MS DAILY BRIEF - 15 September 2022

Cupons

JCC in Istanbul records multiple deviations from safe shipping lanes in the Black Sea

Since 1 August, the JCC has allowed the safe passage of 122 ships from Ukraine and 144 ships to Ukraine.

The Joint Coordination Centre (JCC) in Istanbul has recorded a number of deviations from safe corridors, including repeated ones, by vessels carrying grain from Ukraine, the Centre said in its report summarising operations since 1 August. "Since 1 August, the JCC has allowed the safe passage of 122 vessels from Ukraine and 144 vessels to Ukraine. As part of its responsibilities, the JCC closely monitored the movement of incoming and outgoing vessels through the Black Sea Maritime Humanitarian Corridor. Sea. On several occasions, it observed vessels deviating from the corridor and responded appropriately by contacting captains and advising them to follow the coordinates. In some cases, the JCC made official written contact when the same ships deviated several times," the report said.

Source: https://tass.com/economy/1506479

Russians mock Britain's naval strength. The conclusion? The aircraft carrier HMS Prince of Wales is no match for Admiral Kuznetsov

The Russian propaganda machine has launched an attack on the British defence industry, mocking the Royal Navy, once the world's largest naval force.

The publication Vzglyad devotes a large space to mocking the Royal Navy and the new aircraft carrier HMS Prince of Wales.

The propagandistic article was published in response to technical problems encountered by HMS Prince of Wales, Britain's newest aircraft carrier.

It will be recalled that the aircraft carrier HMS Prince of Wales experienced a failure in one of its propellers while off the coast of the United Kingdom, one day after starting a mission to the United States of America.

For the past two years, also for technical reasons, the new British aircraft carrier HMS Prince of Wales has been on various missions of less than 90 days at sea.

The ship cost around €3.5 billion.

The Russian Federation press says the Admiral Kuznetsov aircraft carrier, once modernised, will be more capable than the HMS Prince of Wales, which cost the UK €3.5bn.

This reason leads the Russians to believe that "the design of HMS Prince of Wales is a fiasco" and, after initially planning for the British aircraft carriers to be fitted with catapults to allow the use of various types of aircraft such as the F-35C, F/A-18 and even a possible future version of the Tempest, the British decided to cut corners and abandoned the project.

The author believes that British aircraft carriers do not have the capability to operate a powerful air group and can only carry the F-35B.

The conclusion of the article is that although the British industry has worked hard and spent huge sums on its new aircraft carrier, mistakes have been made from which Russia can learn. Thus, the new British aircraft carrier HMS Prince of Wales, even though it cost €3.5 billion, would be no match for the Russian aircraft carrier Admiral Kuznetsov if the latter were upgraded.

While admitting that "the F-35 is newer than the MiG-29K", the Russians boast that Russian planes "can take off with anti-ship missiles and can identify and hit targets" better. However, the author does not say whether there is any Russian military aviation left for aircraft carriers, as Admiral Kuznetsov is in a degrading state.

Although it lampoons HMS Prince of Wales, the Russian press text says nothing about the condition of Russia's only aircraft carrier - Admiral Kuznetsov

Admiral Kuznetsov has been dogged by bad luck. A series of events in recent years have turned the ship into a semi-wreck.

After January 2017 when it ceased operations in Syria, Admiral Kuznetsov experienced several major incidents:

- 30 October 2018 the aircraft carrier is damaged after the floating dock that sank due to a 70-tonne crane falling onto the ship's helipad. The crane was not lifted until 3 months later, costing $1 million for the operation.

- In May 2019, work was still underway to repair the ship, when in

December 2019, a major fire broke out on board the carrier exactly during the restoration operations. The estimated cost of extinguishing it was $8 million.

The estimated completion date for the upgrade is 2024, after which the ship is expected to have another 10-15 years of life.

Source: https://www.defenseromania.ro/rusii-ironizeaza-forta-navala-a-marii-britanii-concluzia-portavionul-hms-prince-of-wales-nu-face-fata-navei-amiral-kuznetov_618087.html

Georgia will build the deepest port on the Black Sea: US and NATO ships will use its infrastructure

The Tbilisi correspondent of the Russian daily Vzglyad reported on 12.09.2022 that the Georgian government will hire an international consulting group to implement the project to build the deepest Black Sea port in Anaklia.

Georgian Deputy Prime Minister Levan Davitashvili, who also heads the Ministry of Economy and Sustainable Development, said on Monday that several large investors, especially from Abu Dhabi, are interested in building the port.

"There is interest from investors from the Persian Gulf states and Central Asia. With their support, we intend to achieve a modern port infrastructure for the development of Georgia's transit potential," Deputy Prime Minister Davitashvili said.

According to his statements, Georgia is considering speeding up the process of the project's realisation, without mentioning any deadlines for the start and completion of construction.

A few years ago, the Anaklia port construction project failed after a local investor defaulted and failed to secure $400 million in financing. In 2019, the Georgian opposition blamed the authorities for the "Russian-ordered" failure to build a port at Anaklia. Subsequently, banker Mamuka Khazaradze, who oversaw the project, switched to the opposition and the Georgian government began working with foreign investors. At the same time, the US is also actively lobbying for the construction of a port at Anaklia.

According to initial plans, the 16-metre-deep port was due to start operating in 2020-2021. The total construction cost was estimated at around $2.5 billion. The port was to be built near the border with Abkhazia on a 400-hectare area. It was planned to transport up to 100 million tonnes of cargo a year.

According to local media reports, the Anaklia port would also be used for military purposes, with US and NATO warships stationed there.

Source: https://www.defenseromania.ro/georgia-va-construi-cel-mai-adanc-port-de-la-marea-neagra-nave-din-sua-si-nato-vor-folosi-infrastructura-acestuia_618145.html

Russian Navy's Kilo-class submarines withdraw from Crimea

The changing tide of the war in Ukraine appears to have prompted the Russian Navy to "regroup" its forces in the Black Sea. At the start of the invasion, they stood boldly near Odessa. Now, the Black Sea Fleet is barely moving away from Crimea for fear of Harpoon missiles. Its submarines recently moved their base further away from the shadow of the Ukrainian attack. Since the start of Ukraine's invasion in February, the Russian Navy's four upgraded Kilo-class submarines in the Black Sea have been a regular sight in Sevastopol. The main naval base on the west coast of Crimea has been a staging point for many attacks on Ukraine. The Kilos have dedicated berths there, where they rearm with Kalibr land attack cruise missiles. Until recently it was not unusual to see three Kilos in port at once, with one at sea. That has changed. In recent weeks, they have been concentrated at Novorossiysk, another naval base much further from Ukraine. Kilo-class submarine The upgraded KILO-class

Project 636.3 submarine is Russia's most powerful naval asset in the Black Sea. They are inherently more capable of survival in open water than their wartime cousins. Especially against the Ukrainians who lack any anti-submarine assets. This was demonstrated by the dramatic loss of the flagship Moskva on 13-14 April. There were many factors in the loss of the Slava-class cruiser. But submarines are, by their nature, immune to Harpoon or Neptune missiles. Russia's surface fleet has already moved out of range of Harpoons. Without a sinking Ukrainian navy, submarines, like much of the surface navy, are in cruise missile service. Unlike surface ships, Russian submarines can operate unhindered throughout the Black Sea. They can launch Kalibr cruise missiles at targets across the country. One small disadvantage of the Kilo-class submarines is that they carry only four Kalibr. Russia's surface vessels are equipped with an 8-round vertical launch system. The Kilo can only launch cruise missiles through two of their six torpedo tubes. Novorossiysk Novorossiysk is located on Russia's Black Sea coast, between Sochi and the now-famous Kerch Bridge linking Crimea. In recent years, the naval base has been expanded and, during the war in Ukraine, was home to many landing ships. Some submarines are normally based there, but for much of the war Sevastopol became their centre. Now they have largely moved back out of Sevastopol. Submarines still call at Sevastopol, and the older submarine Alrosa, which is undergoing post-recovery tests, is still active there. But now it's normal to have three Kilos in Novorossiysk and that's a change. The move came shortly after Ukraine stepped up drone attacks on Sevastopol, targeting the headquarters of the Black Sea Fleet. The prominent HQ building was boarded by drones flying from the east over the submarine's docks. This may be part of the motivation for the change. Given the approaching war in Crimea and Ukraine's growing ability and confidence to attack Sevastopol, the withdrawal seems prudent. And it's hard to dissociate it from the threat of war. However, submarines don't have to be based at Sevastopol to launch Kalibr missiles. They have enough range to be launched from near Novorossiysk and hit targets inside Ukraine. And the submarines have the capacity to sail unmanned in the northern Black Sea. As Russia moves its navy, reacting to Ukraine's military moves, the location and activity levels of the submarines will continue to be of interest.

Source: https://www.navalnews.com/naval-news/2022/09/russian-navy-kilo-class-submarines-retreating-from-crimea/

US and NATO must turn their attention to the Black Sea, say European policy experts

Greater strategic attention needs to be placed on the Black Sea as Russia's invasion of Ukraine continues, a panel of experts told a discussion at the Centre for European Policy Analysis on Tuesday. The lack of US and NATO focus on the Black Sea has allowed Russia to pursue aggressive goals such as its invasion of Ukraine, said Natia Seskuria, an associate fellow at the Royal United Services Institute. "I think that despite the strategic importance of the Black Sea and the three littoral states that are part of NATO, NATO members, NATO still does not have a strictly coherent strategy for the region," she said. "But the war in Ukraine has served almost as a wake-up call for the US or NATO and we see that the process has started and there is more thinking, more focus on the Black Sea region."

The Center for European Policy Analysis will publish a report later this month that looks at the Black Sea about six and a half months after the Russian invasion of Ukraine. The report will include recommendations on how the United States can address the body of water as a NATO member. It doesn't just fall on the US, Seskuria said, but also on Turkey, Romania and Bulgaria, all of which border the Black Sea. Joint regional leadership among the three countries would give NATO a better position when it comes to the Black Sea, she said. "And another important point is continuing security assistance to countries, non-NATO countries,

especially Georgia, Ukraine, that face existential threats and making sure that NATO and the United States remain united when it comes to deterring Russia." she said. Russia's initial strategy for the Black Sea was to block Ukraine's water, said Ivanna Kuz, programme assistant for Transatlantic Defence and Security at CEPA. That would have given Russia an economic advantage and begun to turn the Black Sea into what could be considered a Russian lake, she said. Instead, Ukrainian forces repulsed Russia and, in addition to an early amphibious assault, the Russians did not use their ships to try to land their forces near coastal cities. The Ukrainians managed to sink Russia's Black Sea Fleet flagship RTS Moskva (121) and retake Snake Island, which helped prevent Russia from making an amphibious assault on Odessa, she said. The attack on the Saky airbase in Crimea also affected the Russian navy's ability to attack other countries. "So the Black Sea is the key to Ukraine's counter-offensive in the south," Kuz said. "It's a core area that, for Russia to gain more presence there and more control, would threaten so many other parts of the world that the general public might not see that directly at first, but that would be the end result." Since the sinking of the Moskva, the Russian navy has mostly hidden behind Crimea, said Ben Hodges, senior counsel at Human Rights First. This affects Russia's ability to control the body of water. The Black Sea has always been important to Russia, said Steven Horrell, senior fellow for transatlantic defence and security at CEPA. It will remain so regardless of the outcome of the invasion. "It's very much about the Black Sea region in the Russian mindset and another strategic goal that highlights the Black Sea for Russia, their desire to claim great power status," Horrell said. "They have this idea of a multipolar world, Russia and Eurasia on par with the US in the west and China."

Source: https://news.usni.org/2022/09/13/u-s-nato-need-to-turn-attention-to-black-sea-european-policy-experts-say

Speedcast provides Starlink Internet integration for shipowners

Like entrepreneur Elon Musk's other ventures, Starlink's satellite communications service is known for a direct-to-consumer business model - something that hasn't sat well with third-party integrators in the maritime satellite communications sector, which have traditionally mediated the satellite relationship. owners and shipowners. But in an announcement Tuesday, multichannel data provider Speedcast said it has reached a unique deal to distribute and integrate Starlink's internet services for shipping customers. The news comes as a surprise to the market. Starlink announced a fixed-price, direct-to-owner maritime satellite service in July, followed by a major fleet-wide launch announcement for Royal Caribbean in August. Tuesday's announcement of a more conventional third-party managed service appears to mark a return to the familiar maritime satellite business model, and Speedcast says it has already supported customer trials. "Starlink is an exciting new communications path for customers, offering significant diversity and additional capacity at a time when remote sites continue to push to the farthest ends of the Earth and when demand for bandwidth is growing," said Joe Spytek, chief executive officer at Speedcast. "As a trusted integrator and agnostic of next-generation technologies for customers, we are excited to add Starlink to our toolkit to make ubiquitous connectivity a reality for remote operations around the world." Starlink's 2,200 orbiting satellites have been providing connectivity to terrestrial customers for some time, but maritime satellite communications has some of the most challenging conditions available: few places to put ground stations, harsh weather conditions and a deployment surface that won't sit still. . The company's initial maritime offering was based on a flat-screen ESA terminal, which has the advantage of no moving parts but limited capability for low-altitude connections. Starlink's advertised bandwidth of up to 350 Mbps is several times faster than the competition, and the service also offers much lower latency due

to the satellites' low orbit. This makes it attractive for video conferencing and other applications where a time lag in connection is undesirable. Royal Caribbean claims that a trial aboard the Freedom of the Seas cruise ship attracted "an enormous amount of positive feedback from guests and crew", prompting it to buy the service for every ship in its fleet.

Source: https://www.maritime-executive.com/article/speedcast-secures-deal-to-integrate-starlink-internet-for-shipowners

China's biggest ports suspend operations ahead of Typhoon Mufia

China's major seaports are bracing for what could be a direct hit from the 12th typhoon of the season, but unlike last week's storm, this one is expected to make landfall near the busy ports of Shanghai and Ningbo-Zhoushan. Ports were already reporting delays and the current storm, Typhoon Mufia, is expected to disrupt operations for several days in both ports and inland shipping. Recent reports have indicated that the storm is 165 nautical miles northeast of Taiwan after passing north of the island. Taiwanese officials have warned that the storm has a range of nearly 100 miles and wind gusts of up to nearly 120 miles per hour. While the storm was expected to stay offshore, Taiwan's Central Weather Bureau is warning of strong waves, especially in the north, and heavy rain. Ferry service was suspended for most of Taiwan, and fishing boats were warned not to leave, while commercial shipping was also warned of difficult conditions. After passing Taiwan, the storm turned to the north-northwest, prompting alerts for Shanghai, the world's busiest container port, as well as the Ningbo region, home to China's second busiest container port complex. The latest weather observations included reports of wind gusts reaching 135 mph, although the storm is expected to lose some strength before reaching mainland China. Surges ahead of the storm of up to 34 feet have been reported. China has ordered all ships to take shelter with large containers, which have been told to head out to sea ahead of the storm. State media reports that more than 7,000 ships are taking shelter, with operations in all ports expected to begin Tuesday evening and be suspended all day Wednesday. Meteorologists warn that Shanghai's waves could reach 16 feet. Other preparedness items ranged from evacuations of tourists and residents in some outlying areas. Flights are suspended to and from Shanghai airport and some train services are also expected to be canceled. Preparations for the storm have been stepped up because, unlike Typhoon Hinnamor which passed offshore last week, the current track of this storm predicts it will reach south of Shanghai. It is expected to track north over the city and continue inland. More than 40 million people are believed to be in the storm's path. The storm comes at a time when Shanghai in particular is reporting strong production volumes. On September 8, Chinese officials said Shanghai set a new one-day record, handling 160,058 TEUs in 24 hours. That was 1,200 TEUs more than the previous daily record of 158,858 TEUs in 2021. At the end of the first eight months of the year, Shanghai is slightly ahead of 2021 volumes, with throughput of just over 31 million TEU. The increase in volumes comes despite the port being affected by COVID-19-related bottlenecks for much of May this year. The Ningbo-Zhoushan complex set a new monthly record of around 3.3 million TEU in May.

Source: https://www.maritime-executive.com/article/china-s-largest-ports-suspend-operations-before-typhoon-mufia

Federal Maritime Commission (FMC) seeks to define 'unreasonable' actions of carriers

The Federal Maritime Commission is opening a public comment period as it seeks to define what constitutes "unreasonable" actions by ocean carriers. The Commission is working to define the provisions and process for implementing elements of the Shipping Reform Act

of 2022. One of the impetuous reforms passed by Congress and signed into law by President Joe Biden was shipper complaints that carriers were refusing shipments. and unwilling to negotiate for space on their ships. A provision of the legislation requires that "a common ocean carrier shall not unreasonably refuse to deal or negotiate with respect to space accommodations on the vessel." Congress has asked the FMC to define actions and develop the complaint resolution process. The FMC today issued a Notice of Proposed Rulemaking as the next step in implementing the provisions of the Reform Act. Specifically, it addresses the requirement to define unreasonable refusal to deal or negotiate for space offered by an ocean common carrier and provides the public 30 days to submit comments. The FMC outlines the elements that would be required to establish a violation and the criteria it will use to analyze the complaint under the new rule. The legislation included a roadmap for the FMC that requires it to publish rules on key elements within six months after the bill was signed in June by President Biden. Complaints of unreasonable action would be accepted from both importers and exporters. Either would be allowed to complain about an unreasonable refusal to deal or negotiate with a shipper regarding ship space. One of the key elements of many provisions of the reform act shifts the burden of proof in responding to complaints from the shipper to the carrier. In these specific cases, the shipper would file a complaint about the carriers actions, and the carrier under the proposed rule would have to establish why it was not unreasonable to deny ship space to a particular shipper. While the FMC says it recognizes that the circumstances of each shipment are unique and that it is impossible to regulate for every possible scenario, the proposed rule provides examples of factors it will consider. The rule proposes that the commission consider whether the ocean carrier has followed a documented export strategy, engaged in good faith negotiations, and articulated legitimate transportation factors. The rulemaking also seeks to clarify elements of the law that have not been defined. Specifically, the FMC is addressing the phrase "spatial accommodation of the vessel," which has never been defined in the legislation. The draft rule proposes to define "vessel space accommodations" generally as space provided onboard a vessel of an ocean common carrier for loaded containers that are imported into or exported from the United States. The FMC continues to make progress on key elements of the reform act, including the establishment of a new Office of Enforcement, Investigations and Compliance structure. A separate comment period on the use of emergency powers in the act is closing. Under the law, the FMC is required to report to Congress on its progress in implementing the provisions of the Ocean Shipping Reform Act.

Source: https://www.maritime-executive.com/article/fmc-seeks-to-define-unreasonable-actions-by-carriers

First crew member of Greek tanker seized by Iran returns home

The first crew member from one of two Greek tanks seized by Iranian authorities in May arrived safely in Athens on Tuesday, Greek officials said. Iran has agreed to release the crews of the MT Prudent Warrior and Delta Poseidon, which it seized in May in response to the US seizure of oil from an Iranian-flagged tanker in Greece. "The second captain of the Delta Poseidon has arrived home in Athens," a shipping ministry official told Reuters. The crew member is the first to return home out of a total of about 48 seafarers - Greeks, Filipinos and a Cypriot - who are expected to be gradually released and replaced in the coming days, a second Greek official told Reuters. The months-long diplomatic standoff has strained relations between Athens and Tehran as tensions between Iran and the United States grow. Iran's Ports and Maritime Organisation said in a statement that the crews of the two Greek ships had not been detained and could be exchanged, Iranian state media reported. The release

of the tankers is expected to take longer than replacing the crews, an official on the Greek coast said Monday.

Source: https://www.marinelink.com/news/first-crew-member-greek-tankers-seized-499426

ClassNK has signed MOU with Maersk Training A/S for offshore wind personnel and seafarer education for alternative fuel use

ClassNK has signed an MOU (Memorandum of Understanding) with Maersk Training A/S regarding training for offshore wind farm operators and education for alternative fuel vessel crews. Maersk Training is an international industry leader in skills development and skills enhancement with over 16 locations worldwide. With over 40 years of experience, Maersk Training specialises in providing training for the oil and gas, renewables and marine industries, improving safety and operational performance for their clients. Maersk Training is part of the A.P. Moller Maersk Group, a Danish shipping giant with over 100 years in maritime and inland freight and related services. With the signing of the MoU, the two parties will proactively cooperate to enable high quality training that meets international standards to be provided and thus a competent local workforce to be supplied to the growing offshore wind industry in Japan as well as the APAC. region. Based on its expertise and experience in vessel research and certification, ClassNK will collaborate with Maersk Training to develop a set of guidelines, including boat transfer safety, which is one of the most common HSE risks in the offshore wind sector. In addition, joint research will be conducted on seafarer training for ammonia-fuelled vessels. ClassNK has already provided certification services to the maritime training sector to fulfil its mission to support the changing needs of the maritime industry to ensure the safety of life at sea and promote the protection of the marine environment. ClassNK continues to expand its services to support skills development for offshore wind farms and alternative fuel vessels to help achieve a decarbonised society.

Source: https://www.marineinsight.com/shipping-news/classnk-signed-mou-with-maersk-training-a-s-for-offshore-wind-personnel-and-alternative-fuel-seafarer-education/

Russia showed how Ka-52 helicopters 'hit' a Ukrainian special forces assault ship (Video) 'Ship' was a piece of the 1943 bridge

The moment Russian Ka-52 helicopters hit a so-called Ukrainian special forces "ship"

that was actually a piece of a destroyed bridge in 1944. Photo: Defense Express

Russia is desperately trying to wash away military defeats and the collapse of the front in the south (Herson) and northeast (Kharkov), where Ukrainian forces have reclaimed almost the entire Kharkov region in just a few days. Thus, the Ministry of Defence in Moscow published images of helicopters repelling an amphibious assault operation by Ukrainian special forces.

While Ukraine has been registering more and more military

victories on the front in recent days, in the cyber war the Russian Federation has been subdued since the first days of the invasion.

The Russians have tried a few feeble "hits" when they have shown various videos of Russian Army successes, but many are highly suspicious of the authenticity.

One such case happened today. The Ministry of Defence in Moscow released a short video, presented as a great success, showing two Ka-52 attack helicopters during a military operation.

According to Moscow, the helicopters repel an amphibious attack by the Ukrainian FOS (special operations forces) on the Dnieper. Specifically, in the Russian propaganda "story", Ukrainian special forces attempted to cross the Dnieper to seize a facility on the Russian-defended shore in the Zaporozhye area. It states that the Ukrainians used a barge in the operations.

In the short footage presented by the Russians, the Ka-52 is seen firing Vikhr guided missiles at the alleged target:

The so-called ship that Ukrainian special forces used for the landing was actually a piece of a bridge built in 1943 across the Dnieper

Defense Express analysts didn't take long to unravel the mystery, poking fun at Russian propaganda material.

Besides the fact that it is illogical to use a barge for an amphibious assault operation in broad daylight without any support or other auxiliary military equipment and attack a position defended by an entire brigade, the source cited states that what the Russian Ka-52 helicopters hit is actually a piece of the bridge built across the Dnieper by the German occupiers in 1943. The bridge was blown up in 1944.

That piece, a bridge support, was preserved after the end of World War II.

Moreover, the source published a photo of the bridge piece near Energodar sent by a local. It is clear from the size that the "assault ship" hit by the Russian Ka-52 helicopters is in fact the bridge support: Video: https://www.youtube.com/watch?v=X3_ApYFYV3k

Source: https://www.defenseromania.ro/rusia-a-aratat-cum-elicoptere-ka-52-lovesc-o-nava-de-asalt-a-foretelor-speciale-ucrainene-video-nava-era-o-bucata-din-podul-din-1943_618161.html

Russia has increased its naval grouping in the Black Sea

The naval group that Russian occupation forces have brought to the Black Sea has increased to 16 units. According to Porty Ukrainy, the Operational Command "South" reports this. The group of enemy ships in the Black Sea has been increased to 16 units, 4 of which carry surface-to-surface missiles and 1 "Kalibr" missile submarine are in combat service. Total equipment - 36 missiles. Also in the batch operates 3 VDK", according to the summary OK "South" according to the results of Tuesday, September 13. Compared to the end of last week, the Russian grouping in the Black Sea has increased by two ships, with one of the large amphibious assault ships (LAV) at sea returning to port.

Source: https://www.blackseanews.net/read/194334