

MS DAILY BRIEF - 8 September 2022

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STAR plan: new capacities in sight for Belgian navy

Belgian Navy NH90 STAR plan: new capabilities in sight for Belgian navy Belgium is set to significantly increase its defence budget. The country's parliament recently adopted a revised version of the military planning law (loi de programmation militaire, LPM) that includes an extra €11.7bn, a minority of which is earmarked for the Belgian navy.

The updated LPM, combined with a plan called STAR (for Security & Services - Technology - Ambition - Resilience), "must enable the Defence to have, in the long term, adequate capabilities to respond to new contemporary challenges, including national territory". With an increase of €527 million between 2023 and 2030, the Belgian Navy will be able to "complete and strengthen the capabilities of its frigates and mine countermeasures vessels, as well as reinforce its protection equipment in our coastal area and ports," Defence Minister Ludivine Dedonder said at the end of June. Compared to the €6.55 billion the Land Forces will receive, the funding provided to the naval forces appears limited. A decision the Defence Ministry explains by the priorities taken in the 2016 Strategic Vision, which focused mainly on the Air and Navy components. Together, the two services have amassed around 65% of the budget, and the STAR plan aims to return to proportions that are more in line with international standards and the Belgian Defence's existing personnel envelopes.

The future ASWF will receive new tactical drones to complement the NFHs. They will serve as a supporting surveillance capability and collect naval imagery and tactical

intelligence. The €14.3 million procurement plan is set for 2024. BMD for ASWF But the centrepiece of the STAR plan, in the naval domain, is the ballistic missile defence (BMD) capability that the Belgian Ministry will add to the ASWF between 2029 and 2031 for around €136 million. The integration of this new capability into NATO's Integrated Air and Missile Defence System has been confirmed by early feasibility studies. On the basis of this initial assessment, the necessary modifications to the basic ASWF project have largely been mapped out: "Belgium's participation in the complementary international studies, partly already underway, is essential to refine the financial estimate of the BMD programme, to detail the necessary equipment adjustments and, finally, to be able to proceed with the implementation of the modifications." Once integrated, the BMD capability will allow frigates to engage ballistic missiles and therefore, if necessary, "also participate in a wider BMD system". This capability "will require the use of long-range detection radar systems, particularly on board air defence frigates". More helicopters and ASW capabilities One of the four NH-90 NFHs that the Belgian Air Ministry plans to reassign exclusively for ASW missions. In addition to new ASW missions from frigates, the STAR plan will allow for a €69 million investment to upgrade the NH90 NFH helicopters and to jointly purchase a full-mission flight trainer with the Netherlands. This FMFT will cost €3.65 million for the Belgian side and will be located in Den Helder, the Netherlands. In addition, the plan foresees the acquisition of four helicopters specialised in search and rescue missions to optimise this essential safety and support service for Belgium and the Grand Duchy of Luxembourg, while allowing the four NH90 NFHs currently in service to specialise as on-board frigate helicopters. In order to develop the ASW capability, the NH90 NFH will be deployed in the future exclusively in support of Maritime (MAR) capability. To ensure the search and rescue role on land and at sea, a fleet of 4 new SAR helicopters will be procured in the very short term. These new helicopters should allow preliminary training in the MAR role so that the NFH potential can be used exclusively for maritime capability, in particular on board ASWF frigates.

Mine Warfare rMCM programme Naval Group lays the keel of the first MCM ship in the Belgian-Dutch rMCM programme Scale model of the first MCM ship for the Belgian Navy. Officially launched in May 2019, the rMCM programme will see the Belgian Naval & Robotics consortium (made up of Naval Group & ECA Group) deliver 12 new mine countermeasures vessels to the Belgian and Dutch navies. A further investment of €124.85 million is planned to further complete the capacity. Over €113 million will be dedicated to upgrading the rMCM toolbox. The development of this state-of-the-art toolbox, or V2, is underway in the framework of the EU PESCO project Maritime (Semi-)Autonomous Systems for Mine Counter Measures (MAS MCM), led by Belgium. In addition, and in line with NATO's request, a deployable MCM calibration measurement bench is planned for 2025 (€5.68 million, 2025-2026). This system will allow the Belgian Navy to measure the signature of ships and other navigation equipment. Investment is also being made in sensors and a data centre for collecting and managing mine warfare survey data. Naval mines The Belgian Ministry of Defence is also considering the implementation of an offensive mine warfare capability (mine-laying) which is considered "an essential and decisive deterrent in support of maritime operations" by the STAR plan. A study is currently underway to determine how this new objective can be concretely implemented to be operational in 2028. Initially, it will examine which landing platform and which type of sea mines are best suited. Subsequent studies should clarify what additional resources will be required, for example for marine environmental analysis, planning software and databases. At present, only €1.13 million is allocated to modify the mine laying platform. Pathway to SOF Amphibious Companies Belgian Special Operations Regiment Posture Not included in, but closely linked to, the Marine Component, the creation of an amphibious capability based on the Special Operations Regiment (SOR) was launched by the Strategic Vision 2016. The initiative will be continued

with the STAR plan. This will be achieved in particular thanks to the specialisation of one company in each of the two paratroop battalions, the transfer to Zeebrugge of the "Special Operations Craft Unit" using FRISC boats and the collaboration with the Netherlands to develop a "composite". Special Operations Maritime Task Group' (C-SOMTG). As regards amphibious companies, a memorandum of understanding has been signed with the Dutch Korps Mariniers to oversee the organisation of joint training: "This initiative would also provide additional European anchorage to our defence through the existing amphibious partnership between the Netherlands and the UK. It also strengthens our country's position within the European Amphibious Initiative" (EAI) Some €27 million will be enabled to SOF Maritime's capability in several stages. As this capability is required to operate in an amphibious or maritime environment, the FRISC fleet will be renewed and expanded. In addition, some "maritime mobility packages" will be purchased.

Source: <https://www.navalnews.com/naval-news/2022/09/the-star-plan-new-capabilities-in-sight-for-the-belgian-navy/>

Rolls-Royce to supply MTU marine generator sets for F126

Rolls-Royce to supply mtu naval gensets for F126 Damen Naval and the Rolls-Royce Power Systems business unit have signed a contract to supply 16 mtu diesel gensets for the four new F126 frigates for the German Navy.

Although DAMEN and Rolls-Royce, whose Power Systems business unit is based in Friedrichshafen, Germany, have a long-standing cooperation in shipbuilding, this is the first time a contract for naval mtu diesel gensets has been awarded. According to Damen Naval's Managing Director Hein van Ameijden, the choice was based on Rolls-Royce's state-of-the-art mtu solutions and experience in the high-end naval market: "We are delighted to announce the news of this contract and the fact that we have found another German partner for this prestigious and important project for the Bundeswehr. We look forward to working with Rolls-Royce and its mtu solutions again." Efficiency, fuel savings and maintenance reductions Onboard power for each F126 will be provided by four 4000 mtu series variable speed generators. These high-performance gensets are the most environmentally friendly marine gensets Rolls-Royce has ever produced: they meet the requirements of the IMO III emissions directive thanks to state-of-the-art mtu Selective Catalytic Reduction (SCR) systems. Thanks to their variable speed capability, the engines can be operated efficiently, saving fuel and reducing maintenance. The agreement also includes an Integrated Logistics Support (ILS) package. This is the second F126 contract awarded to Rolls-Royce; earlier this year Damen Naval chose the company to supply mtu NautIQ Master and mtu NautIQ Foresight automation solutions. Paul Röck, Government Sales Manager at Rolls-Royce Power Systems business unit, said, "We are extremely proud to be chosen again by Damen Naval as a partner in this very important and prestigious project. Our advanced sustainable solutions for both power and control of the F126 vessels will play a key role in ensuring the reliability, efficiency and operational success of the frigates." Rolls-Royce will deliver mtu Series 4000 gensets similar to the one pictured for the F126 frigates, sitting on specialist mounts and surrounded by an acoustic enclosure. Not pictured: mtu SCR system to meet IMO III emissions directive. The future of high-end marine applications Mr Van Ameijden adds: "The biggest advantage of the variable speed generator is the reduction in fuel consumption at part load operation. For Damen Naval, this is the first time that variable speed generators have been applied on naval vessels in combination with a DC grid. We expect this type of configuration to be the new standard in high-end naval applications." With this contract, Rolls-Royce continues its decades-long cooperation with the German Navy. Ships such as predecessor F124 and F125 class frigates and K130 corvettes are equipped with mtu engines

and diesel generator sets from Rolls-Royce. The diesel generator sets will provide electrical power to the F126 combined diesel electric and diesel (CODLAD) propulsion system. The CODLAD propulsion system offers a maximum speed of over 26 knots. The first diesel gensets will be delivered to the yard in early 2024. In June 2020, the Federal Office for Bundeswehr Equipment, Information Technology and Service Support (BAAINBw) awarded the construction contract for the four F126 frigates to Dutch shipbuilder Damen as general contractor with its subcontractors Blohm+Voss and Thales. The ships will be built entirely in Germany at the shipyards in Wolgast, Kiel and Hamburg. The first ship will be delivered in Hamburg in 2028. The contract includes an option for two more frigates.

Source: <https://www.navalnews.com/naval-news/2022/09/rolls-royce-will-supply-mtu-naval-gensets-for-f126/>

Canadian Navy receives third Arctic and Offshore Patrol Ship (AOPS)

Irving Shipyard has ceremonially delivered the third Arctic and Offshore Patrol Ship (AOPS) HMCS Max Bernays to the Royal Canadian Navy on September 2, 2022 in Halifax.

Built by Irving Shipbuilding Inc. of Halifax, Nova Scotia, this is the third of six new Arctic and Offshore patrol vessels delivered to the RCN through the National Shipbuilding Strategy (NSS), an initiative that supports Canadian industry and jobs. Designed with a thick and robust hull, AOPS significantly enhances the capabilities and presence of the Canadian Armed Forces (CAF) in the Arctic, better enabling the RCN to assert and sustain Arctic sovereignty. "Today we celebrate another important milestone for the National Shipbuilding Strategy and the Royal Canadian Navy with the arrival of the third new Arctic and offshore patrol ship, HMCS Max Bernays. I would like to recognize the important work of our shipbuilders and the thousands of Canadians who contributed their time, expertise and materials to support the construction of this new ship. Well done to everyone who contributed to the success of this delivery." With their considerable cargo carrying space and the ability to embark a Cyclone helicopter, small vehicles and deployable boats, AOPS has the versatility to support a full range of CAF operations at home and contribute to global peace and security in coordination with our allies and partners. "Today's delivery of our third Arctic and offshore patrol vessel, HMCS Max Bernays, brings the Royal Canadian Navy one step closer to our full fleet of six modern, ice-capable vessels. Each of the AOPS represents an important new capability for the Navy and we are delighted that this vessel will soon be officially welcomed into the RCN fleet." HMCS Max Bernays will remain at Her Majesty's Canadian Shipyard Halifax while post-acceptance and final preparatory work on the vessel is completed. In 2023, the ship will be transferred to the West Coast, with CFB Esquimalt as its designated home port. Construction of the sixth AOPS began with steel cutting on August 15, 2022. In support of Canada's defence policy, Strong, Secure, Committed, the Government of Canada continues to deliver the modern, functional and efficient ships the RCN needs to support operations, while rebuilding Canada's maritime industry by creating hundreds of new jobs. under Canada's NSS. AOPS Quick Facts The Canadian Navy welcomes its third Arctic and Offshore Patrol Ship (AOPS) HMCS Max Bernays back to port after completing sea trials in Halifax, Nova Scotia. (Photo from Canada MoD) The AOPS is a highly versatile vessel that can be used in a variety of missions at home and abroad, such as coastal surveillance, search and rescue, drug interdiction, support for international partners, humanitarian aid and disaster relief. AOPS are known as the Harry DeWolf class, named in honor of Vice Admiral Harry DeWolf, a Canadian wartime naval hero. The lead ship, HMCS Harry DeWolf, was delivered to Canada on July 30, 2020 and was officially commissioned into RCN service on June 26, 2021. The second AOPS, HMCS Margaret Brooke, was named in honour of the Royal Canadian Navy's caretaker sister, Lieutenant Commander Margaret Martha Brooke, who was

decorated for gallantry during World War II. The third AOPS, HMCS Max Bernays, was successfully launched into the water on 23 October 2021. A naming ceremony for the ship was held on 29 May 2022. The third AOPS was named in honor of Chief Officer Max Bernays, a Canadian naval hero who served as commander of HMCS Assiniboine during the Battle of the Atlantic in World War II. AOPS four, five and six are currently in various stages of production, with the planned delivery of a new ship every year until 2025. The AOPS will be used by the Royal Canadian Navy to conduct sovereignty and surveillance operations in Canadian waters, including the Arctic, as well as to conduct a wide variety of operations overseas. The Industrial and Regional Benefits (IRB) policy applies to this procurement. The IRB policy and its successor, the Industrial and Technological Benefits (ITB) policy, require companies awarded defence procurement contracts to conduct commercial activity in Canada equal to the value of their contracts.

Source: <https://www.navalnews.com/naval-news/2022/09/canadian-navy-receives-3rd-arctic-and-offshore-patrol-ship-aops/>

German Sachsen-class frigate joins Gerald R. Ford Carrier Strike Group

The German air defense frigate will join the carrier strike group, which includes several warships and support ships, with the US Navy's newest aircraft carrier as its flagship. The primary mission of the "Hessen" will be the air defense of the CSG, so it will serve to protect all ships and especially the "Gerald R. Ford" against guided missiles and opposing aircraft. The focus of the coming weeks in the North Atlantic will be on multinational operational cooperation and targeted operational training based on various threat scenarios. "The crew can expect exhausting days at sea and in the training program. Each crew member has the opportunity to personally experience international cooperation." Volker Kübsch, commanding officer of Hessen.

Itinerary: across the Atlantic and back

During her deployment in the North Atlantic, Hessen will call at ports such as Norfolk, Virginia in the USA - the home port of the "Gerald R. Ford" - Halifax in Canada and Reykjavik in Iceland. The ship and her crew are expected back in Wilhelmshaven in mid-November. Hessen's last deployment with a U.S. carrier strike group was in 2018, when Hessen joined CSG Harry S. Truman. The German frigate Hessen is one of three Sachsen-class ships: they are designed as multi-purpose ships for escort and control at sea. Their main focus is on air defence: all sensors and weapons on board are optimised for the primary air defence task of the formation. The aircraft carrier USS "Gerald R. Ford" is the lead ship in its class, the successor to the Nimitz-class ships. Named after the former US President, the ship was commissioned on 22 July 2017.

About the Sachsen / F124 class frigates The German Navy has a total of three F124 Sachsen class frigates. They are designed as multi-purpose ships for escort, protection and maritime control. Its focus is on air defence: with its SMART-L radar, one class of ships can, for example, monitor the airspace of the entire North Sea. The Sachsen-class radar is capable of detecting more than 1,000 targets at the same time. Sachsen-class frigates are equipped with 32x Mk41 VLS for SM-2 and ESSM missiles and two RAM launchers. They can also deploy anti-ship missiles and Harpoon torpedoes. General characteristics 143.0 m length 17.4 m width 6.0 m draught 5,800 t displacement Full crew: 230 sailors + 13 crew members German Federal Office for Bundeswehr Equipment, Information Technology and Service Support (BAAINBw) signed a EUR 220 million contract on 23 August 2021 with Hensoldt Sensors GmbH for the manufacture, delivery and installation of four radar systems for Sachsen-class frigates (F124). The SMART-L radars will be replaced with TRS-4D/LR ROT

wide-range air and marine surveillance radars. The modernisation of three frigates is scheduled to be completed in 2025.

Source:<https://www.navalnews.com/naval-news/2022/09/german-sachsen-class-frigate-joins-gerald-r-ford-csg/>

Dutch Coast Guard responds to offshore chemical tanker fire

The Dutch Coast Guard responded Monday morning to an engine room fire on a tanker offshore near Amsterdam. They report that the fire was quickly brought under control and extinguished avoiding a serious incident and no people were injured. There was no pollution, but the vessel is disabled. The 49,478 dwt Hafnia Tanzanite tanker, registered in the Marshall Islands, was coming from Malaysia with a cargo of biodiesel. The report of a fire aboard the tanker came to Coast Guard command at 6:00 a.m. The vessel was about 40 nautical miles west of Scheveningen, with a major anchorage off the coast of the Netherlands and a crew of 20 on board. The Coast Guard alerted several units sending an aircraft to investigate along with a SAR helicopter and three lifeboats. They were preparing to evacuate the crew. In addition, they directed another lifeboat operating in the area to the tanker.

A specially trained fire crew from the Marine Incident Group was airlifted to the vessel to assist in the response. Shortly after 7:00 a.m., they reported that they believed the fire had been extinguished using the vessel's Halon system. The MIG team subsequently entered the engine room to confirm that the fire had been extinguished and to determine the extent of the damage. They reported that the fire started in the mid auxiliary engine of the six-year-old tanker. "So much damage has been caused to the engine room that the vessel can no longer sail under its own power," the Coast Guard said in its statement following the incident. Two additional tugs were dispatched to the scene and the 600-foot tanker was taken to anchorage, where it remained. The Coast Guard reports that the vessel is disabled due to the extent of the damage. They expect the vessel to be towed into port by the owners for further inspection and repairs.

Source:<https://www.maritime-executive.com/article/dutch-coast-guard-responds-to-product-tanker-fire-offshore>

LNG carriers continue to lead newbuildings with another \$2.6 billion order

Newbuilding orders for LNG carriers, which were already leading the industry in 2022, have seen another significant jump with additional \$2.6 billion in contracts reported by two of South Korea's major shipbuilders. Orders in the sector are growing rapidly both as Qatar prepares for massive production expansion and as other emerging countries try to meet growing LNG import demand from Europe, Japan and China. At mid-year, orders for large LNG carriers (exceeding 140,000 cubic metres) were the highest in 22 years, according to Clarksons. The UK-based research company reported that orders have increased by at least a quarter in 2022, with the global order book at 255 gas carriers, representing a 40 capacity increase. Orders in 2022 mid-year already exceeded 100 LNG carriers, up from 86 orders in all of 2021. In separate stock exchange filings, South Korea's Daewoo Shipbuilding & Marine Engineering and Samsung Heavy Industries reported additional LNG carrier orders. It's in line with Korea's leadership in the sector and the country's shipbuilding industry strategy to focus on high-value vessels. LNG carriers are among the most expensive ships exceeding the cost of simpler containers and tankers and are surpassed only by cruise ships due to the cost of fitting out the hotel portion of ships. The average price of a large LNG carrier has risen to about \$240 million, twice that of a tanker or container. DSME recorded the largest new order with a contract for 11 vessels believed to be the latest related to QatarEnergy's newbuilding

programme in collaboration with major shipping companies. The shipyard said it had received an order worth about \$1.5 billion and the ships were due to be delivered by February 2026. Samsung reported two separate orders for a total of four additional LNG carriers with a combined value of about \$850 million. All four vessels are to be delivered in 2025, with two being Qatar-bound and the other two believed to be deployed to carry exports from emerging LNG facilities in Africa. Countries including Senegal and Mozambique are developing export capacity, while Egypt recently announced it is looking to expand its exports to earn much-needed foreign currency. South Korean shipbuilders have received orders for more than 80 LNG carriers so far in 2022, accounting for 75% of global orders. Chinese shipbuilders have struggled to gain a foothold in this segment, but remain second only to Korea's three main shipyards, which have consistently led the segment. The European Commission underlined this when it refused to approve the merger of Hyundai Heavy Industries and Daewoo earlier this year. Continued demand for LNG carriers has also helped Korea's major shipyards address their annual targets for new orders in the first eight months of the year. Daewoo reported that with this latest order, it is now at 92% of its target, having booked orders of nearly \$8.2 billion in 2022. The shipyard said in late August its inventory stood at 131 ships valued at nearly \$29 billion. A total of 28 of the 36 ships it received orders for this year were LNG carriers. Samsung is slightly behind, having hit 82 of its order target for the year. Like its competitor, it received 37 orders worth more than \$7 billion, 28 of which were for LNG carriers. South Korea's shipbuilding industry fell to second place in total orders in August, behind China for the first time since April 2022. While orders were down from July, South Korea still received 41 percent of new orders placed in August and overall for the year received 43 percent of orders. Strong orders in 2022 led to a 26 percent increase in South Korea's total backlog, more than twice the rate of increase recorded by Chinese shipbuilders.

Source: <https://www.maritime-executive.com/article/lng-carriers-continue-to-lead-newbuilds-with-further-2-6b-in-orders>

Philippine Navy christens first two Shaldag Mk V ships

The Philippine Navy (PN) has officially welcomed the two Shaldag Mk. V Fast Attack Interdiction Missile (FAIC-M) during the naming ceremony at the Commodore Divino pier at PN Headquarters on September 6.

Armed Forces of the Philippines (AFP) Chief of Staff Lt. Gen. Bartolome Vicente Bacarro attended the event as the keynote speaker, together with his wife Soledad, as the sponsor who initiated the traditional breaking of a bottle of sacrificial wine on the FAIC-Ms. He was joined by the Navy Flag Commanding Officer Vice Admiral Adeluis Bordado, other senior AFP officials and relatives of the ship's namesake. General Bacarro lauded this milestone in the AFP modernization program, which "will strengthen our naval capability in littoral defense and maritime interdiction operations and will also decisively advance our autonomous defense program to make our armed forces on par with nations in the region." "These patrol craft will significantly enhance our external and internal defense operations in securing our borders against foreign intrusion and in providing naval warfare support to our ground troops while conducting joint operations." said Lt. Gen. Bartolome Vicente Bacarro, Chief of Staff of the Armed Forces of the Philippines (AFP). The first two ships of the Acero Class Patrol Gunboat are named after both Philippine Marine Corps heroes and Medal of Valor recipients, the late Private First Class Nestor F. Acero and the late First Lieutenant Lolinato G. To-ong. Soon, BRP Nestor Acero (PG901) and BRP Lolinato To-ong (PG902) are part of the nine Shaldag Mk V contracted with Israel Shipyards Ltd with an approved budget of P10 billion, including missile systems and weapons. Three more are scheduled to be delivered starting this year, while the other four units will be built at the PN shipyard in

Pascual Ledesma Naval Station, Cavite town. These 32-metre high-speed vessels are equipped with fast interception capability, remote stabilised weapons and short-range missiles that are capable of delivering precision strikes against larger hostiles and high-value targets on land or at sea. Citing the Philippines' geographic configuration "characterized by its proximity to major regional sea lanes and contested waters and its complex archipelagic and porous nature," Vice Admiral Bordado emphasized that "[these] new FAIC-M ships are designed to enhance the Navy's capability. in addressing threats in our unique archipelagic composition, while protecting our maritime interests in a rapid and precise manner." The acquisition of these ships is a huge step forward in the continued modernization of the Navy's capability to achieve a credible minimum defense posture and to assert greater effectiveness in carrying out its mandated task.

Source: <https://www.navalnews.com/naval-news/2022/09/philippine-navy-christens-first-two-shaldag-mk-v-vessels/>

A new variant of the Sea Oryx CIWS seen aboard the Taiwanese test ship

On August 25, 2022, a Taiwanese ship observer posted a photo of the Taiwanese Navy's Kaohsiung test ship equipped with what appears to be a new variant of the Sea Oryx missile system. The ship was likely conducting sea trials of the missile system.

The system aboard the Kaohsiung looks like a new, modular, self-contained variant of the Sea Oryx. It appears to be a modular/container variant that probably comes with its own sensor and control unit. This means that the system does not need to be integrated into a ship's CIC and CMS. This has two advantages: - In case of damage to the CIC, the Sea Oryx system can remain operational - The module can be placed on board a ship not equipped with full sensors and CMS.

In early June 2021, Kaohsiung was seen to be equipped with an integrated variant of the Sea Oryx system. If the Sea Oryx development goes well and meets the Taiwanese Navy's request, it will likely be fitted aboard the Tuo-Chiang-class corvette and the Republic of China Navy's (ROC) future frigate. Naval News contacted NCSIST to learn more, but has yet to hear back from the corporation that designed the system.

Kaohsiung test ship

The ROCS Kaohsiung is the former USS Dukes County, an LST-542-class tank landing ship built for the U.S. Navy during World War II. She was decommissioned and leased to the ROC Navy in 1957. She has been part of the ROC Navy's amphibious forces since she was leased to Taiwan, but was chosen by NCSIST in 2017 as a platform for testing new weapon systems. Various systems such as AESA radar, IFF, VLS have been observed aboard Kaohsiung from 2017 to 2019.

About the Sea Oryx system

In August 2015, Storm Media quoted an unnamed source as saying that the then ROC Navy commander Admiral Chen Yeong-kang (陳永康) asked NCSIST to develop a close-in weapons system (CIWS), later known as Sea Oryx, to meet the Taiwanese Navy's future needs. NCSIST presented a concept model of the Sea Oryx at TADTE 2015 (Taipei Aerospace & Defense Technology Exhibition). Sea Oryx's capabilities are said to be similar to those of the US SeaRAM system. The model showed a capacity of 16 missiles and was mounted on a US-made Mk-72 pedestal, with a FLIR sensor developed by NCSIST on the left side of the launcher. Two years later, at TADTE 2017, NCSIST exhibited a new Sea Oryx model. The rocket shown at the 2017 event was larger in diameter to carry more fuel and increase its range, and had eight smaller fixed tail fins, which is different from the model shown in 2015 with four rolling tail fins. According to statements made by NCSIST during TADTE 2017, the system can be equipped with an optional fire control radar and an electro-

optical sensor, but can also obtain targeting information from the warship's on-board radar. The model on display at TADTE 2017 had a capacity of 12 missiles.

NCSIST also released a video on its official YouTube channel showcasing the Sea Oryx system in August 2017. The video shows the missile system with a 16-cell launch unit integrated into the ship's combat management system. In August 2019, NCSIST distributed another video on YouTube. In the video, the two versions were referred to as the standalone version and the version integrated into the combat system. The former variant has its own radar and a capacity of 12 missiles, while the latter has been integrated into a warship's battle management system and has a capacity of 24 missiles. According to an April 2019 LTN report, Taiwan's Ministry of Defense reported to parliament and wrote that Sea Oryx is still under development and it will take more than 5 years to complete the project and fully deploy the system. The Navy ROC will evaluate whether or not the system has met the goals set by the Navy.

Source: <https://www.navalnews.com/naval-news/2022/09/new-variant-of-sea-oryx-ciws-spotted-aboard-taiwans-test-ship/>

Myanmar refuses to host Russian military bases

Myanmar will not host Russian military bases on its territory. The country's leader, General Min Aung Hlain, who came to power in 2021 following a military coup, has said this is prohibited by Myanmar's constitution, ghall.com reports citing Russian media. In a conversation with Russian propagandists, he said Myanmar would not host military bases of any foreign state and not specifically the Russian Federation. He noted that according to the constitution, foreign troops cannot be based in the country. Min Aung Hlein added that Russia remains a strategic partner, but other forms of cooperation can be found to stabilise the situation in the region.

Source: <https://www.blackseanews.net/read/194029>

They're going to the wrong place: Russian Federation wants to 'block' Ukrainian grain exports

Russian President Vladimir Putin has announced his intention to discuss with Turkish leader Recep Tayyip Erdogan the possibility of limiting the export of grain and food from Ukraine to Europe, as "it is not sent to the poorest countries that need it." "We have done everything to make sure that Ukrainian grain is exported. We did it together with Turkey. If we exclude Turkey as an intermediary country, then almost all grain exported from Ukraine is sent not to the poorest developing countries, but to EU countries," he told the WEF plenary session in Vladivostok, Interfax reports. Putin said the UN World Food Programme had loaded "only two ships out of eighty-seven". "Obviously, with this approach, the scale of the world's food problems will unfortunately only increase. This could lead to an unprecedented humanitarian catastrophe. Perhaps we should consider how to limit the direction of grain and commercial food exports along this route? I will certainly consult with Turkish President Erdogan on this issue," Putin said.

Source: <https://www.blackseanews.net/read/194039>

The Cabinet of Ministers has removed the deadline for certain groups of sailors to go abroad

At a meeting on Friday, September 2, the Cabinet of Ministers of Ukraine adopted a new version of Resolution No. 992, which regulates the procedure for sailors who are citizens

of Ukraine to cross the state border during martial law. The resolution was published on the "Government Portal", writes the Porta Ukrainy publication. To introduce the annexed amendment to the Rules on crossing the state border by citizens of Ukraine, approved by Resolution of the Cabinet of Ministers No 57 of 27 January 1995. Ministries and other central bodies of the executive branch have two weeks to bring their own legal acts into line with this resolution," the document says. In the new version, the five- and 12-month limits, which limited seafarers' right to leave, have been removed. This decision concerns: cadets (students) who have to undergo practical training on ships; crews of ships involved in the export of Ukrainian agricultural products during the implementation of the Initiative on Safe Transport through the Black Sea; a certain category of seafarers working abroad only with the consent of the Armed Forces of Ukraine. Persons in the second and third of the mentioned categories must receive from the National Administration "Confirmation of receipt of copies of educational and qualification documents". Within two days of receipt of certified copies of the documents, the Shipping Administration must issue a confirmation in any form signed by the President or his deputy, containing a seal or bearing a qualified electronic signature. At the end of August, the Cabinet of Ministers supported the resolution "On changes to the rules of crossing the state border by citizens of Ukraine" initiated by the Ministry of Infrastructure, which allows some groups of seafarers to travel abroad during martial law. Ukraine is one of the world leaders in terms of the total number of seafarers constantly working in global commercial shipping. The approximate number of Ukrainian seafarers based on the number of seafarer qualification documents issued in Ukraine is 150,000. According to The Seafarer Workforce Report 2021, the number of Ukrainian seafarers permanently employed in global commercial transport is 76,441, including 47,058 officers.

Source: <https://www.blackseanews.net/read/194025>

SETAM sells hijacked ship Mamba B

A private executor has put the seized ship Mamba B of 1998 up for electronic auction OpenMarket (SE "SETAM" of the Ministry of Justice of Ukraine). This is not the first time that OpenMarket has sold seized waterborne vessels, writes Porta Ukrainy. "Before that, we successfully sold tugboats, a chemical tanker, motor tankers, a barge and a small boat. This vessel was arrested for debt, its home port is Panama. You can get acquainted with the lot in the city of Reni, the custodian's contacts are in the description of the lot", said Oleksandr Mamro, general director of SE "SETAM". The Mamba dry cargo is 99.9 meters long, 19.5 meters wide, 7.2 thousand tons deadweight. The vessel has two holds. The cargo equipment consists of three supports and four lifting arms. The tender will take place on 3 October 2022. The starting price of the lot is UAH 14.743 million. In April 2021, the State Executive Service sold the tugboat "Mykola Ivanchenko" "Mykola Ivanchenko" to the commercial port of Skadiv for UAH 3.005 million at the OpenMarket electronic auctions. During the auction process, the value increased by 261% compared to the initial value.

Source: <https://www.blackseanews.net/read/194024>

Five more ships and a tank left the ports of Odessa Mare

A new convoy of Ukrainian agro-industrial products left the Odessa coast in the afternoon of August 6. This was reported by Dumska. Ships QUEEN SARA and ORIS PRINCESS left the port of Chornomorsk, NEW LEVANT and IRMGARD - from Odessa, and tanker VITIS and bulk carrier OCMIS ADVENTURE - from the port of Pivdenny. In

total, since the opening of the grain corridor, 92 ships with more than 2 million 100 thousand tons of food have left the ports of Greater Odessa.

Source: <https://www.blackseanews.net/read/194018>