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Company that left Mariupol after Russian invasion offers management services to Danube shipping vessels

The company Maritime Logistics, which was forced to move out of Mariupol after the start of the Russian military invasion of Ukraine, continues to provide management services for maritime vessels on the Danube. This was reported by the company's press service, writes Porta Ukrainy. For six months, our company has been operating out of Mariupol, actively engaged in maritime logistics (forced to change its location). During this period, the company has continued to focus its activity on further engaging ships in on-time chartering, providing cargo brokerage services and management services of maritime vessels. We also continue to be actively involved in freight market research, trend analysis and forecasting, and analysis of the operating economics of the Koster fleet", which has already proven its exceptional usefulness and effectiveness. in practice," the press service said. The new maritime-logistics.com.ua website was also presented, which will allow you to get the most up-to-date information about the company and market news. The effective experience of the Mekhanik Yuzvovich ship management, which was implemented in early September at the peak of its value, became the basis for the further development of our company, adhering to the business philosophy of becoming a quality manager, increasing the efficiency. of the shipowner's asset, i.e. ensuring a profit level above the average market indicator. This management experience allowed us to successfully time charter vessels, providing stable payments to shipowners and taking advantage of the skillful operation of these vessels on the market. We see the future in the digitization of shipping and consider it a strategic competitive advantage for providing a range of services in the maritime logistics organization," emphasized Anton Shapran, Director of Maritime Logistics. "Maritime Logistics, part of Mariupol Investment Group (MIG), provides maritime logistics services in the Black Sea and Mediterranean basins. At the beginning of the trading season, "Maritime Logistics" took on time charter the general cargo vessel T Magna (Panama flag) with an own weight of 6.3 thousand tons for the transport of cargo from the Danube. In July, UTA Group, which is also part of MIG, resumed its operational activities in the southern part of Ukraine. In particular, it started work on the Danube. After the start of the Russian military invasion of Ukraine, companies belonging to MIG re-registered in Vinnytsia, a territory free of occupiers.

Source: <https://www.blackseanews.net/read/194435>

Russia conducts military exercises in the Arctic Sea near Alaska

Russian nuclear-powered submarines fired cruise missiles into the Arctic on Friday as part of military exercises aimed at testing Moscow's preparedness for a possible conflict in its icy northern waters, the Defense Ministry said, as quoted by Reuters.

Photo credit: Mediafax

The exercises, dubbed Umka-2022, took place in the Chukchi Sea, an eastern portion of the Arctic Ocean that separates Russia from the US state of Alaska.

Russia considers the vast Arctic territory to be of vital strategic interest and has been building up its military capabilities in the region for years, raising alarm bells in the West.

The Russian Defence Ministry said on Friday that two nuclear-powered submarines - Omsk and Novosibirsk - fired anti-ship cruise missiles from the Chukchi Sea, hitting targets as far as 400 kilometres (250 miles) away.

The ministry posted a video on social media showing that the missiles were fired from ships located at points along the Northern Sea Route - a commercial shipping channel that Russia is promoting as an alternative for cargo ships travelling between Europe and Asia.

Moscow has continued a high-profile programme of military exercises, even though most of its ground forces are engaged in the war in Ukraine. Earlier this month it conducted small-scale exercises in the Russian Far East, involving about 50,000 troops.

These exercises took place just as a lightning-fast Ukrainian counteroffensive was beginning, forcing Russian troops to abandon swathes of territory in Ukraine's eastern Kharkov region.

The defence ministry said this week's exercises in the Arctic were a test of Russia's "ability and readiness to defend the Russian Arctic by military means".

In addition to launching missiles from nuclear-powered submarines, Russia's Bastion coastal missile system also fired missiles at targets at sea 300 kilometres from the Chukchi Peninsula - Russia's easternmost territory.

Russia's militarisation of the Arctic region has caused unrest in Western capitals, other Arctic nations and among environmental groups. NATO Secretary General Jens Stoltenberg said last month that Russia's military build-up in the Arctic is a "strategic challenge" for the NATO alliance.

Source: <https://monitorulapararii.ro/rusia-efectueaza-exercitii-militare-in-marea-arctica-langa-alaska-1-45682>

Poland has opened a canal to the Baltic Sea to avoid Russian territorial waters

Poland on Saturday inaugurated a canal that will allow it to reach its Baltic Sea port of Elbag without passing through Russian territorial waters, reports Agerpres, citing AFP.

Until now, in order to reach the open sea, ships leaving Elblag had to sail around a peninsula belonging partly to Poland and partly to Russia and ask the latter for permission to apply, which Warsaw wanted to avoid. "It's about opening this way so that we don't have to ask for the consent of a country that is not friendly to us," Polish President Andrzej Duda said during an inaugural ceremony for the canal, recalling the context of Russia's invasion of neighbouring Ukraine. Poland, a member of the EU and NATO, strongly supports Kiev. Accessible for the time being only to small ships, the waterway opened through the canal should eventually allow ships up to 100 metres long, 20 metres wide and 4.5 metres draught to reach Elblag, 25 km away, according to the Polish infrastructure ministry. Dredging works and the development of various transport infrastructure are due to be completed by September

2023, with the total cost of the project estimated at around two billion zlotys (€420 million). The project has sparked controversy, particularly between supporters of the new Baltic Sea access route and environmentalists who cite risks to wildlife that could be affected by the changing salinity of the water in the delta.

Source: https://www.defenseromania.ro/polonia-a-inaugurat-un-canal-catre-marea-baltica-si-va-evita-astfel-apele-teritoriale-rusesti_618215.html

[Putin moves ominously into the Black Sea: Kalibr missile ships with range to Constanta](#)

The first small Tsiklon missile-carrying ship that is part of the 22800 "Karakurt" project built in Kerch will join the Russian fleet and patrol the Black Sea.

The ship is also armed with a version of the Pantsir-M anti-aircraft system. It is a six-barrelled 30 mm calibre gun, as its name suggests.

Tsiklon is the first Karakurt-class ship built at the Zaliv Shipyard in Kerch. Construction of the ship began in 2016 and it was launched last July.

By the end of the year, to be inducted into the 41st Sevastopol Missile Carrier Brigade of the MNRF. Two more such ships will soon appear in the Russian fleet.

The small Karakurt-class ships are 67 metres long. Displacement is about 800 tonnes, sailing range up to 2,500 miles, and range 15 days. The armament is represented by the universal missile complex of eight Kalibr cruise missiles. Also on board is an AK-176MA artillery installation with a calibre of 76 millimetres, as well as two machine guns of 14.5 or 12.7 millimetres.

The Pantsir-M maritime complex is capable of detecting targets at a range of 75 kilometres and destroying them at a distance of 40 kilometres from the ship.

Source: <https://newsweek.ro/international/video-putin-muta-amenintator-in-marea-neagra-nave-cu-rachete-kalibr-cu-autonomie-pana-la-constant>

[Princess Cruises' first LNG ships will be the largest ever built in Italy](#)

Princess Cruise has provided further details of its state-of-the-art cruise ships, which were ordered three years ago from Fincantieri and are now starting construction. In addition to being the largest for the brand and the first LNG-powered cruise ship for Princess, the new ship to be named Sun Princess will be the largest cruise ship built in Italy and one of the first LNG-powered cruise ships built by Fincantieri. The Carnival Corporation brand announced details of the new cruise ship as sales begin for its maiden voyage. It will be 175,500 gross tons, larger than the 169,000 gross ton Seaside Evo class that Fincantieri is currently completing for MSC Croaziere. Fincantieri began construction of its first LNG-powered cruise ship in June for TUI Cruises, as well as the Princess cruise ship, which is now under construction. The shipbuilder follows Meyer Werft, which built the first cruise ship to operate full-time on LNG in 2018, and Chantiers de l'Atlantique, which is currently completing two LNG-powered cruise ships for MSC. Princess commissioned the next-generation ship along with a sister ship in June 2019 from Fincantieri, which has been the builder of most Princess cruise ships. This is the second LNG class for Carnival using the Meyer design as the basis for the first nine LNG-powered cruise ships. These ships are operated by AIDA, Costa, P&O UK and Carnival Cruise Line. Sun Princess, due to enter service in early 2024, becomes the 10th LNG cruise ship for Carnival Corp. and will be followed by a sister ship in spring 2025. In addition to being Princess' largest cruise ship, the new ship will introduce a combination of new features with some of the cruise line's historic amenities. The design has also been adapted to incorporate concepts that Fincantieri has developed in recent years, with more

glass to give the ships better ocean views and natural light. The three-story piazza found on all of Princess' current cruise ships will add more glass to increase passengers' sense of the sea. New features include a large glass dome at the top of the ship, which has an indoor and outdoor pool. The cruise line says the space is inspired by the terraces of Santorini. At night, the pool will be covered by a stage, and the space transforms into an entertainment venue. The new ship will also expand the cruise line's use of location technology called Medallion Class. It gives passengers access to the ship's technology and is used to personalize service during a cruise. Sun Princess will have a total of 2,157 staterooms, including 50 suites and 100 connecting rooms with more outdoor balcony space. It will also be the line's first cruise ship to have a suite enclave with a dedicated restaurant, lounge and sun deck. Passenger capacity for the 1,133-foot-long ship will be 4,300. This is the third cruise ship for Princess Cruises to carry the Sun Princess name. The first came to the company in 1974 when they were acquired by P&O and sailed with the company until 1988. The second was part of a new class of Fincantieri-built cruise ships introduced in 1995 and sold by Carnival Corporation in 2020 as part of Fincantieri cruise ships. programme to accelerate the departure of smaller and older ships from the corporate fleet during the pandemic operations hiatus. Princess currently has a fleet of 15 cruise ships.

Source: <https://www.maritime-executive.com/article/princess-cruises-first-lng-ships-will-be-largest-yet-built-in-italy>

[Seaspan suspends \\$500 million bid for four LNG ships](#)

Canadian shipowner Seaspan Corporation has suspended the deal it signed earlier this year to build four 7,700 TEU "ultra-modern" LNG-fuelled dual-engine ships. The deal, announced in May, would have seen the four ships delivered by the end of 2024 for long-term charter to a global container line. The agreement included a purchase obligation at the end of the charter and would have contributed about \$1 billion to Seaspan's contracted cash flow. However, the deal appears to have fallen through. Seaspan claimed on Thursday that contracts for ship orders "are not being fulfilled by the counterparty" and said they "have become void." In a preview of potential legal action, it said it "reserved its rights to claim against the counterparty" over the dispute. The names of the liner counterparties and shipbuilders involved in the transaction were not disclosed, but industry media indicated that the builder may have been K Shipbuilding, the rebranded Korean shipyard once known as STX Offshore. The value of the orders is reported to exceed \$500 million. Seaspan is a Vancouver-based owner and operator of container ships, specializing in long-term chartering to top-tier liner companies. It relies on fixed-rate, staggered charters to trusted carriers to eliminate bumps in the shipping industry's business cycle. The firm crews and operates over 120 owned vessels.

Source: <https://www.maritime-executive.com/article/seaspan-suspends-500m-deal-for-four-lng-boxships>