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Bosphorus Strait shipping traffic endangered by stranding of Ukrainian corn ship

The cargo ship Lady Zehma, carrying more than 3,000 tonnes of corn from Ukraine, ran aground, temporarily halting navigation in the Bosphorus Strait.

"The 173-metre cargo ship Lady Zehma, flying the Liberian flag, which had a rudder failure in the Bosphorus while sailing from Ukraine to Istanbul, ran aground today (1 September - author's note) around 9 p.m. and anchored in Bebek Bay," the Istanbul Governorate reported last night.

"Bosphorus traffic has been temporarily suspended due to the incident, which caused no injuries, loss of life or environmental pollution," the Istanbul Governorate added.

To remedy the situation, teams from the Directorate General of Coastal Safety, tugs and Coast Guard lifeboats were sent to the scene.

Earlier this week, the Lady Zehma was allowed to leave the Ukrainian port of Chornomorsk for Ravenna, Italy, with 3,000 tonnes of corn.

Source: https://www.defenseromania.ro/traficul-naval-prin-stramtoarea-bosfor-pus-in-pericol-de-the-failure-of-a-corn-ship-from-ukraine_617989.html

"Grain corridor": six more ships have left Odessa's ports

On September 2, six more ships carrying Ukrainian agricultural products left Odessa's ports via "grain aisle". As reported by Ukrinform, Turkey's Ministry of Defence reported

this in Telegram. "As of today, September 2, six more ships have left Ukrainian ports," the message reads. It is noted that grain shipments to Ukrainian ports continue as planned. As Ukrinform reported with reference to the Ministry of Infrastructure, since September 1, over 1.72 million tons of food have been exported from three Ukrainian ports that have become operational thanks to the grain initiative.

Source: <https://www.blackseanews.net/read/193858>

The Royal Navy has taken delivery of one of its most advanced submarines (Video). HMS Anson features Spearfish torpedoes and Tomahawk Block V cruise missiles



The Royal Navy has been fitted with the world's most advanced attack submarine: HMS Anson, armed with 38 Spearfish torpedoes and Tomahawk Block V cruise missiles worth £1.3 billion. With a length of 97 metres and a displacement of 7,800 tonnes, the Astute-class HMS Anson is the fifth of seven nuclear-powered submarines to join the Royal Navy. The Astute submarines are recognised as the most technologically advanced submarines of

attack ever operated by the Royal Navy.

Anson has a nuclear reactor on board, which means it will never need refuelling during its 25-year service life. Because it can also purify water and air, its time underwater will be limited only by the amount of food on board, meaning it is capable of circumnavigating the globe without surfacing, reports the Daily Mail, as quoted by The Epoch Times.

The submarine is 97 metres long, can carry a crew of 98 and has a maximum speed of over 30 knots (about 55 km/hour). The submarine was welcomed on Thursday at a commissioning ceremony in Barrow, attended by Prime Minister Boris Johnson.

The submarine is equipped to destroy enemy ships and submarines, gather intelligence and protect other Royal Navy ships above or below the waves.

Anson is the fifth of the new 'Astute' class attack submarines to join the fleet, which are described as the largest and most advanced submarines ever operated by the Navy. BAE Systems has delivered the first four Astute class submarines, which are currently in service with the Royal Navy. The sixth and seventh vessels are at an advanced stage of construction at Barrow Shipyard.

The Dreadnought class submarines, which will replace the Royal Navy's Vanguard class, which carry the UK's nuclear missiles, are also designed and built at Barrow. Work on these submarines is underway on the first two of four Dreadnought submarines, with the first of the class due to join the Royal Navy in the early 2030s.

Commander David Crosby, the ship's first commanding officer, said "HMS Anson will be the best Astute-class submarine yet".

He added: *"Given the tough competition, this is a bold statement, but I fully believe it; it will be successful in operations for years to come and will be the envy of nations around the world. The privilege of being in command of the most advanced and capable attack submarine ever built in the UK on the day of her commissioning is the greatest honour in my submarine career."*

It took about 20 million man-hours over 11 years to get the 7,800-tonne spacecraft, which is said to be more complex than the International Space Station, ready for action.

Anson was named after Admiral George Anson, an 18th century Royal Navy officer who made a four-year voyage around the world and led a victory against the French at Cape Finisterre in 1747.

At the December 2020 naming ceremony, a bottle of cider was broken by the sedan because the drink was Admiral Anson's favourite cure for scurvy.

The submarine was removed from Devonshire Dock Hall in April 2021 and lowered into Wet Dock, where engineers and crew tested equipment and optimised her systems.

Source: https://www.defenseromania.ro/royal-navy-a-primit-unul-dintre-cele-mai-avansate-submarine-hms-anson-dispute-of-38-of-torpedo-spearfish-and-crocket-tomahawk-block-v_617996.html

Russia sends a nuclear submarine to the Mediterranean Sea

Nuclear submarines are the most powerful and survivable in the Russian Navy. Against the backdrop of dramatic naval losses in the war in Ukraine, they are the ace up their sleeve. Now a nuclear submarine seems to be playing cat and mouse with NATO forces in the Mediterranean. The buildup of Russian navy forces in the Black Sea as part of the invasion of Ukraine is well known. Less is said about the related construction in the Mediterranean, seen as an outer defence for Black Sea operations. Following Russian doctrine, this may be part of a deterrent against NATO involvement in the war. Now a nuclear submarine appears to have been added. Naval News has seen strong indications that a Russian attack submarine (SSN) or cruise missile submarine (SSGN) is operating near Italy. It is unclear how long the submarine has been operating there. The simplest explanation is that it was deployed there to replace the Slava-class cruiser Marshal Ustinov, which left the Mediterranean on 24 August. While the Ustinov sailed defiantly between the UK and Ireland, the submarine may have entered the Mediterranean. In a way, the cruiser provides a distraction. But NATO's attention seems to have turned to the submarine. And open-source intelligence (OSINT) analysts. It's currently unknown what type of submarine it is. And that may never be known in public sources. We are confident it is nuclear powered, so much can be inferred from the circumstances. Russia has deployed nuclear-powered submarines in the Mediterranean before, but not frequently. In the current context, it is related to the war in Ukraine. Recent tensions between Serbia and Kosovo are also in the vicinity.

What type of submarine is it?

We can narrow it down to three general types of submarines. It can be a nuclear-powered attack submarine (SSN). The main type in Russian service is the Akula class, but there are also Sierra-I/II and Victor-III classes. Early in the war, OSINT analysts discovered indications that a Russian SSN was operating in the Mediterranean. This was unusual and, given the time frame, that submarine

should be gone. Or the submarine could be an Oscar- II class cruise missile submarine (SSGN). These are armed with 24 powerful Granit supersonic anti-ship missiles (SS-N- 19 Shipwreck). Although these are older submarines, they are still a formidable anti-carrier platform, more so than the Ustinov. Finally, it may be one of the Russian Navy's latest Severodvinsk (aka Yasen) class SSGNs. These carry much more modern cruise missiles capable of both anti-ship and land attack missions. They are also quieter and considered more powerful. In many ways, the Severodvinsk class is the most capable in the Russian inventory. One of these submarines, the Severodvinsk (K-560) was at St Petersburg in July. She left the Baltic Sea in August, together with an Akula Vepr-class submarine (K-157). However, they were to sail north. Russia already has two Improved-KILO class submarines in the Mediterranean. They are based at the Russian navy base in Tartus, Syria. Although they are capable submarines, armed with Kalibr anti-ship cruise missiles and land attack, they are much more limited than nuclear submarines. They have been deployed in Syria since before the invasion and now spend much of their time in port. More information may surface. But, as in the world of submarines, details can remain elusive.

Source: <https://www.navalnews.com/naval-news/2022/09/new-intelligence-russia-sends-nuclear-submarine-to-mediterranean/>

Indian Navy has an indigenous aircraft carrier - "INS Vikrant"

India commissioned its first indigenous aircraft carrier, INS Vikrant, with a ceremony held in



Cochin shipyard on 2 September 2022. Showcasing the country's growing prowess in indigenous manufacturing and a major milestone on the path to 'Aatmanirbhar Bharat', Prime Minister Shri Narendra Modi commissioned the country's first indigenous aircraft carrier INS Vikrant at Cochin Shipyard Limited (CSL) on September 2, 2022. During the event, the Prime Minister also unveiled the new Naval Ensign (Nishaan), removing the colonial past

and befitting India's rich maritime heritage. He dedicated the new flag to Chhatrapati Shivaji. Addressing the gathering, the Prime Minister said, here on the Kerala coast, every Indian is witnessing the dawn of a new future. This event being held on INS Vikrant is a tribute to India's rising spirits on the world's horizon. He said that today we are witnessing a manifestation of the freedom fighters' dream in which they envisioned a capable and powerful India.

"Vikrant is huge, massive and vast. Vikrant is distinguished, Vikrant is also distinguished. Vikrant is not just a warship. It is a testament to India's hard work, talent, influence and commitment in the 21st century. If the goals are distant, the voyages are long, the ocean and the challenges are endless - then India's answer is the Vikrant. Vikrant is a unique reflection of India becoming self-reliant." Shri Narendra Modi, Prime Minister of India Commenting on the new mood of the nation, the Prime Minister said, no challenge is too difficult for India today. He said: "Today, India has joined those countries in the world that are producing such a huge aircraft carrier with indigenous technology. Today, INS Vikrant has filled the country with a new confidence and created a new confidence in the country." The Prime Minister acknowledged and praised the contribution of the Navy, the engineers of Cochin Shipyard, the

scientists and especially the workers who worked on the project. He also noted Onam's happy and auspicious occasion, which adds even more happiness to the occasion. Indian Navy commands indigenous aircraft carrier Vikrant Indian Prime Minister while delivering his speech at the commissioning ceremony (photo Indian MoD Ministry) Each part of INS Vikrant has its own merits, its own strength, its own journey of development. It is a symbol of indigenous potential, indigenous resources and indigenous skills. The steel installed in its airbase is also indigenous, developed by DRDO scientists and produced by Indian companies, he said. Explaining the massive proportions of the carrier, the Prime Minister said it is like a floating city. It produces enough electricity to power 5,000 households and the cables used will reach Kashi in Kochi, he said. He said INS Vikrant is a living embodiment of the Spirit of Panch Prans which he proclaimed from the Red Fort's megaliths. The Prime Minister spoke about Indian maritime tradition and naval capabilities. Chhatrapati Veer Shivaji Maharaj, he said, built such a fleet on the basis of this maritime power that kept enemies on their toes. When the British came to India, they used to be intimidated by the power of Indian ships and trade through them. So they decided to break the back of India's sea power. History is witness to how strict restrictions were imposed on Indian ships and traders by enacting a law in the British Parliament at that time, the Prime Minister said. The Indian Navy commands the Indian aircraft carrier Vikrant. The Prime Minister noted that today, on the historic date of September 2, 2022, India has removed a trace of slavery, a burden of slavery. The Indian Navy has a new flag today. Until now, the identity of slavery has remained on the flag of the Indian Navy. But from today onwards, inspired by Chhatrapati Shivaji, the Navy's new flag will fly in the sea and sky. The Prime Minister noted that when Vikrant comes down to protect our sea area, many women Navy soldiers will also be stationed there. With the immense power of the ocean, the boundless feminine power, it becomes the lofty identity of the new India. Now, the Indian Navy has decided to open all its branches to women. The restrictions that existed are now removed. Just as there are no boundaries for the able-bodied waves, there will be no boundaries or restrictions for India's daughters.

The Prime Minister said that a strong India will pave the way for a peaceful and secure world. In his speech, Raksha Mantri Shri Rajnath Singh termed the commissioning of INS Vikrant at the beginning of 'Amritkal' as a proof of the government's strong resolve to ensure the safety and security of the nation in the next 25 years. "INS Vikrant is a shining symbol of an aspirational and self-reliant 'New India'. It is an icon of the Nation's pride, strength and resolve. The commissioning is an unprecedented achievement in the path of indigenous warship building. The tradition of the Indian Navy is "old ships never die". This new avatar of Vikrant, which played a stellar role in the 1971 war, is a humble tribute to our freedom fighters and brave soldiers," he said. Rajnath Singh, Indian Defence Minister Shri Rajnath Singh also said that it is a key responsibility of the Indian Navy to ensure the country's maritime interests for uninterrupted maritime trade amidst the changing global situation. He congratulated the Navy for always being the "first responder" in times of national or international crisis and exuded confidence that the commissioning of INS Vikrant will further enhance the capability of the force. He added that this is an assurance to friendly foreign countries that India is fully capable of meeting the collective security needs of the region. "We believe in a free, open and inclusive Indo-Pacific. Our efforts in this direction are guided by 'SAGAR' (Security and Growth for All in the Region) as envisaged by the Prime Minister," he said. The Indian Navy commands the indigenous aircraft carrier Vikrant. Shri Rajnath

Singh listed a number of measures taken by the Ministry of Defence to achieve the goal. These include setting up of defence corridors in Uttar Pradesh and Tamil Nadu; issuance of three positive indigenisation lists; allocation of 68% of the capital procurement budget for indigenous industry; Defence Manufacturing and Export Promotion Policy 2020 and increase in FDI limit. He said the aim is "Make in India, make for the world" and exports of over \$400 billion in the last year are a testament to this vision. Speaking on the occasion, Chief of Naval Staff Admiral R Hari Kumar expressed the Navy's resolve that India@100 should become fully self-sufficient by 2047, consisting of 'Made in India' ships, submarines, aircraft, vessels and unmanned systems and remain a "combat ready, credible, coherent and secure force for the future". He added that the Navy is determined to move forward on the path of the five commitments - developed India, removing all signs of servility, pride of heritage, unity and doing one's duty - as envisaged by the Prime Minister. The Chief of Naval Staff urged the commanding officer and crew of INS Vikrant to carry forward the legacy pride of the former Vikrant, which served the country for 36 glorious years and played a significant role in the 1971 war.

About INS Vikrant GE's LM2500 engines will power India's first indigenous aircraft carrier INS Vikrant during sea trials. Vikrant means victorious and gallant, the foundation for the prestigious IAC was firmly laid in April 2005 with the ceremonial Steel Cutting. To push the indigenisation drive, the warship quality steel required for the construction of the IAC was successfully indigenised by the Steel Authority of India Limited (SAIL) in collaboration with the Defence Research and Development Laboratory (DRDL) and the Indian Navy. Hull fabrication subsequently progressed and the keel of the ship was laid in February 2009. The first phase of ship construction was completed with the successful launch of the ship in August 2013. The readiness of the ship's propulsion and power generation equipment/systems in the port was tested in the Basin Tests on 20 Nov. The ship's hull under various operating conditions, manoeuvring tests, main propulsion, power generation and distribution (PGD), ship's navigation and communication systems, endurance testing of propulsion machinery and so on. Vikrant is 262 m long and 62 m wide, a displacement of approximately 43000 T at full load, with a maximum designed speed of 28 knots with a sailing distance of 7500 Mm. The ship has around 2200 compartments, designed for a crew of around 1600 which include specialised cabins to accommodate female officers and sailors. The carrier is designed with a very high degree of automation for machine operations, ship navigation and survivability. The ship would be capable of operating an air wing consisting of 30 aircraft, to include MiG-29K fighter jets, Kamov-31 multirole helicopters, MH-60R, in addition to Advanced Light Helicopters (ALH) and Locally Manufactured Light Combat Aircraft (LCA) (Navy). Using a new mode of aircraft operation, known as Short Take- Off But Arrested Recovery (STOBAR), the IAC is equipped with a springboard for launching aircraft and a set of three "stop wires" for on-board recovery. The ship boasts a complete Medical Complex with the latest medical equipment facilities. Vikrant Specifications: Length: 262.5 m Width: 61.6 m Height (keel to apple): 61.6 m Displacement approximately 42,800 tons Speed (Max/Cruise): 28/18 knots Flight deck area: 12.500 sqm Propulsion: GT - 22 MWx4, DA - 3 MWx8 resources for 7500 nautical miles Weapons: SAM - 32xMRSAM, AK630 CIWS Air wing: mix of 30 aircraft and helicopters Runway: Landing - 191 m, Long take-off - 203 m, Short take-off - 145 m Landing places Hello: 6 3 x speed stop wires 2 x SAC elevators (10x14 m).

Source: <https://www.navalnews.com/naval-news/2022/09/indian-navy-commissions-ins-vikrant/>

Gibraltar races to remove oil from bulker ship

The Maritime Executive Gibraltar has a round-the-clock effort underway in an attempt to pump out bulk oil that ran aground Monday evening as it left port. The oil spill intensified after the bulk body "*deformed*" yesterday afternoon, prompting Gibraltar to suspend port operations as it declared a "*major incident*" on Wednesday afternoon. The Royal Gibraltar Police have also launched an investigation into the circumstances under which the OS 35 on its way out of port struck the Adam LNG carrier which was moored in a designated area outside the port. On Thursday, mid-day, police issued a statement announcing that "*one person has been arrested and is now assisting detectives from the Crime Division as they investigate the collision of the OS 35 cargo vessel on the beach*". Police declined to provide the identity of the individual and whether he was a crew member, the pilot or another person somehow involved in the incident. The OS 35 remains partially submerged with the bow resting on the seabed. The condition of the 35,362 dwt OS 35 bulker remains generally stable after Wednesday's hull breakup. The Gibraltar Port Authority reported that while the hull fractured, the vessel had not yet broken in two, but the crew was evacuated while salvage crews worked to stop the oil spill. Crews did not begin pumping diesel and lubricating oils from the vessel before it fractured. Initially, the port was dealing with a small hydraulic fluid leak from the ship's forward crane, but fears are linked to the 183 tonnes of heavy fuel oil, 250 tonnes of diesel and 27 tonnes of lubricating oil on board. A low sulphur fuel oil (LSFO) leak has now been detected coming from the tank vents and booms and skimmers have been installed to control the leak. These focused on removing oil escaping from the boom while, fortunately, winds and tides carried the oil away from nearby beaches. By late today, authorities report that it appears about half of the LSFO that leaked was contained and pumped into tanks. While it was a significant spill, they point out that it is a lighter oil, which means it should be easier to dissipate and clean up if the oil washes ashore. The booms have captured most of the oil as crews rush to pump the diesel off the vessel (GPA) The weather is cooperating, allowing crews to maintain the pumping operation overnight. Crews were reporting as of this evening that about one-fifth of the diesel, 53 cubic metres, has now been pumped from the vessel. They expect most of the diesel to have been pumped off the vessel by Friday morning. In the meantime, they have received assistance from Salvamento Maritimo with skimming operations. They have also deployed additional booms to sensitive areas and more UK oil spill equipment is expected to arrive in Gibraltar on Sunday.

Source: <https://www.maritime-executive.com/article/police-arrest-individual-as-gibraltar-races-to-remove-oil-from-bulker>

Sembmarine reports cyber attack affecting personnel information

Singapore-based shipbuilder Sembcorp Marine has suffered a cyber attack that compromised employee and operations information, the firm announced Thursday. The company said it recently discovered a cybersecurity incident in which an unauthorized party accessed part of its IT network through third-party software products, gaining access to some information about

personnel, as well as to non-critical information related to its operations. Sembcorp said it treated the incident seriously and took immediate action, with cybersecurity experts appointed to block the breaches, assist with an impact assessment and strengthen IT security measures. Based on the investigation and impact assessment, Sembmarine believes the risks have been effectively addressed, with the company's business operations remaining unaffected. The company has contacted affected staff to help them manage any risks. Sembmarine has also notified the authorities and is working closely with them on the breach. *"The company is aware of the concerns of all affected parties and would like to assure all stakeholders that information security and privacy of all stakeholders are our top priorities,"* the statement said. The breach is not expected to have a significant impact on earnings for the fiscal year. The cyberattack comes just days after Sembcorp revealed optimistic information about its order book. The company posted a net loss of \$104.4 million in the first half of 2022, up from a net loss of \$463 million for the six months ended June 30, 2021. Revenue increased 30% year-over-year.

Source: <https://www.maritime-executive.com/article/sembmarine-reports-cyber-breach-affecting-information-on-personnel>

UK dock workers plan two-week strike

More than 560 dock workers at the Port of Liverpool, one of Britain's biggest container ports, will strike between September 19 and October 3 over pay, the Unite union announced Friday, adding to a summer of industrial unrest caused by rising inflation. *"Workers across the country are sick and tired of being told to take a hit with their wages and living standards,"* Unite general secretary Sharon Graham said in a statement. *"MDHC needs to think again, come up with a reasonable offer and deliver on previous promises to pay,"* she added, referring to the Mersey Docks and Harbour Company. The planned strike at Liverpool comes after an eight-day walkout last month by workers at Felixstowe, Britain's largest container port, which blocked supply lines but did not cause widespread disruption in an industry already facing supply chain problems. The strike will "severely disrupt" shipping and road transport in Liverpool and surrounding areas, Unite said. The workers, comprising dock operators and maintenance engineers, are striking over a 7% pay rise offer they say amounts to an effective "pay cut", with inflation reaching double figures. They also say MDHC has failed to honor a 2021 pay agreement. Peel Ports, MDHC's parent, said it offered an 8.3% wage package, in addition to a 4.5% raise last year and other improvements in shifts, sick pay and pensions. "Our wage offer is well above the national average and represents a sustainable position for the business given the stagnation in the container market, global economic pressures, the conflict in Ukraine and the disruption to global shipping," Peel Ports chief operating officer David Huck said in a statement.

Source: <https://www.marinelink.com/news/uk-port-workers-plan-twoweek-strike-499202>