MS DAILY BRIEF - 12 September 2022

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How the United States rapidly deployed Harpoon anti-ship missiles in Ukraine

We've suspected this for a long time, and some, most likely, knew about it for sure - and now, it seems, the suspicion has been confirmed. On September 7 this year, the already well-known publication The WarZone, represented by its regular author Howard Altman, writes: On Tuesday, one of the Pentagon's biggest clients shed light on how the US supplied Ukraine with RGM-84 Harpoon anti-ship missiles, which he said were used to sink two Russian warships. Secretary of Defense adviser William LaPlante, who is in charge of procurement, delivery, maintenance of weapons and equipment (and more), told a news conference that "an incredible breakthrough occurred." One of the countries that is armed with the "Harpoons" ship version (the country is not named) has offered to do some sort of upgrade with them. Working with this country and a contractor (unnamed), they were able to place missiles on trucks. One truck carries the rockets and launchers, the other the power source. The trucks were interconnected by a cable. Ukraine, having learned that there was a working method of converting the naval version of Harpoon into a land-based version that could be quickly exported, sent personnel for training, which arrived over Memorial Day weekend. About three weeks later, he said, two Russian ships were sunk by those missiles. In June, Ukraine announced that its navy had struck a Russian ship near Snake Island, about 20 miles off the coast. LaPlante did not name the ship, but it appeared to be the Vasily Bekh salvage tug, which was said to be carrying weapons, personnel and ammunition to the island. Ukrainian officials claimed this was done by two Harpoon missiles.

There was no confirmation of this claim at the time, although the Ukrainian Defence Ministry showed a video taken by a Bayraktar drone. The video shows that the ship was hit by two missiles. In May, NATO countries announced their readiness to transfer such weapons to Ukraine. Thus, Denmark announced the delivery of two launchers of the land-based version of the RGM-84 and an unknown number of payloads, and the United States announced in June its own delivery of two complete sets, including launchers and spare parts, but without missiles.

Immediately after LaPlante's statement, a Pentagon spokesman clarified that the Ukrainian missileers had not been trained in the United States. The training was conducted by an "unnamed contractor," but there was no word on where exactly this took place and whether the US government had anything to do with it."

Source: https://topwar.ru/201467-kak-ssha-bystro-perebrosili-na-ukrainu-protivokorabelnye-rakety-garpun.html

Egypt wants to buy Barracuda submarines and cruise missiles, but France balks

Barracuda-class Suffren submarine. Photo Credit: French Naval Forces

Egypt is seeking to buy new French submarines, worth around €5 billion, which would be fitted with cruise missiles worth €1 billion. To this end, Egyptian Defence Minister Mohamed Ahmed Zaki is expected to meet his French counterpart Sebastien Lecornu in the coming months.

Discussions on the agreement began in February 2022 on the sidelines of the One Ocean summit in Brest, to which Egyptian President Abdel Fattah al-Sisi was invited. In a meeting with his French counterpart Emmanuel Macron, the Egyptian president spoke of his plans to modernise the naval fleet.

One of Sisi's goals since coming to power in 2013 has been to purchase four to six Barracuda-class submarines from the French state-owned Naval Group. Sisi entrusted the high-risk project to former Egyptian Navy commander Ahmed Khaled.

At present, the French government has only agreed to exchange technical documents between Naval Group and the Egyptian Navy, not to negotiate a contract. The Paris defence chief is opposed to a project that would bring more ships to a Mediterranean already saturated with dozens of Italian, Greek, Turkish and even Russian submarines.

Export of naval cruise missiles from MBDA would be a first for France

The export of naval cruise missiles from MBDA would also be a first for France and would worry NATO member Israel and Turkey, whose relations with Egypt are extremely volatile.

The French finance ministry is also concerned about Egypt's ability to pay such a high price, as Egypt's national debt has risen to nearly $400 billion.

Sisi is trying to secure a new loan from the International Monetary Fund, to which it already has $20 billion in debt accumulated since 2016. The new loan, which is expected to be announced any day now, has reportedly been reduced from $10 billion to $3 billion.

Egypt's previous arms purchases, notably French Rafale jets and European multirole frigates, have been partly financed by the United Arab Emirates and Saudi Arabia, in addition to bank loans guaranteed by the French Treasury.

If Egypt defaults or adjusts its fiscal priorities, it will be the French state that will have to pay for the contracts won by French manufacturers.

Egypt is a major customer of the French defence industry

Among European manufacturers, French companies have been among the most successful in capitalising on Egypt's demand for weapons, winning three major naval contracts between 2014 and 2015: four Gowind-class cruisers, a FRAME-class helicopter carrier and two Mistral helicopter carriers, the latter originally destined for Russia.

Egypt was also one of the first buyers of Rafale fighter jets from Dassault, ordering a first batch of 24 aircraft in 2015.

Until a few years ago, the Egyptian fleet was up against old Chinese submarines built in the 1980s. Between 2017 and 2021, Egypt purchased four 209/1400 submarines from German shipbuilder TKMS, but this was not enough to satisfy Sisi.

Egypt owns eight submarines, ranking second in the Arab world and Africa and 16th in the world.

Source: https://www.defenseromania.ro/egiptul-vrea-sa-cumpere-submarine-franceze-barracuda-si-rachete-de-croaziera-dar-franta-ezita_618098.html

Russia has introduced the first Pion-NKS naval research satellite into experimental combat service: the Liana satellite system close to operationalization

According to the topwar.ru website, Russia's first Pion-NKS maritime research radar satellite, which was placed in orbit last June, has passed the necessary testing stage and has been accepted into experimental combat service.

The satellite is part of the Liana research system, designed to monitor the world's oceans, track adversary naval groupings and issue targeting data.

The Liana maritime research satellite system was developed based on the similar Soviet Legenda system, which was created in the 1970s and tracked the movements of US aircraft carriers. However, due to the low resolution of optical technology, the Soviet satellites could only detect large objects. Unlike the Legend, the Liana is capable of tracking objects the size of a small car, accurately determining the location of enemy ships, and broadcasting the necessary targeting data to fleet attack assets.

The Liana maritime research system includes four satellites: two Lotus-S and two Pion-NKS. The first Lotus-S satellite was placed in orbit in 2009 and the second in 2017. The first Pion-NKS satellite, which is now in experimental combat service, was placed in orbit in 2021. There are no details yet on the launch of the second satellite of this type.

"The Pion-NKS spacecraft has successfully passed the state tests and has been accepted into the experimental combat service. The device has started monitoring foreign military activities, including ship movements," Russian news agency RIA Novosti also reported, citing statements from a source in the missile and space industry.

The characteristics of the Liana radiolocation research system are secret. All that is known is that, with its help, the Russian military can monitor small sea and land targets and direct high-precision weapons against them.

Author's comment: The Russian Ministry of Defence will have several orbital groups of communications and research satellites in the near future, consisting in principle of four satellites each.

In addition to the Liana research satellite system, the Blagovest communications cluster, which will include four Meridian-M satellites, is also being operational.

As for the Liana system, it must be said that the interruption of military relations with Ukraine has hampered its formation. Originally, the satellites in the system were to be launched using Zenit rockets, the manufacturer of which, Yuzhmash of Dnipropetrovsk, is located on Ukrainian territory. As a result, it was requested to redesign the satellites for launch with Soiuz rockets.

Source: https://www.defenseromania.ro/rusia-a-introdus-in-serviciul-de-lupta-experimental-primul-satelit-de-cercetare-navala-pion-nks-sistemul-satelitar-liana-aproape-de-operationalizare_618100.html

Japan plans giant missile defence ships, largest surface ships since WWII

Japan's ballistic missile defence capabilities are to be overhauled by two new warships, replacing plans for the Aegis Ashore system.

Japan's defence ministry has provided more details of its plans to build two huge new warships, part of a wider missile defence initiative that replaced an earlier proposal to install the Aegis Ashore land-based system in Japan. The as-yet unnamed missile defense ships are expected to have a standard displacement of about 20,000 tons - more than twice that of current Maya-class destroyers equipped with Aegis - making them potentially the largest Japanese surface ships since World War II. In its budget request for fiscal year 2023, Japan's Ministry of Defense submitted its proposal for the two new warships, to be funded from a total requirement of about $39.7 billion, compared to $38.4 billion for fiscal year 2022. Unconfirmed Japanese media reports suggest that the two new ships could cost $7.1 billion, far more than the roughly $4.3 billion the two Aegis Ashore systems were expected to cost. Overall, Japan's defense budget has grown steadily in recent years, reflecting the growing emphasis on the country's military and the rapidly developing threats from both North Korea and China.

Speaking last week, Japanese Defense Minister Yasukazu Hamada said the introduction of the two large new ships into the missile defense role would allow the other Aegis destroyers to focus on other critical tasks, notably defending against potential Chinese maritime incursions. Currently, the Japan Maritime Self-Defense Force's Aegis fleet, or JMSDF, comprises two Maya-class destroyers, two Atago-class destroyers and four Kongō-class destroyers. The latest Maya-class warships are sub-variants of the Atago-class, which in turn evolved from the Kongō-class, a Japanese derivative of the US Navy's Arleigh Burke-class destroyer. According to figures published by The Nikkei, the warships are expected to be about 690 feet long and about 130 feet wide. That compares with a length of just over 557 feet and a width of about 73 feet for the Maya-class, the latest Aegis destroyers to enter service with the JMSDF. These warships have a standard displacement of about 10,250 tons.

Indeed, earlier reports suggested that the new warships would be much closer in size to the Maya class, with a standard displacement of about 9,000 tons. This also contributed to speculation that they might be built on a modified Maya-class hull. In fact, in terms of size, the new missile defense ships would be more comparable to the Izumo-class helicopter destroyers, currently the JMSDF's largest warships, which are just under 814 feet long, about 125 feet wide and have a displacement of 19,800 tons, increasing to 27,000 tons fully loaded.

Interestingly, the proposed new warships would be broadly similar in size to the Kongō-class battlecruisers of the World War II era, which were 720 feet long, 108 feet wide, with a displacement of 28,000 tons. That last figure, of course, includes a considerable amount of armor protection that will be absent on the new models.

It's also important to note that the figures released so far reflect only a draft plan and could be subject to change. Regardless, the new ships will also provide a key node in the US missile defense shield, making their acquisition a priority for the US as well as Japan. "We believe this is an extremely important initiative to drastically strengthen our defense capabilities within five years," Hamada said of the new warships, noting that their development process is now being accelerated. Current plans call for the first of the new warships to be commissioned at the end of 2027, with the second to follow at the end of 2028. Overall, however, it is unclear at this stage what the new warships will actually look like. Although they have previously been described by the Japanese press as "super-destroyers", more recently there has been speculation that they will not follow the same type of destroyer design used in the JMSDF's current Aegis warships. Some concepts have shown ships based

on a catamaran or multi-hull design, which would increase stability, which is critical for optimal radar performance. Even more radically, there has been some thought of installing the missile defence architecture on some kind of unpowered barge. Although it now looks like a monohull will be used, the final design may not necessarily have much in common with conventional destroyers or cruisers - as indicated by the relatively enormous planned width of about 130 feet. One option might be an extended version of the hull type used in the Izumo class or the slightly smaller Hyuga class.

Defense Minister Hamada pointed to North Korea's expanding and increasingly capable ballistic missile arsenal as a factor in the requirement for the new warships. Not only is North Korea now capable of launching larger salvoes of ballistic missiles, but they may increasingly come from unexpected launch sites, thanks to the development of mobile ballistic missiles, both road and rail. North Korea is also developing new submarine-launched ballistic missiles. At the same time, their performance and flight profiles make them harder to intercept. The new warships will be capable of intercepting North Korean missiles (or those launched by other hostile powers) at high altitudes. In addition to ballistic missiles, Hamada also said the new warships will be equipped to intercept hypersonic weapons, a class of weapons already established in China and Russia and being developed by North Korea. According to The Nikkei, the ability to counter hypersonic glide weapons would be "added later," but no other details were provided. Overall, launching interceptors to defeat these types of threats, which fly at Mach 5 or higher, is a significant challenge.

Other key features of the new warships include a relatively small crew of 110, compared to about 300 for the Maya-class destroyers. At this point, it should be remembered that the issue of the number of personnel in the JMSDF is something that has been raised before in the context of the new warships. After all, one of the initial reasons for choosing Aegis Ashore was concern about the limited number of JMSDF crews available to man the traditional ships. This problem is so significant that the JMSDF is now introducing the Mogami class of multi-mission "destroyers", which is actually the size of a frigate to cope with the JMSDF manning shortage.

Other factors could also contribute to the reduction in crew numbers, including increased automation, and combat tasks may be limited to air and missile defence. At the same time, crew facilities are likely to be relatively well appointed, making them more suitable for longer deployments around Japanese home islands. Although the new warships may not look much like the Aegis ships currently in service, Japan's Ministry of Defence has confirmed that they will still take over most of the ballistic missile defence tasks, particularly from these destroyers. Certain, therefore, is that the centrepiece of each of the two new warships will be the Lockheed Martin AN/SPY-7 Long Range Discrimination radar, which is designed to defend against ballistic missiles. These are the same radars that were originally planned to be used in Japan's Aegis Ashore systems.

Work on the planned pair of land-based Aegis Ashore systems was suspended in 2020, officials cite amid technical problems, rising costs and domestic criticism. The latter included concerns that debris from intercepted missiles could land on Japanese soil and cause damage or injury, threatening to jeopardize testing of the missile portion of the system. There was also significant public concern about the potential health impact of radiation from the powerful radars of the Aegis Ashore system. The main control center of the Aegis Ashore missile defense test complex in Kauai, Hawaii. The Aegis Ashore sites in Japan were expected to have a similar design, but with the AN/SPY-7 radar instead of the AN/SPY-1 seen here. KYODO BY AP IMAGES The missiles will be SM-3 MkIIA interceptors, which offer a wider engagement array than the SM-3 variants currently in existence and are more capable of addressing a wider range of missile threats. This missile and the US-Japan consortium that developed it is something we've covered several times in the past, here, here and here. It's also

worth noting that Japan is not the first nation to decide to launch SPY-7s on warships. Lockheed Martin is already supplying versions of the same radar for installation on the upcoming Canadian Surface Combatant, which will be derived from the BAE Systems Type 26 frigate design, as well as Spain's upcoming F110-class frigates. These designs are significantly smaller than Japan's proposed missile defence ships. However, the SPY-7 is a highly scalable radar, so a retrofitted ballistic missile defence installation could also be larger. Even so, it may be the case that Japan would opt for this unorthodox solution, at least in part, for cost reasons. In the past, Japan has explored special-purpose ships or offshore platforms for missile defence as a cheaper alternative to larger destroyers. Similar thinking was behind the US ballistic missile defence ship, or BMD, which was designed by Huntington Ingalls Industries based on the existing San Antonio-class landing platform hull. The goal was to provide a significantly more capable platform for missile defense than the existing Arleigh Burke-class guided missile destroyers. On the other hand, a missile defense ship based on some sort of offshore platform or even an adapted hull of an amphibious assault ship would be vulnerable to attack from anti-ship missiles or submarines. It is unclear what types of defences and other weapons would be included on the hulls, focusing so far very much on the missile defence mission. This could lead to the need for destroyers and submarines to escort these ships. However, there have been some indications that the missile defence ship could become a more versatile platform, or at least one that has the capability to attack with long-range cruise missiles against North Korean missile launchers, for example. Last month, Japanese media reports suggested that officials may be looking to add a "counterattack capability" in the form of an upgraded version of the Type 12 missile. This could have a range of over 600 miles.

It will be fascinating to see what kind of craft will emerge from Japan's missile defense program. What is clear is that, once deployed, they will be expected to play an important role in a missile defence shield that will protect US and Japanese interests in a region where ballistic missiles are proliferating.

Source: https://www.thedrive.com/the-war-zone/japan-to-build-giant-missile-defense-ships-its-largest-post-wwii-surface-combatants

European Space Agency sponsors Grimaldi project for automatic docking

The European Space Agency (ESA) is joining the effort to implement new technologies that will help automate maritime transport. The Agency, through its Navigation Innovation and Support Programme (NAVISP), is participating in a programme to use satellite positioning technology to assist and ultimately automate ship berthing. The new project will involve Italy's Grimaldi Group working with Kongsberg and the Radiolabs Consortium and the involvement of the Italian Space Agency (ASI). The aim of the project is to design, execute and validate the mooring assistance system in operational conditions. The first phase of the project, which is projected to last 18 months, will focus on the design of the equipment together with laboratory testing and pre-installation of the system to be tested on an operational ship. The second phase, which has also been agreed with ESA and is due to start in March 2024, plans to run tests on board the ship. The Grimaldi Satellite Assisted Berthing project provides for an assisted guidance system during berthing using new satellite positioning technologies. The aim is to link satellite information into the ship's automation systems. Kongsberg, based in Norway, is actively developing automation systems for a number of ships, including the Yara Birkeland, and projects in Norway for automated cargo barges. Navigation automation testing will be carried out using one of the large ro-ro vessels Pure Car and Truck, operated by Grimaldi. They will carry out the test at the Euroterminal

Antwerp operated by Grimaldi in Belgium. In the first phase of the test, the system will provide information to the ship's master to help make decisions to facilitate berthing. The aim is to demonstrate a system that can fully automate berthing. Earlier this year, Japanese researchers demonstrated their first system that also manages both docking and undocking of ships. The Japanese system is designed to work with unmanned ships. Among the elements being tested were drones that would take the rigging to the quay.

Source: https://www.maritime-executive.com/article/european-space-agency-sponsors-grimaldi-project-for-automated-berthing

Report: Taiwan invasion would affect container shipping and internet cables

The global shipping industry should prepare for a full-scale crisis that would result in increased operational costs, lost ships and delays if China updates its rhetoric and continues to invade Taiwan, a new report suggests. At the same time, the report prepared by the Mercatus Center think tank at George Mason University, shows that ifChina were to cut submarine internet cables vital to the semiconductor industry and create a key problem for data transmission between Asia and North America. As tension between China and Taiwan has escalated in recent weeks, the report draws on Chinese data to illustrate potential scenarios and the impact on the global economy. The authors report that China's People's Liberation Army has prepared hundreds of scenarios as part of the country's long-standing reunification ambitions. If realized, the invasion they conclude is expected to have significant trade and economic effects that could easily surpass those of Russia's invasion of Ukraine. Pointing to the potential likely impact on container shipping, the report says the US economy would bear the brunt of the impact because of its huge exposure to the economies of the two Asian countries not only in terms of trade volumes but also value share. The report argues that a total invasion of Taiwan by China, a declaration of Taiwanese independence or an accidental collision at sea between China and Taiwan or the US could lead to a crisis in the Taiwan Strait. The result they concluded is that it would pose two immediate risks to the US economy, primarily in the form of delays or disruptions to container shipments in the Taiwan Strait, South China Sea and East China Sea, as well as potential disruptions to digital flows through vulnerable submarine cables with terminating stations in Taiwan. "The potential effects of a Chinese invasion of Taiwan on the US economy are far greater than those of a Russian invasion of Ukraine. Container shipments to and from major ports in the region, as well as digital flows, would be at direct risk," write senior researchers Christine McDaniel and Weifeng Zhong of the Mercatus Center. According to the report, a Chinese invasion would significantly disrupt container shipping operations through the Taiwan Strait, one of the busiest shipping lanes in the world. They cite estimates showing that $3.4 trillion in trade passed through the South China Sea, or 21% of global trade, using the Taiwan Strait as a vital route. The disruption could affect container shipments to and from major ports in China, Japan, the Philippines, South Korea, Taiwan and Vietnam. The report shows that one of the busiest shipping routes is in the Strait of Malacca, as it is the shortest sea route between the Indian and Pacific Oceans. An invasion would delay shipping routes that normally pass through the Taiwan Strait or force ships to reroute. As seen with bulk and other shipping in the Black Sea, any form of hostilities would ignite an increase in insurance premiums. While rerouting to avoid war risk premiums is possible, the authors note that it would lead to additional costs and also lengthen shipping times. The costs of rerouting all traffic around the Strait of Malacca are estimated to range from $279 million per month (if rerouted through Indonesia) to $2.8 billion per month (if rerouted through Australia). "Any geographic extension of a crisis starting in the Taiwan Strait would easily make rerouting more difficult, if not impossible," the report notes. Another impact would be substantial delays in supply

chains, a development that would have ripple effects across industries. In the US, for example, most technology firms rely on Taiwanese manufacturers to produce up to 90 percent of their semiconductor chips. Disrupting chip supply would disrupt the entire value chain ecosystem for every industry that uses advanced computer chips. In addition to disrupting the container shipping industry, China's invasion of Taiwan has the potential to disrupt digital flows from vulnerable submarine cables with landing stations in Taiwan. As of August 2022, Taiwan has been connected to 15 submarine cables that reach ashore at stations in New Taipei City, Toucheng City in the north and Fangshan City in the south. The stations connect high-capacity cables in which US technology companies have made significant investments. The report concludes that the economic risks underscore the need for the US to work with Taiwanese authorities and other Indo-Pacific allies and partners to improve the security of submarine cables and their landing stations. They also cite the need for contingency planning for container traffic and intermediate inputs critical to US manufacturing and value chains.

Source: https://www.maritime-executive.com/editorials/report-invasion-of-taiwan-risks-container-shipping-internet-cables

Tugboat reverses course back to Brazil for 'toxic' aircraft carrier

Turkish officials confirmed today that the decommissioned Brazilian aircraft carrier NAe São Paulo, which was to have been scrapped at Aliaga, has reversed course and is now returning to Brazil. The tug has changed its AIS signal, now showing that they will arrive back in Rio de Janeiro on 2 October. The two-month round trip has a similar fate to its sister ship, the French aircraft carrier Clemenceau, which was also rejected by the Indian government in 2006. Writing that the will of the Turkish people is being honoured, Ednan Arslan, a member of the Turkish parliament, confirmed reports that the aircraft carrier is returning to Brazil. He tweeted a picture of the AIS ending two weeks of speculation and initially a row between Brazil and Turkey. Like its sister ship, the issue for the NAe São Paulo became the question of the presence of toxic materials on board the carrier and whether a proper inspection was done before the sale to the destroyers. Last year, Brazil auctioned the carrier, which had been decommissioned in 2018, with reports that only one of eight bids was found to meet the conditions and have the necessary credentials. The carrier left Rio on 4 August 2022 in tow.

Shortly after departure, environmentalists began protesting, citing what they believed was a faulty inspection of the ship that reported only minor amounts of toxins on board. NGO watchdog Shipbreaking reported that only 12% of the spaces on board the ship had been tested to prepare the report, which estimated only 9.6 tonnes of asbestos-contaminated material on board. By comparison, the Clemenceau contained at least 600 tonnes of asbestos. The report did not test the electrical wiring and said there was no presence of PCBs. Finally, the NGO claimed that the aircraft carrier was used by France in the 1960s to test atmospheric nuclear bombs in the Pacific, meaning it could have radioactive contamination. Turkey responded by requesting a second inspection of the ship before arrival, but Brazil said the ship had already left, making that impossible. Two weeks ago, Turkey's Minister of Environment, Urban Planning and Climate Change, Murat Kurum, announced that due to Brazil's failure to conduct a second audit, "the Brazilian Navy's NAe Sao Paulo ship, which will arrive at the ship dismantling facility in Izmir. Aliaga, will be sent back." The tugboat towing the aircraft carrier has been waiting in North Africa for the past two weeks, with reports that British authorities have refused permission for transit through the Strait of Gibraltar. Press reports indicated that Brazil had agreed for the ship to return, but it continued to linger off the Moroccan coast. Commissioned in 1962 as the Foch, the 32,800 dwt (fully loaded) carrier was a sister ship to the Clemenceau. France operated her for 37 years, selling her while still in

service in 2000 in Brazil, where she would have a career troubled by mechanical breakdowns. After a fire in 2012, Brazil said it would be completely refurbished, but by 2017 it was listed as decommissioned and officially decommissioned the following year. The Clemenceau had become the focus of world attention, including protesters blocking her entrance to the Suez Canal in 2006, when she was turned back after an Indian court ruled she must return to France. It was finally dismantled in 2009 at a specialised UK facility that met international standards for handling toxic materials.

Source: https://www.maritime-executive.com/article/tow-for-toxic-aircraft-carrier-reverses-course-back-to-brazil

MacGregor, part of Cargotec, has been chosen to supply two offshore auxiliary telescopic cranes for Van Oord's new generation wind turbine installation vessel.

The new vessel will mainly operate to support European wind farms. The vessel is built by Yantai CIMC Raffles Offshore Ltd and is a new generation wind turbine installation vessel (WTIV). The 175-metre offshore installation vessel will be purpose-built for the transportation and installation of foundations and turbines at offshore wind farms. The crane's main lifting capacity is over 3,000 tonnes. The vessel has an advanced jacking system. Four huge legs, each measuring 126 metres long, allow the vessel to be jacked up and work in waters up to 70 metres deep. It is considered one of the largest WTIV vessels in the world in terms of overall size, lifting capacity and lifting capabilities. MacGregor's scope of supply includes two offshore auxiliary telescopic cranes, which are used for load support and cargo handling during offshore wind turbine installation and are equipped with an anti-collision system. The contract has been booked in Cargotec's Q2 2022 order intake. Delivery is scheduled for the third quarter of 2023. Sun Shiyan, director of Supply Chain Management Center, Yantai CIMC Raffles Shipyard, said, "These offshore telescopic cranes are customized according to the ship owner's requirements, with high lifting performance and long outreach, but a very compact and robust design to meet strict offshore requirements."

Source: https://www.marinelink.com/news/macgregor-supply-deck-handling-solutions-499357

Greece's coast guard fired warning shots at a Turkish vessel carrying out "suspicious manoeuvres"

The Greek coast guard confirmed that they fired warning shots in the direction of a vessel "carrying out suspicious manoeuvres" in Greek territorial waters in the area of the island of Lesbos, after Turkey accused the neighbouring country of "harassing fire", dpa reports on Sunday.

The captain of the "Anatolian" - with an 18-member crew from Turkey, Egypt, Somalia and Azerbaijan, and sailing under the flag of the Comoros Islands - refused to allow an inspection on board, after which the ship was escorted into Turkish territorial waters, Greek coastguard officials said on Sunday, while adding that they had informed the Turkish coastguard. The incident, which took place on Saturday, comes at a time when relations between Greece and Turkey are highly strained over a dispute over sovereign rights. Ankara has accused Athens of "occupying" islands in the Aegean Sea and harassing Turkish aircraft with Russian-made S-300 air defence systems it has stationed there. Athens denies the accusations.

Turkey accuses the Hellenes of attacking with "harassing fire the ship" they say is in international waters

On Saturday, Turkish media reported that a cargo ship was attacked "with harassing fire" in international waters, 11 nautical miles off the Turkish island of Bozcaada. According to Turkish state television TRT, two Greek vessels turned away as the Turkish coast guard arrived on the scene and escorted the Anatolian vessel into Turkish territorial waters. The area is known for many ships illegally bringing migrants from Turkey to European Union member countries Greece and Italy. The Greek coastguard has reported that it regularly inspects vessels behaving suspiciously in the Aegean Sea.

Source: https://www.defenseromania.ro/garda-de-coasta-a-greciei-a-tras-focuri-de-avertisment-catre-o-nava-a-turciei-care-efectua-manevre-suspecte_618110.html

https://monitorulapararii.ro/turcia-acuza-grecia-ca-a-deschis-focul-asupra-unei-nave-in-apele-internationale-1-45609