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What the Crimean bridge attack means for the Russia-Ukraine war-

Video commentary

<https://youtu.be/CD5mewet-fE>.

Putin's statement on missile attacks on Ukraine. English subtitles, 10 Oct 2022

<https://youtu.be/fOxQw2EtjJQ>

Unbridled cynicism: Russia is preparing a new round of Kalibr missiles. "The strikes must continue. That society must be healed"



Launching a Kalibr missile from a surface ship. Photo credit: Russian Ministry of Defence



"In the event of new attempts to carry out terrorist actions on our territory, Russia's response will be harsh," Putin said.

The Russian invaders have had more than 84 strikes, and the Ukrainians have destroyed 56 air targets (43 missiles and 13 UAVs, including 10 kamikaze drones), a statement from the General Staff of the Armed Forces of Ukraine said.

The General Staff warns, that the threat of the enemy launching air strikes, throughout the territory of Ukraine, remains.

In turn, Vitali Kim, head of the Mikolaev region, said Russian ships were preparing for a new attack and were loaded with Kalibr missiles.

"Ships are again going to the Black Sea. They have reloaded (missiles n.r.) Kalibr. And all these groups are preparing to leave Astrakhan," he said.

"Ukraine is a sick society. We have to cure them"

Referring to Monday morning's rocket attacks, a Russian military expert labelled Ukraine a "sick society", among other things.

A video shared on Twitter by BBC journalist Francis Scarr shows Aleksandar Artamonov telling Russian state TV that "the strikes must continue systematically" after the attack and that Ukrainians "must be cured".

<https://twitter.com/i/status/1579486304546750466>

There are fears that Ukraine could suffer further attacks after Vladimir Putin announced a "harsh" response if attacks on Russia continue. Recall that Putin told the Russian Federation Security Council today, "The responses will be of the same scale as the threats to Russia. In the event of new attempts to carry out terrorist actions on our territory, Russia's response will be tough," the Russian president said.

Military and infrastructure targets

According to NV, 11 people have died in Russian missile strikes in Ukraine, five of them in central Kiev. Nearly 90 people were injured, 70 targets were damaged, including 29 critical infrastructure objects. However, Russian missiles targeted a large number of civilian sites (parks, pedestrian bridges, intersections, office buildings). Kiev Mayor Vitali Klitschko said some of the missiles exploded in the Shevchenko district of central Kiev. Klitschko also showed footage of a pedestrian bridge in the middle of a park that was hit by a Kalibr missile.

Kiev pedestrian bridge, "military and strategic objective", hit by Russian Kalibr missiles.

<https://twitter.com/i/status/1579367430111232000>

The bombings, Surovikin style

Newly appointed Russian group commander Sergei Surovikin is trying to show Vladimir Putin "quick results" by hitting Ukraine's critical infrastructure, reportedly his "style of work". "This is his style, the style of the new occupying army torturer in Ukraine - to fire rockets at infrastructure, especially at civilian infrastructure objects. He knows that planes fly and you can launch rockets from them. In fact, that's what they were doing for that, to show that Putin's new personnel appointments in Russia have some significance, to show some quick results," said Andrii Yusov, an official of the GUR, the Ukrainian army's intelligence directorate, Ukrinform reports.

https://www.defenseromania.ro/cinism-fara-margini-rusia-se-pregatete-de-o-noua-runda-de-rachete_618711.html

[Rare moment \(Video\): Ukrainian soldier intercepts Russian cruise missile using portable Igla system](#)



The moment an Iгла man-portable anti-aircraft system missile is launched to intercept a low-flying Russian cruise missile. Photo: Video capture

Rare moment captured on video today: A Ukrainian serviceman managed the feat of intercepting a Russian cruise missile during the largest missile attack on Ukrainian territory since the beginning of the Russian Federation's barbaric and unprovoked invasion of Ukraine.

According to the Ukrainian Military Centre (Mil.in.ua) it is a portable anti-aircraft system (MANPADS) of the Iгла type. The Soviet system used by the Ukrainian military managed to intercept a cruise missile launched by the Russian Federation.

<https://youtu.be/jqNM7pTdEgM>

The images were captured in a video which was later posted on social media by the General Staff of the Ukrainian Defence Forces.

https://www.defenseromania.ro/moment-rarisim-video-un-soldat-ucrainean-a-interceptat-o-racheta-de-croaziera-ruseasca-folosind-un-sistem-portabil-igla_618709.html

Russia also involved the air force in the massive attack on Ukraine: Tu-160 and Tu-95MS bombers launched missiles from the Caspian and Black Seas



Photo source: Ministry of Defence of the Russian Federation

Aviation monitoring sources on Twitter and Telegram have reported that strategic bombers belonging to the Long Range Aviation (Strategic Aviation) of the Russian Federation's Aerospace Forces are massively participating in cruise missile strikes, which have been executed since the night of 09/10.10.2022 over the territory of Ukraine.

According to their data, at least 10 Tu-95MS and four Tu-160 strategic bombers were in the air, launching several dozen H-101 cruise missiles (between 70 and 90 units). The Tu-95MS bombers took off from Engels airfield in Saratov Region and executed missile launches from the Caspian and Black Seas.

The Tu-160 aircraft took off from Olenegorsk airfield in Murmansk Region, where they had previously been flown from Engels. As of September, first three then four Tu-160 bombers were reported at Olenya airfield. At present, the number is said to be six. Russian Aerospace Forces missile attacks have targeted military and infrastructure targets in Kiev and other regions of Ukraine, including Kharkov, Odessa, Dnepropetrovsk, Lvov, Ivano-Frankovsk, Ternopol, Khytomir, Vinitsa, Khmelnytsky, Konotop, Rovno and Poltava. Water and electricity supplies have been cut off in many of the localities hit by Russian missiles. Russian experts believe that the rocket attacks launched on 10 October are a reaction to the damage to the Crimean bridge and the strikes carried out by the Ukrainian military in recent days on Russian territory on the border with Ukraine. It is very likely that the attacks launched by the Russian side against infrastructure elements on Ukrainian territory will continue with high intensity in the coming period. They will be executed with cruise missiles launched from land, air and sea. The Russian leadership probably has no plans, at least for the time being, to use tactical nuclear weapons in the special military operation in Ukraine.

It should be noted that President Vladimir Putin is scheduled to meet with members of the Russian Security Council on 10 October. It is not excluded that, after the meeting, the Russian head of state will make new announcements regarding the continuation of hostilities in Ukraine, which will receive a new impetus following the attack on the bridge linking the Crimean Peninsula to the mainland of the Russian Federation. According to estimates by Russian military experts, options for a response are not excluded, including turning the special

military operation into a counter-terrorist operation or even officially declaring war on Ukraine. In any case, it seems that the Russian side is starting to hit Ukraine's critical infrastructure, which has been basically shielded from missile attacks so far. These are primarily bridges, energy targets or railway junctions. Ukrainian decision-making centres, including the headquarters of the presidency, the government, the parliament, the defence ministry and the general staff, could also become targets for Russian cruise missiles. In the video you can see the tension among Ukrainians, but also the euphoric reaction after the missile launched from MANPAD intercepted the Russian missile. According to the quoted source, the Russian cruise missile intercepted by the Igla system was flying at low altitude.

Russia's unprecedented attack on Ukraine earlier today after hitting the Crimean bridge. Russia launched more than 80 missiles at Ukrainian cities this morning in the wake of the Crimean bridge blast. The Russian attack of unprecedented scale in the 7-month invasion targeted Ukrainian cities from north to south and east to west, including the capital Kiev. The Russians targeted Ukraine's critical and civilian infrastructure. The regions of Hmelnytsky, Lviv (Lyiv, Lvov), Dnipro, Vinnitsa, Zaporozhye, Sumy, Kharkov and Khitomir were hit. The attacks targeted critical infrastructure and civilian targets, resulting in numerous civilian casualties. Today's attack, which killed many civilians, is a response to the explosion on the Crimean bridge which damaged the structure linking Crimea to the Russian Federation.

https://www.defenseromania.ro/rusia-a-implicat-si-aviatia-in-atacul-masiv-asupra-ucrainei-bombardierele-tu-160-si-tu-95ms-au-lansat-rachete-din-marile-caspica-si-neagra_618700.html

IRIS-T will arrive urgently in Ukraine. Germany will hand over the first of four promised IRIS-T air defence systems in the coming days



Germany will hand over to Ukraine four IRIS-T air defence systems not in Bundeswehr service instead of one as previously reported.

Moreover, German Defence Minister Christine Lambrecht said Germany wants to hand over the first IRIS-T air defence system to Ukraine "in the next few days", writes Spiegel.

"The renewed missile attacks on Kiev and many other cities underline how important it is to quickly provide Ukraine with air defence systems. So we are now offering special support with means to counter the threat from the air. In the next few days, the first of our four advanced IRIS-T systems will be ready to effectively defend Ukrainians," said Kristine

Lambrecht. She added that delivery of the next three systems is planned for next year. Foreign Ministry chief Annalena Berбок condemned the Russian missile attacks on Ukraine. "Residents of Kiev found themselves in mortal danger during the morning shuttle. It is disgusting and unjustified that Putin is aiming missiles at cities and civilians. We will do everything we can to quickly strengthen Ukraine's air defenses" - she wrote on Twitter.

The German ambassador in Kiev confirmed that the first IRIS-T is due to be delivered in 2023 and three more

At the end of September, following criticism of Germany's military aid to Ukraine, German Ambassador to Kiev Anka Feldhusen, in an interview with Ukrainian publication Eurointegration.com.ua, spoke about the unprovoked war triggered by Russia's large-scale invasion of Ukraine on 24 February 2022, while announcing that Germany will transfer the first medium-range air defence system of the IRIS-T type to Ukraine in the coming days.

At the same time, the senior German diplomat said that Berlin had decided to transfer two more such state-of-the-art systems. Anka Feldhusen said that the systems are in the production phase, which is why it was not possible to deliver them more quickly. "The first system (IRIS-T) will hopefully be delivered in October. While we originally planned to transfer one IRIS-T air defence system to Ukraine, we have now decided to add three more that are on the production line. I hope the second system will be ready by the end of this year and the others early next year.

https://www.defenseromania.ro/iris-t-va-ajunge-de-urgenta-in-ucraina-germania-va-preda-in-zilele-urmatoare-primul-sistem-de-aparare-aeriana-din-cele-patru-iris-t-promise_618701

Three cruise missiles launched by Russia from the Black Sea flew over Moldova before hitting Ukraine



The Ministry of Foreign Affairs and European Integration (MFAEI) confirms that the airspace of the Republic of Moldova has been overflown by 3 Russian missiles. In this regard, Minister Nicu Popescu summoned the Russian Ambassador to Chisinau, Oleg Vasnetsov, to provide explanations.

"Moldovan Head of Diplomacy Nicu Popescu has ordered the urgent summoning of the Russian Ambassador to Chisinau, Oleg Vasnetsov, to ask the Russian side for explanations regarding the launching of three cruise missiles from Russian military ships in the Black Sea, which transited the territory of our country in the region of the village of

Cobasna and the municipality of Soroca," the Moldovan MFA said, according to the Open.md portal.

The Republic of Moldova considers this incident as extremely serious and regrettable, which undoubtedly causes further tensions.

The violation of Moldova's airspace is completely unacceptable, the Republic of Moldova added.

"The bombing of the neighbouring country must be stopped immediately," reads the commentary from Chisinau.

The missiles that flew over the Republic of Moldova and were launched from the Black Sea are most likely Kalibr, launched from surface ships or submarines.

Thus, the authorities in Chisinau, through the Ministry of Defense, informed that on Monday, October 10, 2022, between 8:33-9:02 a.m., the specialized structures of the defense institution identified three air targets that flew over the airspace of the Republic of Moldova.

The incident is unprecedented since the start of Russia's unprovoked invasion of Ukraine on 24 February 2022.

We recall that this morning the Russian Federation launched 75 missiles towards Ukraine, hitting Kiev and various cities in western Ukraine, in response to the attack on the Crimean bridge.

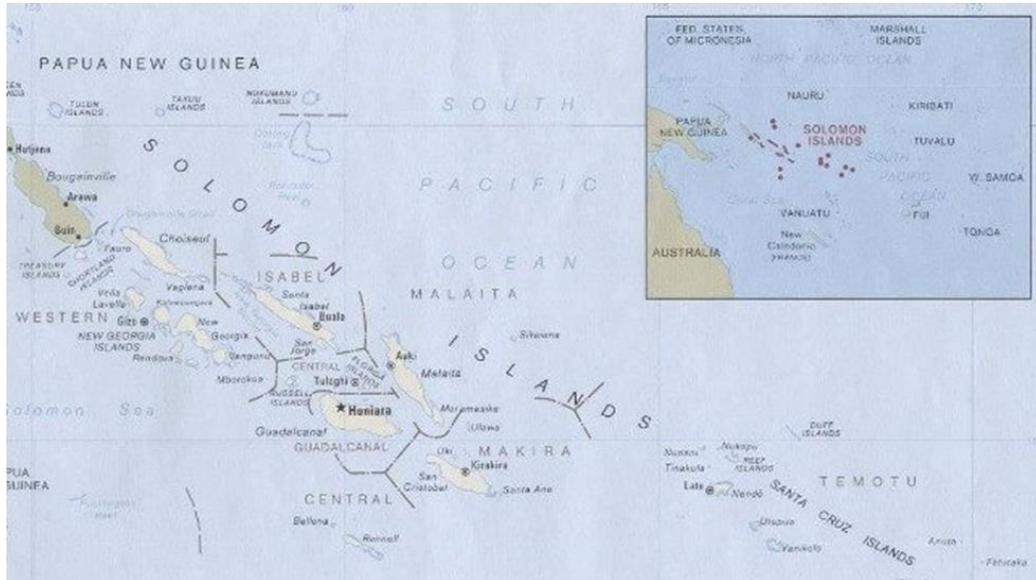
Source: https://www.defenseromania.ro/trei-rachete-de-croaziera-lansate-de-rusia-din-marea-neagra-au-survolat-r-moldova-inainte-de-a-lovi-ucraina_618696.html

Royal Navy frigate seizes \$45 million worth of methamphetamine in the Gulf of Oman

On 2 October, a Royal Navy frigate seized a remarkable 870-kilogram shipment of methamphetamine in the waters of the Gulf of Oman. The US 5th Fleet estimates the value of the seizure at about \$45 million, or about \$50,000 per kilogram. Montrose operated under Combined Task Force 150, a division of the 30-nation Combined Maritime Forces (CMF), the world's largest naval partnership. CTF 150 is one of four naval groups spread over three million square miles of ocean from the Red Sea to the west coast of the Indian subcontinent. The task force is dedicated to keeping sea lanes open and targeting illegal activities on the high seas. Montrose has been patrolling the Middle East for the CMF since 2019, and this was its fifth drug crisis of the year. "HMS Montrose again proves the value of having a forward-deployed presence in the region," said Cmdr. Claire Thompson, the ship's commanding officer. "Disrupting terrorist organisations, criminals and their funding lines is key to keeping the UK and the rest of the world safe." A flight crew aboard Montrose's helicopter monitored the suspect dhow and transported a Royal Marines boarding party. Despite the rough conditions, the boarding team headed to the dhow to conduct a search. They found a secret compartment on board and discovered the amphetamine cache. According to the Royal Navy, the seizure was worth \$16 million and brings Montrose's total haul for the year to \$52 million. The U.S. Navy's estimated values are about three times that. In March, the crew of HMS Montrose made the heaviest drug haul (by weight) the Royal Navy has seized in the past 10 years, seizing 6.5 tons of hashish from a suspect dhow in the Gulf of Oman. In a dawn raid, commandos and sailors from her boarding party carried out a five-hour search of the suspect vessel, while the ship's helicopter provided surveillance. "I'm very proud of the team; we carried out this boarding efficiently using the experience we've gained over the past three months," said Lieutenant Joe Martin RM, Royal Marines officer. "We learn every time we board a ship, never resting on our laurels and continually polishing our training."

Source : <https://www.maritime-executive.com/article/royal-navy-frigate-seizes-45-million-worth-of-meth-in-gulf-of-oman>

New Era of Competition, American Maritime Needs Geostrategists



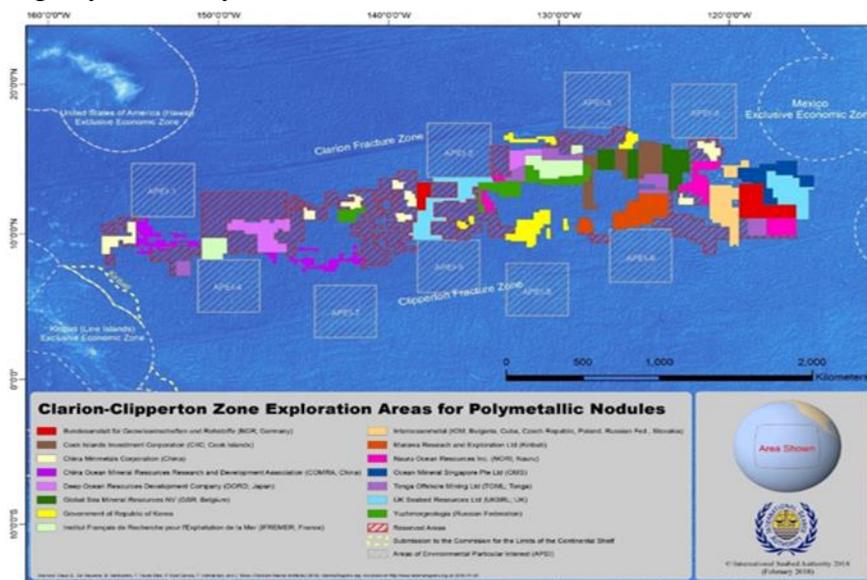
In 1567, a Spanish navigator named Álvaro de Mendaña y Neira set sail on a voyage to Oceania. His mission was to find a port of call for the famous Manila Galleons, ships that carried plundered supplies and resources between the Spanish colonies in the Philippines and Peru. Where he anchored was an undiscovered island in the South Pacific named Santa Isabel, but his crew eventually camped for three months in an area further north called Guadalcanal. Both locations are better known today as part of the Solomon Islands. The expedition did not go well. Neira intended to establish a permanent Spanish colony, but his party's hostility to the native Solomon Islanders and unfamiliarity with the local terrain led to constant and bloody clashes, starvation and death. The Spanish mission fled Guadalcanal with failure in 1568. Spain attempted a similar mission some 30 years later, with the same result. Plans to establish a base in the Solomon Islands for the benefit of the Manila Galleons were eventually abandoned. The resistance of the Solomons and the lack of resources in the archipelago itself led Spain to believe that the Solomons were more of a burden than a blessing. Spain decided that the islands offered no strategic economic benefit and moved on. Over 300 years later, a very different empire, with different goals, looked at the Solomons and came to a separate conclusion. Vice Admiral Shigeyoshi Inoue, commander of the 4th Fleet of the Imperial Japanese Navy, saw the Solomons as an ideal position for land-based aviation and advocated that the Japanese Empire take it over in an amphibious campaign. From the Solomons, planes could place invading allies and their navies under a menacing bomber and torpedo umbrella. This assumption proved correct, and the Solomons preoccupied Allied attention in the early phases of the Pacific War. Now the Solomons found themselves back in the spotlight. It switched recognition from Taiwan to the People's Republic of China in 2019 and shocked its neighbours by courting something akin to a security guarantee from Beijing. However, anyone with a stake in the South Pacific should have known that Solomon's domestic political environment would lead to this point. There is a specific criticism of the United States from its partner nations in the Pacific and Oceania - that it is not sufficiently engaged in the region. This claim has some validity. The Solomon Islands, despite having played a prominent place in the annals of history for almost all previous major maritime powers in the Pacific, has only now become a major point of consternation for the United States (and Australia) after the

downward spiral of another struggle. of internal political upheaval is too far to stop. For other Pacific nations, the United States appears not to be proactively adjusting its foreign policy to counter new threats so much as reacting to events. The opening of new embassies in the Pacific Islands, long after the PRC has already done so, symbolizes this belated approach to the party. This is not the approach that the US combined naval services want to take, according to the priorities set out in the Triservice Maritime Strategy. The U.S. Naval Services is redesigning itself to better compete on a day-to-day basis with other maritime powers, including by inculcating a mission-command mentality in all components of U.S. maritime power and integrating the Navy, Marine Corps, and Coast Guard into unified naval tools. diplomacy and engagement with partner nations. But to truly serve as an effective steady-state influencer deeply engaged in great power competition, the U.S. Naval Services must invoke the roadmap set forth in the Maritime Strategy Triservice to create more than mission commanders. The services must create a cohort of geostrategists.

Building Geostrategy

Both Spain and Imperial Japan, when looking at the physical features of the Solomon Islands, practiced a form of geostrategy. Geostrategy requires states to prioritize and prioritize the criticality of physical features according to national interest. Choke points, straits, and sea lines of communication are all terms for things that geostrategists define, assess, and then consider how to defend or exploit. One of the basic tenets of geostrategy is that physical geography does not change appreciably. However, political and economic geography does, and the above (simplified) story provides a case study of how geostrategy can adjust accordingly. For the Spanish Empire, the motivating factor for exploring the Solomons was in the service of a trade route between two other colonies. Ultimately, however, the ill-fated expedition to the Solomons proved not to be as relevant to the economic geography of the Spanish Pacific as some navigators believed. Imperial Japan saw the Solomons as a way to protect vulnerable sea lines of communication and a way to further project its air power to threaten the Allies. Most historians of the subsequent Guadalcanal campaign would probably argue that the geography of Solomons ended up being an important factor in the Japanese Empire's favor early in the war. Naval scientists - which in this context means not just members of the US naval services but also shipping industry executives, oceanographers, maritime scientists, and maritime law experts - are inherently geostrategists. Whether it's their profession, hobby, or academic research topic, maritime power depends on the relationship between different physical geographies - the oceans and land masses. Shipping ultimately connects inland economic resources to coastal economic centres. Seafarers need a Navy to cross bodies of water until their next crisis. Environmentalists focused on healthy seas must confront toxic ship-destroying practices and other forms of environmentally disastrous near-shore work. It is impossible to be a naval scientist assigned to think and work with maritime power without considering the physical geography of the world and the maritime domain. Alfred Thayer Mahan, perhaps the most famous maritime geostrategist of all, implicitly explained this at a deeper level in his famous book *The Influence of Sea Power on History*. The problem all maritime states have today, including the United States, is that they do not cultivate navalists as geostrategists, or in other words, a cohort suited to the changing global security environment. This is not to say that the U.S. Naval services are not creating service members steeped in global events or geography. The U.S. Navy in many ways breeds the naval-as-diplomat mentality. But the Triservice Strategy itself places a heavy emphasis on the phrase "rules-based order," a nebulous term that doesn't always resonate with the countries with which the US must collaborate for effective competition. There are multiple new facets - new geographies - in the geostrategic environment that the current rules-based order is not

equipped to deal with. Instead of adapting, the U.S. risks remaining status quo beyond its expiration date. The New Economic Geostrategy Geostrategy needs to appreciate how much change is currently facing global trade. There was a brief period, roughly between the end of the Cold War and the start of the coronavirus pandemic, when trade networks worked on the basis of globalized supply chains and unrestricted, timely transportation. This would reduce costs and insulate trade from much geopolitical friction. That era is almost certainly over. Trading nations are increasingly adopting policies of armed interdependence that use over-reliance on supply chains for strategic advantage. China, the United States and the European Union, all titans of trade, are increasingly exploring assistance for manufactured goods and expanding their definitions of critical sectors to protect themselves from reliance on rival actors to supply products needed for national security. The reliability of trade is also changing. The cascade of impacts from the COVID-19 pandemic has revealed how incredibly fragile the global shipping industry is, and nations crucial to trade are increasingly securitizing key waterways such as the South China Sea.



A map of the Clarion Clipperton area in the central Pacific Ocean (adapted from International Seabed Authority, 2018). The coloured areas are those authorised for mining, and the shaded squares are areas currently protected from mining. Click to enlarge. (Graphic via NOAA) The existing rules-based order has no clear answers for these emerging developments. In the search for a different solution, new treaties and rules are being actively sought by the countries that have the most to gain from this new economic geography. Educating geostrategists For a geostrategist looking at the changing economic geography and thinking about how US naval services fit into it, they would probably rely on precedent. Historical precedent is the most important skill to impart to the naval-geostrategist. However, to adequately find and rely on precedent, the U.S. naval services would need to make significant changes in professional military education and training. A growing cohort should embrace a more global curriculum that truly emphasizes maritime geostrategy from the perspective of revisionist states, allies, and partners. For example, most naval scholars can name Alfred Thayer Mahan - but they can name K.M. Panikkar, the post-colonial Indian theorist of sea power who wrote a sequel to Mahan's work, going so far as to title it *An Essay on the Influence of Sea Power on Indian History?* I can probably quote it without meaning to - after all, in that 1945 essay, Panikkar wrote the modern understanding of the "Indo-Pacific". The field of International Relations is already somewhat ahead of the curve in this respect with the development of Global International Relations, a specific subfield championed by

people like Amitav Acharya. Global IR is based on the belief that other theories of interstate relations and regional systems outside the US and Europe are as valid as the dominant Western-centric theories. This might seem intuitive, but these alternative worldviews only became more prominent after the long and protracted process of decolonisation, in which knowledge of non-European empires and maritime powers was no longer discarded, ignored or suppressed.

Geostrategy can embrace some of the same principles. As already pointed out, the understanding of the "Indo-Pacific" changes when talking to modern navalists in India, Japan or the United States. Reconciling these differences can only happen when the US forms a cohort of navalists who actually understand, at a deep level, why their allies and partners view the world as they do. To create these geostrategists, the U.S. naval services should invest in professional military education that emphasizes alternative ways of seeing the world. One way to do this is to significantly increase international military education and training (IMET) programs and bring in naval personnel from other nations who are currently theorizing and codifying their own maritime power strategies. They are able to interact and share knowledge with counterparts in the US - be they Navy, Marine Corps or Coast Guard members. Another method is the creation of incentive funds that promote war games that emphasize play and understanding of "Green" or "Orange" states. These countries are not necessarily the main combatants in an operational wargame, but they may be allied with Blue or Red Teams or neutral and are capable of tipping the balance of the competition. All too often, professional military education wargames emphasise the "big powers" of a competition without understanding the relative strength of middle powers and even small states. If navalists empathized more with these resident Pacific powers, they would better appreciate the stakes in the great power competition as well. Ultimately, the U.S. naval services need to integrate outside the military and facilitate professional development opportunities that expose their sailors to other maritime professions. The new geography of the world is being mapped not so much by the military as by marine scientists, economists and environmentalists. As the Arctic ice melts, the first person to explore the viability of a northern shipping route is likely to be a shipping magnate. The bodies that set the rules for the "blue economy" are currently centralised in the United Nations - many of which US naval services would be keen to maintain awareness, if not sponsor an observer. This would serve to better understand the concerns of Pacific island states who see the orderly expansion of economic rights in their vast Exclusive Economic Zones as key to their economic development. This civil-military integration could take the form of bringing more outside experts into the PME institutions serving the naval services. The Naval War College, Marine Corps University and the Coast Guard Academy all have the flexibility to offer students nuanced and interesting discussions about the changing maritime world. But this integration could just as well be served by sending members of the military and Navy as short-term observers to international rule-making bodies and industry groups.

Conclusion

Geostrategists must be able to understand the intersections of Navy, Marine and Coast Guard forces in peacetime and in conflict. They must understand the new maritime geography in which the U.S. must show its national interest and conceptualize new operations to shape these areas and how American influence is projected. But members of the naval services are trained to uphold the "rules-based international order" without adequately understanding what came before, who created it, and what might follow. Equipped with these understandings, they would better recognize the motivations that drive today's major competitors and revisionist states, and therefore understand how to better influence geostrategy. This would be the first step to becoming geostrategists and seizing the opportunities offered by the evolving geostrategic environment at sea.

Source: <https://www.maritime-executive.com/editorials/in-new-era-of-competition-american-maritime-needs-geostrategists>

HMS Prince of Wales departs Portsmouth for Rosyth

The Royal Navy has announced that its newest aircraft carrier HMS Prince of Wales has left Portsmouth to return to Rosyth for the next step in the resumption of frontline operations. The aircraft carrier is heading to Rosyth to work on the starboard propeller shaft which suffered a mechanical failure when the ship sailed to New York last month. Inspections by divers have revealed the fault. The quickest and safest way to repair it and return the ship to operations will be to enter dry dock in Rosyth, one of the few yards capable of accommodating the 65,000-ton warship. Since the aircraft carrier returned to Portsmouth Naval Base in early September, the ship's engineers have been working with divers and expert naval architects and engineers from Babcock - who run the Rosyth shipyard - and the Ministry's Defence Equipment and Support Organisation to find out what needs to be done to bring HMS Prince of Wales back to operations.

However, the extent and timescale for repairs will not be fully known until the ship is dry-docked and thoroughly inspected by engineers, but the aim is to return HMS Prince of Wales to frontline operations as quickly and safely as possible. In the meantime, the 33-tonne starboard propeller has been removed ahead of her voyage to the Firth of Forth. "Whilst our plans to push the boundaries of UK carrier innovation are temporarily put on hold, I am extremely proud of the ship's company who have risen to the challenge of preparing for repairs, facing the short-term disappointment of a delayed deployment. Now that the initial engineering challenges have been overcome to enable us to sail, we will transit to Rosyth, where we will continue to work hard with our industry partners in the shipyard to ensure the well is repaired as quickly as possible and return HMS Prince of Wales to the front line to continue her operations" (Captain Richard Hewitt)

To prepare for the return to Rosyth, where the ship was built between 2011 and 2017, the carrier's navigation team trained on a simulator alongside Forth pilots and tug masters at South Shields Marine School at South Tyneside College to practise the anchor approach and navigation under the three bridges and dry dock entry. Lieutenant Commander Chris Poulson, navigator of HMS Prince of Wales, said, "Returning the Prince of Wales back to the dock where she was assembled will be a great navigational challenge. "We know of course she will fit, but it will be a huge team effort between the ship's company, Forth Pilots, the shore team at Babcock and the towage company to get her to the dock. As well as finishing the manoeuvre safely, I'm looking forward to taking the ship under the Forth bridges and seeing it from underneath for the first time." The ship sailed crewed by 750 men and women - who will stay with the ship and continue training for new operations as well as supporting maintenance work.

While at Rosyth, they will continue to work with the crew and train on the ship's systems for their operational roles, while also taking advantage of the stunning Scottish scenery of their new temporary home to undertake adventurous leadership and training activities during the autumn and winter months. While under repair, her fall program, which has included operating F35Bs, MV22 Ospreys and UAVs off the US east coast is currently rescheduled for 2023.

Source: <https://www.navalnews.com/naval-news/2022/10/hms-prince-of-wales-departs-portsmouth-for-rosyth/>

Greece has chosen an investor for the port of Igoumenitsa

The Greek Privatisation Agency (HRADF) has named the consortium of Italian company Grimaldi Euromed and Greece's Minoan Lines & Investment Construction Commercial and Industrial as the best bidder for the sale of a controlling stake in the port of Igoumenitsa. This was reported by Reuters. The consortium offered €84 million for 67% of the Igoumenitsa Port Administration. The documents regarding the deal will be signed after the relevant approval of the decision by the Greek Accounting Chamber. The government has sought to attract private investment in Igoumenitsa and other regional ports as part of a wider privatisation plan to become a key logistics hub for cargo from Asia to Europe and boost economic growth," the agency said. The port of Igoumenitsa is located in north-western Greece. Its main specialisation is ferry transport. Greece sold its largest ports, Piraeus and Thessaloniki, in 2016 and 2018 respectively. The port of Piraeus was acquired by the Chinese corporation COSCO, the port of Thessaloniki by a consortium of Deutsche Invest Equity Partners GmbH, Belterra Investments Ltd and Terminal Link SAS. The sale of the ports is part of Greece's state-owned privatisation programme as part of the European Union's aid deal. In 2020, HRADF announced international tenders to select investors for the ports of Alexandroupolis, Igoumenitsa, Heraklion and Volos, but these did not take place due to the crisis caused by the coronavirus pandemic. Recently, HRADF started the process of selling a controlling stake in the port of Volos.

Source: <https://www.blackseanews.net/read/195339>

[Greater Odessa ports sent over 300 ships through the grain corridor](#)

As part of the implementation of the Safe Grain and Food Transport Initiative, Odessa, Chornomorsk and Pivdenny seaports sent 305 ships exporting 6.8 million tons of agricultural products to countries in Asia, Europe and Africa. This was reported by the press service of the SE "Administration of Sea Ports of Ukraine" (AMPU).

On Sunday, October 9, 13 ships with 230.7 thousand tons of agricultural products left the ports of Chornomorsk, Odessa and "Pivdenny" to the countries of Africa, Asia and Europe. These include the bulk carriers Argonaut (Marshall Islands) with 71,000 tonnes of wheat for Indonesia, Ali A (Togo) with 7,000 tonnes of wheat for Lebanon and Mehmet Bey (Malta) with 8,000 tonnes of soya beans for Egypt. As of 7 October, as part of the grain initiative, the ports of Odessa, Chornomorsk and "Pivdenny" have sent 285 ships exporting 6.4 million tonnes of agricultural products to countries in Asia, Europe and Africa. At the end of July, representatives of Ukraine, Turkey and the UN signed in Istanbul the Initiative on the Safe Transport of Grain and Food Products from Ukrainian Ports, which aims to partially unblock the Ukrainian seaports Odessa, Chornomorsk and "Pivdenny". for grain and fertiliser exports. The UN and Turkey have signed a similar agreement with Russia. The agreements will be valid for three months with the possibility of extension. The first loaded ship under the Initiative left Odessa port on 1 August. The first loaded ship entered the port of Chornomorsk on 7 August and left the port on 13 August.

Source: <https://www.blackseanews.net/read/195340>