high to pass under the Bridge of the Americas. The solution: instead of stowing them on deck, the cranes were positioned inside the vessel's cargo holds. This meant sailing with open hatches—an unusual but effective approach that reduced the vessel's overall height and made transiting the Panama



Open Hatch Voyage: What Are the Risks?

As Captain Dmytro Losev explains: "With open hatches, the main concern is water entering the cargo hold, which can affect the vessel's stability. Careful planning and constant monitoring are essential to keep the voyage safe."

To ensure safety, the crew must focus on:

- **Securing equipment**: Open hatch covers must be firmly locked to prevent movement
- **Controlling loading depth**: The ship must sit high enough in the water to avoid waves entering the hold
- **Monitoring weather**: Rough seas and heavy rain must be avoided at all times
- **Protecting the crew**: Open cargo holds are dangerous and require barriers and clear warning signs
- **Managing water ingress**: Pump systems must be powerful enough to remove any incoming water
- **Maintaining stability**: Wet cargo or shifting loads can impact the vessel's balance

With careful planning, strict procedures, and constant monitoring, an open hatch voyage can be carried out safely—but it demands the highest level of attention from everyone on board.

Canal possible. Such an operation requires special approval and additional safety measures. Extra pumping capacity was installed to manage any water entering the open cargo space, and strict operational limits were defined for the voyage. Close coordination between all teams—from engineers to crew and surveyors—ensured everything was prepared down to the smallest detail. In addition, an innovative fibre-based lashing system was used to secure the cranes, reducing handling time while maintaining the highest safety standards. Guided by professional weather routing, the BBC AQUAMARINE completed the journey safely and delivered the cargo to Manzanillo without incident.

This project once again highlights how expertise, teamwork, and smart engineering make it possible to handle even the most demanding transportation needs—safely and efficiently.

RECENT
cargo reference

The BBC GENEVA captured off Cuxhaven.



ANNIVERSARIES to celebrate

Over the past two decades, many of you have reached significant milestones—20, 25 years and more—with BBC. These anniversaries reflect not only your longevity but also the steady contributions you've made to the company's development. Your experience continues to be a valuable resource for your colleagues, and your openness to understanding different perspectives helps foster a collaborative work environment. This kind of dedication doesn't go unnoticed—it quietly shapes the culture and resilience of our organisation.

Thank you for your continued commitment, and congratulations on reaching these important career milestones.







Anniversaries celebrated since the previous issue of the BBC NAVIGATOR

PROJECT CARGO MEETS Environmental Protection

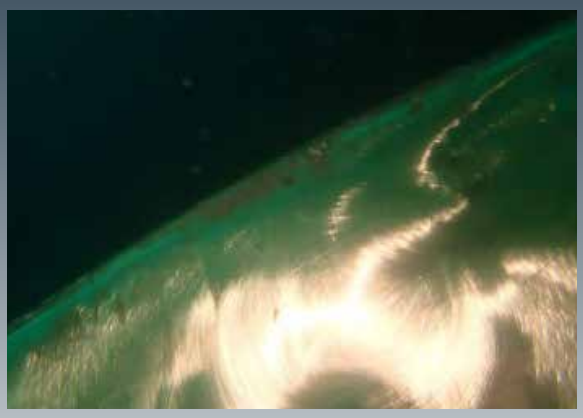
Any port. Any cargo. Our motto takes us to destinations around the world including some of the most environmentally sensitive regions, where operations require careful planning and strict compliance with biosecurity regulations. One such destination is Barrow Island in Australia.



Quarantine Inspection on board



Extract from hull cleaning report



Sample of baits



Located approximately 70 kilometres off the north-west coast of Western Australia, Barrow Island is the state's second-largest island and has been protected as a Class A Nature Reserve since 1910.[1] The reserve covers approximately 23,400 hectares and serves as a vital refuge for numerous native, vulnerable, and threatened wildlife species.[2] Operating in such a unique environment requires extensive preparation. To protect the island's biodiversity, every voyage is planned in accordance with strict biosecurity and quarantine requirements. Since 2022, already ten BBC Chartering vessels were assigned to transport oil mining equipment for Chevron to Barrow Island.

Chevron Australia operates, on behalf of their partners Santos and ExxonMobil, the largest oil field discovered in Western Australia[3] and continuously rely on deliveries of new materials. Due to the necessity of such equipment, they do not spare any efforts to meet the highest environmental and operational standards, to ensure smooth supply. To plan and prepare the required actions, BBC and Chevron work side by side and start with the arrangements already weeks prior the voyage commence.

Those preparations include a pest control programme, a so called “baiting and trapping”. A qualified specialist company installs approximately 90 bait stations and traps on board according to a pre-planned schedule, carefully selecting their locations to ensure effectiveness. As the equipment remains in place for 14 days, the ship’s crew is trained in advance to monitor and maintain the bait stations and traps and to report their status daily. If any bait or trap is lost or damaged, the crew is able to replace it immediately. This helps to ensure that invasive species such as insects and rodents cannot be introduced to Barrow Island.

Only after the quarantine phase of 14 days plus 48 hours stand of period is completed, the project cargo, designated for Barrow Island, is allowed to be loaded on board. To prevent insects and other pests from re-entering the ship, the cargo must also be sprayed and treated in accordance with the strictest quarantine standards.

Another important measure is the thorough cleaning and subsequent inspection of the vessel’s hull. To ensure that the vessel is free of biofouling, the hull, seawater piping systems and niche areas such as sea chests, chain lockers and the rudder must be fully cleaned by a specialist underwater diving company. Besides, the ship’s crew is responsible for the cleaning of the anchor gear and all seawater strainers in the engine room, as well as those associated with the emergency fire pump. These measures are essential to prevent the introduction of non-native marine organisms into sensitive waters.

Following the cleaning, the records and results are reviewed and assessed by a marine biologist. Only after the vessel has successfully met all biosecurity requirements is approval granted to enter Barrow Island waters. Once on site, our crews adhere to a range of additional environmental operating procedures. During periods of heightened marine wildlife activity, such as turtle nesting and whale migration seasons, our vessels have to comply with designated speed restrictions in sensitive areas. Furthermore, light spill, deck illumination, noise and vibration are kept to an absolute minimum to reduce potential impacts on the surrounding ecosystem.[4]

Successfully operating in protected environments such as Barrow Island, demonstrates that complex marine logistics and responsible environmental stewardship can go hand in hand. By carefully preparing every voyage, thanks to the ship’s crew commitment and the exceptionally good cooperation between BBC Chartering’s and Chevron’s HSE department and strictly following local environmental requirements, we ensure that every project is carried out safely, efficiently and with respect for one of Australia's most valuable natural habitats.



[1] Dorian Moro, Isobel MacAulay, A Guide to the Mammals of Barrow Island, 2010 p. 2 | [2] Dorian Moro, Isobel MacAulay, A Guide to the Mammals of Barrow Island, 2010 p.1 | [3] https://australia.chevron.com/what-we-do/barrow-island | [4]Chevron, Barrow Island Port Information Manual, p.23

WE CELEBRATE
15 years Project Division



As the BBC Chartering Project Division marks its 15th anniversary, it is a good moment to celebrate the milestones and achievements that have shaped its success.

Established as a dedicated service unit within the Chartering Department, the Project Division (PD) was created to provide specialized tender management and transport engineering solutions for large-scale, complex projects. The initiative formed part of BBC Chartering's broader fleet renewal and modernization program, which introduced advanced vessel classes such as the BBC 9K-700A and BBC 14K-800A. With lifting capacities of 700 mt and 800 mt respectively, these vessels set new standards within the BBC fleet and significantly enhanced the company's project cargo capabilities.

Over the past fifteen years, the Project Division has developed into a key pillar of BBC Chartering's project business, combining technical expertise, commercial insight, and operational excellence to support customers in the execution of some of the industry's most demanding transportation challenges.

Starting with a focus on the aforesaid vessel types, the team quickly figured out, that not only these vessels, but also the offshore industry with its projects require a special approach.

The first project managed by the team was the Macedon Project in Australia, involving the DOLLART and BBC NORDLAND, two of the oldest and smallest vessels in the BBC fleet at the time. Despite the limited vessel capabilities available in 2011, the Project Division successfully delivered six months of continuous project operations, laying the foundation for the team's future development.

Building on these early experiences, the Project Division established a strong focus on delivering tailor-made solutions that leverage the full breadth of BBC Chartering's fleet portfolio. At the same time, the team refined its single-point-of-contact approach to project management, providing clients with streamlined communication and seamless coordination throughout the project lifecycle.

Over the years, the Division has continuously adapted its processes and expertise to meet the evolving standards and requirements of the offshore industry, further strengthening its reputation as a trusted partner for complex and demanding transportation projects.

The Project Division became an inhouse compentence center, which nowadays also hosts inhouse trainings and supports

The Project Division has been founded end 2011 with a core team of 4 persons. Roberto Frigeni as Team Lead, Wiebke Buerger as Tender Engineer & Project Coordinator, Steven Dillon as Project & Sales Manager APAC and Volker Dietrich supporting as dedicated Port Captain. Beginning 2012 Christoph Krueder joined the team as further Tender Engineer & Project Coordinator. Today, 15 years later, the team looks a little different, but maintained its dedication to offshore and special projects.



Christoph Krüder
Team Lead, Senior Tender Engineer & Project Manager



Ilka Focken
Tender Engineer & Project Manager, Europe



Carin Zestermann
Tender Engineer & Project Manager, Europe



Kate van der Huir
Tender Engineer & Project Manager, Europe

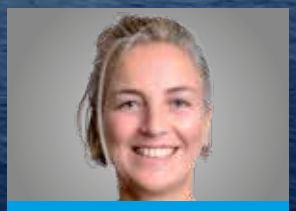
Local Sales and PD Representatives:



Kristopher Bramly
South America



Rajeev Singh Brar
Middle East and APAC



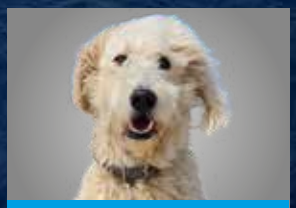
Michelle Inglessis
Mediterranean



Jennifer Thornton
North and Central America



Gianluca Esposito
PG & India



Bounty
Well-being-Officer

e.g. the fleet procurement department with requirements from the offshore industry.

"We are the spider in the web"

A quote by founding member Steven Dillon and a very true statement. The Project Division receives the majority of the offshore and special tenders in a separate management system and coordinates between offices and departments.

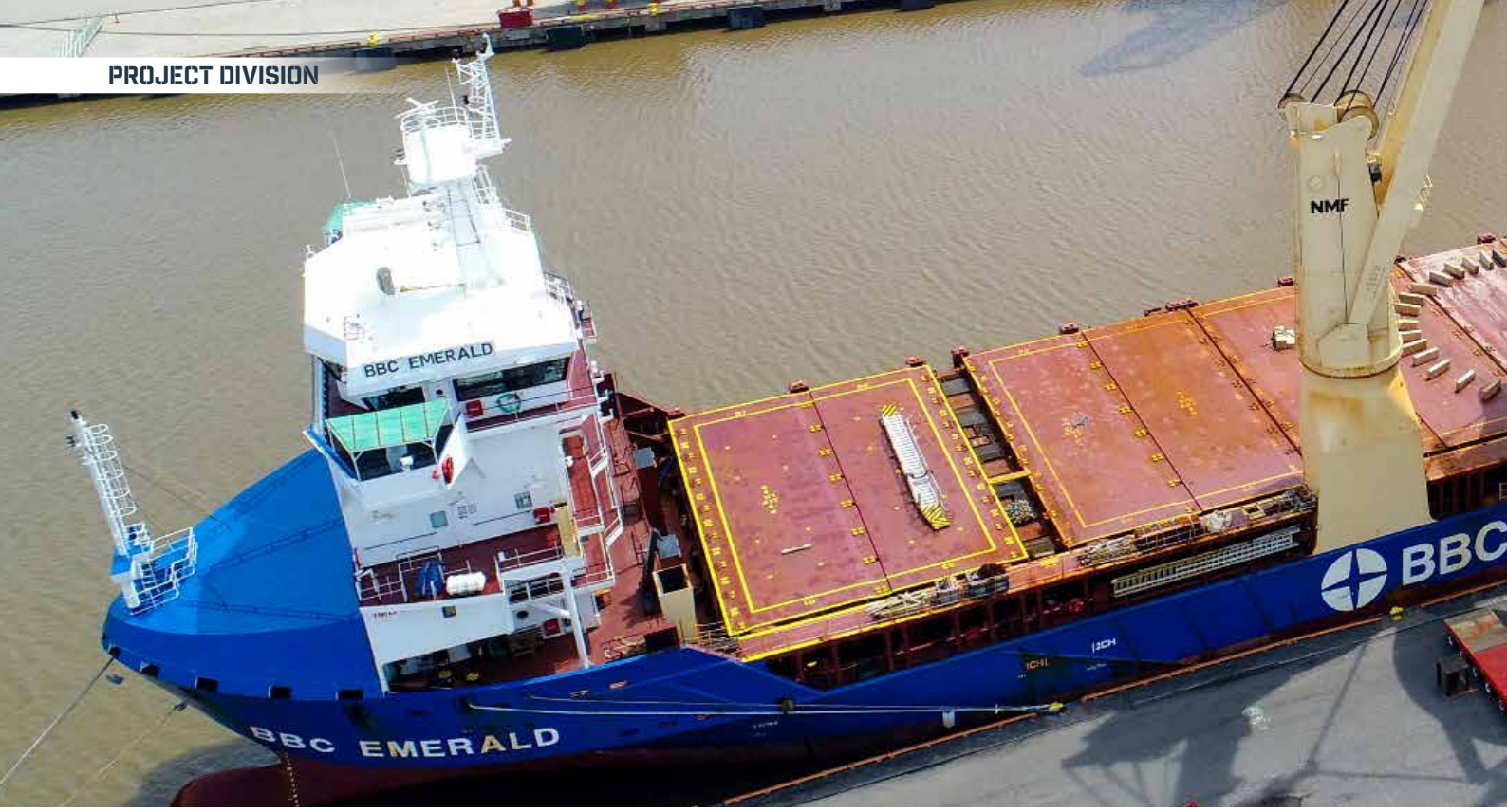
The team's primary responsibility is to oversee each project from the bidding stage through to final invoicing, serving as a single point of contact and coordination for our clients throughout the process. This requires close collaboration among all involved parties, as well as a broad understanding of the various tasks and project requirements.
Given the offshore industry's strong emphasis on Health, Safety, Environment, and Quality (HSEQ), the PD team works closely with the HSEQ department to ensure compliance with contractual requirements, adherence to procedures, and the highest operational standards throughout project execution.

When required, the PD team can also take the lead in kick-off meetings and Hazard Identification and Risk Assessment (HIRA) sessions. In parallel, the HSEQ team provides strong guidance on contractual requirements and operational procedures, while acting as the PD team's eyes and ears during cargo operations. This close collaboration ensures that projects are executed safely, efficiently, and in full compliance with client and regulatory requirements.

Working in a special environment, the Project Division has its own audited process structure and IT infrastructure. A well-established element of the PD team's work is its strong lessons learned culture. This requires detailed project follow-up and leads to the continuous improvement of contract clauses, guidelines, and procedures.

A key objective is to regularly review internal processes and lessons learned in order to adapt to evolving market requirements and trends, while also streamlining internal workflows and enhancing efficiency.

Another important aspect is the sharing of project-related lessons learned across the organization. To support this objective, the PD team periodically organizes internal training sessions, ensuring that valuable experience and best practices are disseminated throughout the company.





Christoph Krüder
Senior Tender Engineer & Project Manager

Navigator: Christoph, give us a quick introduction of yourself and your role within the BBC Chartering Project Division.

CK: I'm a graduate industrial engineer in maritime economics and port management and M.Sc. in international maritime management, working with BBC since May 2012. My current role is Senior Tender Engineer & Project Manager and Team Lead of the BBC Chartering Project Division.

Navigator: What does Tender Engineer and Project Manager mean? What is your daily job?

CK: In general it does not deviate much from the job of a Chartering Manager. Our job adds a little more coordination work and we have to be much more patient, as we work sometimes three years in advance on single projects.

Due to the intensity of the RFQs we are working on, the preparations are more detailed and require much more detailed and early involvement of other departments like technical, HSEQ and legal and sometime also management. During the project execution we stay on the projects and support the operations team as best as possible. If we are going to fix a project, the amount of paperwork and meetings gets shoreless. Due to this project related workload we are also trying to support the other offices.

Navigator: So you are working not solely on a local market but on a worldwide basis?

CK: Yes, we centralize the offshore project coordination in our HQ in Leer and give support to our local colleagues. This guarantees a global overview of projects and reduces the workload of the local offices, at least partly. Finally combining local strength and vicinity to the clients and centralized coordination and knowledge management.

So far this team effort works quite well and we get good feedback from our clients.

Navigator: Tell us a little more about the team.

CK: In Leer we are a core team of four persons; Ilka, Carin, Kate and me. The team works very well. We are able to handover projects quickly in case of travels, illness or vacation, we have a good internal exchange, while everyone has also a little specific area of dedication.This team will be extended by Jennifer in Houston, Kristopher in Rio, Michelle in Genoa, Rajeev and colleagues in Singapore and Gianluca & Ibrahim in the PG-India area. We are of course working with all our colleagues within BBC Chartering, but the colleagues mentioned above are a bit more closer to our daily business.

Navigator: After almost 15 years within the project Division, what was your favorite project?

CK: I don't really have a favorite project, as there have been quite some interesting ones, but the most remarkable ones have been the support of the Korean Antarctic research station Jang Bogo. Our BBC DANUBE spent 101 days down in Antarctica and supported the local operations. All the preparations took several months and have been quite intense, but also very interesting. Another one was one of the first tidal Energy projects in Canada.

But also some recent projects have been really intense on the one hand and very interesting on the other for the team. We did some really packed open hatch sailings from China to Brazil for the Oil & Gas industry and built for an offshore



renewable project two of the currently biggest cable tanks used so far. Working in a very new industry with a newcomer company was also very remarkable. In general working on things we never did before is always very nice, especially when finally everything works as planned.

Navigator: 101 days in ice sounds like a quite long period, Have there been more superlatives like this?

CK: I don't know, if this is a superlative, but our so far longest project was within the Mafumeira project in Congo. We contracted the two Briese Saimax vessels BARBAROSSA and STÖRTEBEKER for a period of three months to work as local pipe shuttles to the clients installation barge. Finally both vessels stayed in Congo for 23 and 19 months within the project from mid 2023 to mid 2025. This was even more remarkable as STÖRTEBEKER came back from a six months offshore charter in Brazil in the beginning of 2013 and BARBAROSSA from a three months offshore charter in Angola.

These have been the longest periods we served in offshore projects and at the same time with the smallest units of the Briese group fleet.

Navigator: So you are not working with the BBC fleet only?

CK: No. We are out when it comes to super heavylifts or DP scopes, but we can cover a wide range of project scopes. This always has been our strength. Our fleet portfolio supports that and we can always expand that portfolio by adding other Briese Group members like Briese Chartering or BREB to the scene.

Navigator: This means you are working a lot with other owners?

CK: Yes, this is absolutely mandatory and another success factor. Next to the Briese Group Chartering entities, we are also working very closely with the inspection and crew teams of our tonnage providers. Some specific requirements like open hatch sailings, special crew requirements or vetting and inspection planning need a good and close communication. Some projects wouldn't have been workable without them and their support. The biggest support we get inhouse from Briese and Delft, but also external companies like Jüngerhans have been very supportive during the past years.

Navigator: Is there any further funny or crazy stories you like to share?

CK: Oh yes, there is. Years ago we did the first OVID inspection for a project in Portugal. The vessel under inspection was the already mentioned BARBAROSSA. Sitting in the ships office with the master, Briese inspector Günther Wilms and the OVID inspector, to discuss, whether the non-existence of the heli deck is a non-conformity or not, as the check-system does only give these 2 options, was somewhere between crazy and quite funny.

The craziest meeting I ever had was a discussion with a 23-people delegation from a charterer about the possibility to drill wholes from tanktop to ballast tanks to check the potential gas concentration.

But there is also the complete opposite, where a client's engineer from a well known offshore EPC did a quick management of change with a pen and a piece of paper, which became an official MOC document. This is why I love this job so much!

Navigator: Is there something you wish for the future?

CK: At the moment I am part of the BIMCO subcommittee for the revision of the Heavyliftvoy and Heavycon. I'm part of a great group of people, reflecting the market and being able to work on improved and optimized shipping contracts. I think this is a quite realistic future perspective.

Otherwise I hope that the team stays as it is and we continue to do projects for many years ahead, as successful as we did the past years.


BBC Chartering



BBC TALLINN
sailing with a load of suction piles in open hatch mode



POSIDONIA 2026

Dry Bulk Division Impressions

This was a real first for us: on 2 June 2026, the BBC Chartering Dry Bulk Division hosted it's very first Meet & Greet during Posidonia. Almost a hundred guests joined us at the Yacht Club of Greece for refreshing drinks and delicious snacks in a beautiful setting at the Yacht Club's upper floor and terrace during the afternoon yesterday, 2 June. Along with plenty of networking and chats, we enjoyed the nice fresh breeze from the Saronic Gulf and the magnificent view on the Mediterranean on one side and views of the cityscape of Piraeus and Athens and the coastline on the other. Thank you to all guests for dropping by; despite the challenging traffic situation of Athens and Piraeus. We do look forward to seeing you again next time!



SAFE PASSAGE
through a Critical Chokepoint

The Strait of Hormuz is one of the most important waterways in the world. Although it is only a narrow passage between the Persian Gulf and the Gulf of Oman, its importance reaches far beyond the region. A large share of the world's oil and gas trade passes through this chokepoint every day, making it vital not only for shipping, but also for global energy supply, industry and everyday life.

Located between Iran to the north and Oman and the United Arab Emirates to the south, the Strait of Hormuz has always required careful navigation. In normal times, it is a busy and demanding area. In times of conflict, however, the challenges for vessels, crews, charterers and ship managers increase significantly.



A map of the Strait of Hormuz (Source: Wikimedia Commons)

Since the end of February 2026, maritime traffic through the Strait of Hormuz has been severely restricted due to the escalating conflict involving the United States, Israel and Iran. Before the outbreak of hostilities, more than one hundred vessels transited the strait on an average day. After the situation deteriorated, the number of safe crossings dropped sharply. For many vessels, there was no immediate way in or out of the Persian Gulf. The impact on shipping was immediate. Cargoes had to be rerouted, discharge plans changed, and vessels had to wait for further instructions in safe positions. The disruption once again showed how dependent international trade is on secure sea routes — and how much pressure such a situation places



NEWS from Briese Schiffahrt

BRIESE SCHIFFAHRT

on the people on board. At the time of the escalation, BBC Chartering had 22 vessels with cargoes bound for the Persian Gulf, including time-chartered BBC vessels not owned by Briese. Several voyages had to be rearranged at short notice. Some vessels were redirected to alternative destinations such as India, Saudi Arabia or Oman, while cargoes were shifted to ports outside the Strait, including Fujairah and Khor Fakkan in the UAE and Sohar in Oman, for onward transport by truck. For two Briese vessels, rerouting was no longer possible. In close coordination with the Masters and crews, both vessels were brought to safe anchorage positions. Bunkers, fresh water and provisions were secured, and the situation was monitored continuously.

Both vessels were already inside the Persian Gulf when the conflict started. They discharged her full cargo shortly before the situation escalated. Afterwards, one vessel was scheduled to load in Hamriyah for Penang, Malaysia. When it became clear that the conflict would not be solved quickly, the cargo was discharged again. The other vessel was employed in an intra-Persian Gulf liner service and was able to remain operational for most of the time, despite being unable to leave the area.

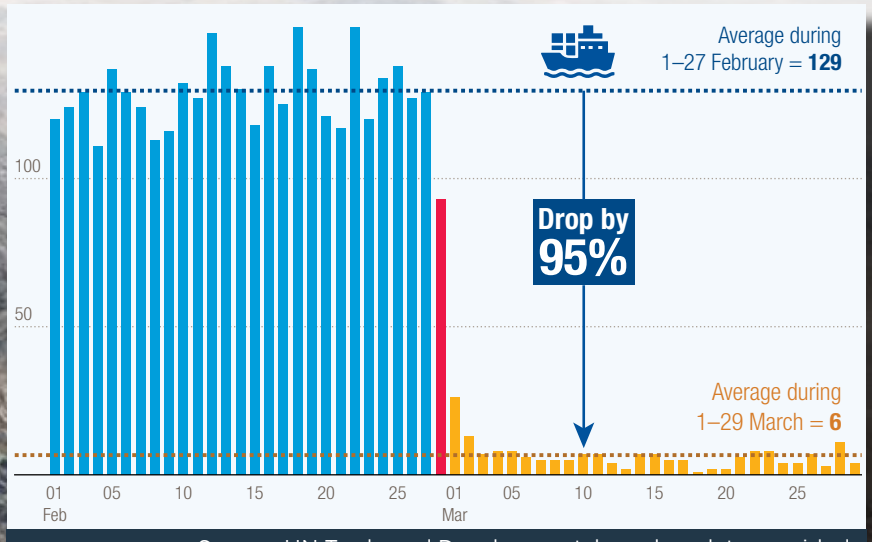
The other vessel loaded finally her outbound cargo in Hamriyah and had to wait for further developments before she could safely depart the Persian Gulf. For the crews, this meant weeks of waiting under unusual and stressful circumstances. Life on board had to continue as normally as possible. Watches were kept, maintenance was carried out, drills and routines continued, and the crew tried to remain focused despite the uncertainty around them.

At the same time, weather conditions in the Persian Gulf became increasingly difficult. Temperatures rose from around 26°C at the time of arrival to more than 30°C, with summer temperatures expected to reach 40–45°C and very high humidity. The risks of sunburn, heat stress, heat exhaustion and sunstroke were therefore taken very seriously.

The crews were briefed accordingly. Hydration, regular rest and cooling periods, and careful planning of deck and engine-room work were emphasized. Work outside had to be organized in a way that reduced exposure to extreme heat as much as possible. In such conditions, safe seamanship is not only about navigation - it is also about looking after each other.

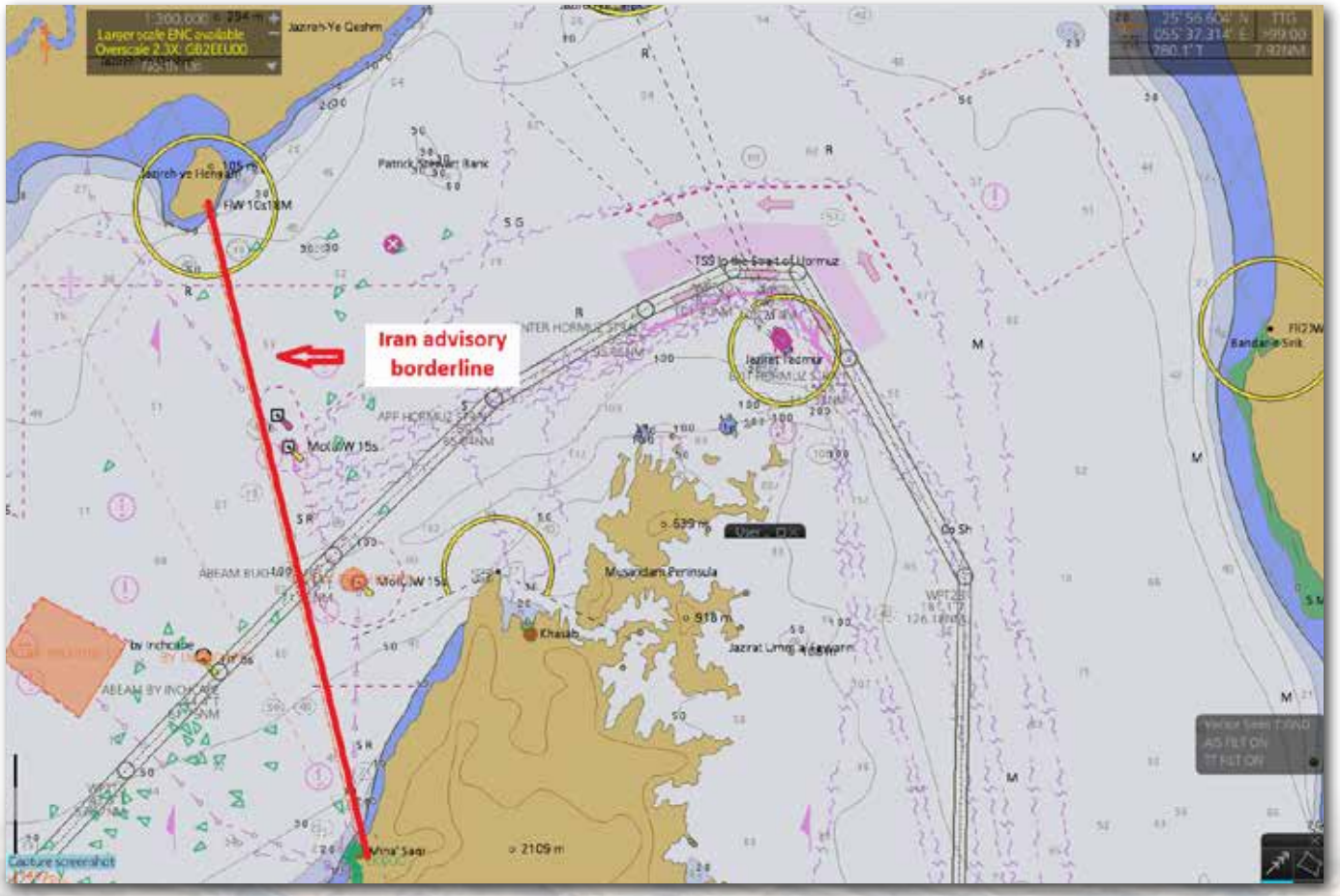
Across the wider region, thousands of seafarers were affected. Public reports stated that around 2,000 merchant vessels with approximately 20,000 seafarers continued to operate in the Persian Gulf region during the crisis. This also included vessels from German shipping companies. According to IMO-related reporting, at least 14 seafarers lost their lives during the conflict, and more than 40 commercial vessels were affected.

Total number of daily ship transits through the Strait of Hormuz



Source: UN Trade and Development, based on data provided by Clarksons Research Shipping Intelligence Network

NEWS from Briese Schiffahrt



BRIESE SCHIFFAHRT

To support crews and vessels in the area, the International Maritime Organization launched an evacuation framework in June 2026, aiming to assist vessels and seafarers waiting in the Persian Gulf. The operation was temporarily paused after the container vessel Ever Lovely was struck near the coast of Oman. The incident once again underlined how fragile the security situation remained, even while coordinated movements were being prepared.

After roughly four months at anchorage, the Briese vessel were finally able to leave her position off Sharjah and sail along the recommended southern transit route along the Omani coast.

The passage through the Strait of Hormuz under these circumstances required thorough preparation, strong nerves and excellent seamanship. The recommended route could be followed safely, but the transit demanded full attention from the bridge team at all times. Traffic was heavy in certain areas, some targets were difficult to detect, and navigational equipment could not always be fully relied upon.

Before entering the transit area, the crew prepared the vessel carefully. Unnecessary lights from portholes and other openings were avoided. Crew members were advised to stay clear of portholes during the passage, and emergency bags were kept ready as a precaution.

On the bridge, a reinforced watch-keeping arrangement was maintained throughout the transit. The Master remained on the bridge for the entire passage, supported by a deck officer, two lookouts and a helmsman. The deck officer monitored the vessel's position, carried out manual plotting where necessary and sent regular position reports. The lookouts were positioned on both sides of the bridge with binoculars, as small and larger targets were encountered, some without AIS signals or navigation lights.

Manual steering proved especially important. Due to the traffic situation and the behaviour of nearby vessels — some of which were difficult to detect by radar or AIS - hand steering gave the bridge team better control and allowed quicker reactions.

The transit also showed the importance of being prepared for GPS disruptions. After passing the first checkpoint, the GPS signal became unreliable and was later lost completely before the second checkpoint. The bridge team therefore had to rely on alternative navigation methods, including manual position input on the ECDIS and paper charts where available.

In certain areas, traffic density increased significantly, especially where vessels had to converge due to reported wrecks and sea mines close to the route. Close-quarter situations developed in some sections, with very small CPAs between vessels. Radio communication was limited, and ARPA information was not always reliable. Constant visual observation, clear communication within the bridge team and strict adherence to COLREGS were therefore essential.

The bridge team had to remain aware of main engine RPM and minimum safe speed, as speed reductions were sometimes necessary due to traffic congestion and high sea water temperatures.

The successful transit was the result of careful planning, calm decisionmaking and strong teamwork. It showed once again that good seamanship remains the most important safety factor, especially when electronic systems are disturbed, external communication is limited or the situation around the vessel changes quickly.

The wider market impact of the conflict has also been significant. The Persian Gulf region had previously been one of the world's fastest-growing markets. Many customers have now adapted to the changed situation and are increasingly using alternative ports, for example in Oman or Saudi Arabia. This often leads to additional costs for land transport, storage, customs procedures and delayed production.

BBC Chartering also faced considerable additional costs due to vessels that could not leave the Persian Gulf as planned. The conflict also affected oil prices, bunkering costs and insurance premiums, especially in the area of war risk.

For shipping companies, charterers and customers, these are serious commercial challenges. For the seafarers on board, however, the situation was much more personal. It meant waiting, uncertainty, heat, careful preparation and finally a demanding passage through one of the world's most sensitive maritime areas.

A sincere thank you goes to the Masters and crews involved. Your patience during the long waiting period, your professionalism on board and your courage and skill during the passage through the Strait of Hormuz deserve great respect.

Welcome back to worldwide trading.

BBC URANUS

Takes Centre Stage in Extraction 3

In July, our beautiful BBC URANUS has had a rather unusual assignment: becoming part of the set for Netflix's upcoming Extraction 3, starring Chris Hemsworth.

We sailed her from Vietnam to Port Kembla, Australia, specifically for the production. After considering several vessel options, including projects for many years ahead, as BBC ICELAND, the production team ultimately chose BBC URANUS for the job.

What followed were 50 days of ballasting, positioning, coordination and plenty of very early mornings to make sure the vessel was exactly where the cameras needed her to be. For our crew, it was a genuinely surreal experience. Seeing a working heavy-lift vessel transformed into a Hollywood film set — complete with cameras, lighting and a large production crew — was certainly something different from our usual operations. Along the way, we even had the chance to meet Chris Hemsworth and members of the Extraction 3 team.

Behind the scenes, the project required plenty of precision and close cooperation between the ship's crew and the production team. Every position and movement had to be carefully coordinated to capture the right shot.

After 50 memorable days in Port Kembla, we're proud to have played a small part in this major production — and we can't wait to see the finished result.

From Vietnam to Australia, from heavy-lift operations to Hollywood: BBC URANUS has certainly had an unforgettable chapter.

Keep an eye out for her when Extraction 3 hits Netflix later this year!





MALA AWARDS Mumbai

MALA, short for All India Maritime and Logistics Awards, celebrated its 16th edition this year. BBC Chartering was honoured with the "Shipping Line of the Year – Projects / Breakbulk Operator" award. Congratulations to Ibrahim Khan, who accepted the award on behalf of BBC Chartering during the ceremony held at the Jio World Convention Centre in Mumbai on 2 September.

The awards programme comprises more than 30 categories, with entries evaluated by a distinguished jury representing various segments of the maritime, shipping and logistics industries. Winners are selected through a transparent, merit-based process that considers performance and other key criteria during the assessment period from April 2025 to March 2026.

This recognition reflects BBC Chartering's continued commitment to serving the Indian market and its dedication to delivering reliable project cargo and breakbulk transportation solutions.



NEW GENERATION of trainees

Welcome aboard! On 1 August 2026, Nicole Nellen (left) welcomed our new trainees Alexander, Tom, Lara, Emma, Mattes and Jamie at our head office in Leer. We are thrilled to have so many young people starting their professional future with us this year. We wish you good luck, success and a good start into the fascinating world of multipurpose shipping!

UPCOMING events

We look forward to seeing you.



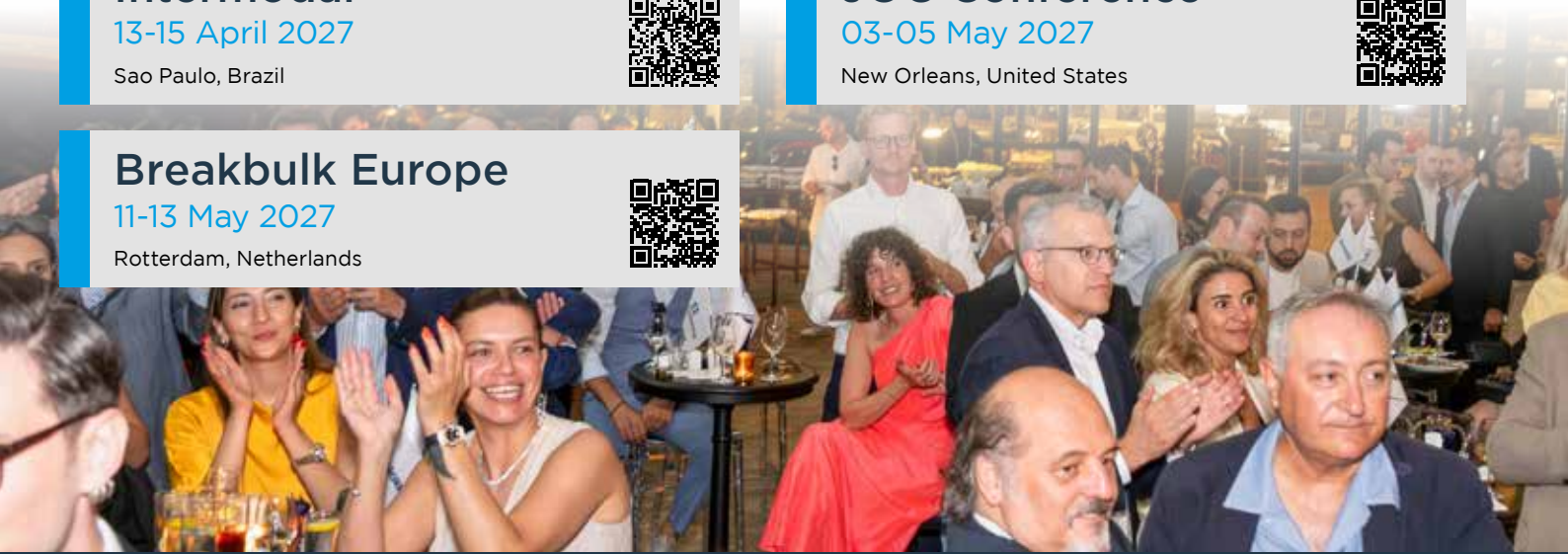
Breakbulk Middle East
02-03 February 2027
Dubai, United Arab Emirates

Logistics Connect
04-05 March 2027
Bremen, Germany

Intermodal
13-15 April 2027
Sao Paulo, Brazil

JOC Conference
03-05 May 2027
New Orleans, United States

Breakbulk Europe
11-13 May 2027
Rotterdam, Netherlands



Detailed and up-to-date information on forthcoming events on our website: **bbc-chartering.com**



BBC URANUS

Captured by Tim Cheetham
in Port Alma, Queensland, Australia
in April.

The next issue of **THE BBC NAVIGATOR** is scheduled for Q1-2027

BBC Chartering®

BUILDING THE FLEET
FOR THE FUTURE

We are building the next generation of multipurpose heavy-lift vessels, the „LakerMax“. With more space and stowage options under deck for your valuable and sensitive cargo. With more unobstructed space on deck and the ability to sail with open hatches. Equipped with two Liebherr 250-mt shipboard cranes. Fourteen vessels delivered to date. Seven more to follow.*
On top, more F500-vessels will arrive, ready for your cargo.

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* status as per September 2026

MANAGEMENT SYSTEM CERTIFICATION
DNV
ISO 9001 • ISO 14001
ISO 45001