Cuprins

Romania has ordered two Stan Patrol 5009 vessels. The vessels will be built by Damen in Galati

Stan Patrol 5009 / Photo: Damen

IGSU will have two Stan Patrol 5009 vessels for search/rescue and firefighting in the coming years.

The General Inspectorate for Emergency Situations has ordered two Stan Patrol 5009 vessels for rescue and search at sea, built by Damen.

The contract was signed by Interior Minister Lucian Bode and IGSU chief Raed Arafat on 11 October. Romania thus intends to significantly improve its naval emergency response fleet. Damen Shipyards won the tender for the delivery of the two Stan Patrol 5009 vessels. The vessels will be finished and equipped at Damen Shipyards Galați.

The multirole sea search and rescue vessels were ordered by the Romanian Government and were designed according to IGSU specifications by Damen. They will be capable of performing storm-weather missions at sea, grade 7 on the Douglas scale. They can successfully carry out 3-day missions at sea in waves up to 9 metres high, and maintain sufficient fuel reserve to be able to return to port remotely. The range of the ships is at least 2000 nautical miles at cruising speed. One of the two multirole vessels, to be delivered to Romania, is a search and rescue vessel with a focus on emergency medical assistance, while the other is a multirole firefighting and response vessel, equipped to stop fires that may occur on ships and offshore platforms.

Stan Patrol 5009, photo: Damen

The first vessel can evacuate at least 50 people from emergency situations, while the firefighting vessel is designed to take on board at least 30 people. It is classified FiFi-1 for firefighting (with a capacity of 2400mc/h). Two fire-fighting spray nozzles are installed on the firefighting vessel, one of which is above a hydraulic boom to be able to direct water to the base of a fire or to intervene from a height. Both vessels are equipped with helicopter platforms, fast-launchable lifeboats, the ability to launch drones and maritime drones, and the latest communication and navigation tools that allow them to interoperate on missions with other vessels, vehicles or aircraft. The on-board instruments allow rapid detection of objects and people in the water who need help in an emergency. Both vessels can maintain a maximum speed of 22 knots.

Delivery of the vessels previously ordered for the Romanian Border Police, two Damen Fast Crew Supplier 4008 Patrols, is scheduled for the end of 2022.

Stan Patrol 5009, photo: Damen

The contract represents the completion of an extensive procurement process that the Romanian government has launched as part of the "Vision 2020" project which aims to improve Romania's disaster response capacity through the acquisition of new equipment and training of personnel, with the aim of better protecting the population in emergency situations.

https://www.defenseromania.ro/romania-a-comandat-doua-vase-stan-patrol-5009-navele-vor-fi-construite-de-damen-la-galati_618728.html

The Germans kept their word. The first IRIS-T system has arrived in Ukraine. (PHOTO) Pictures during transport

IRIS-T SLS/SLX anti-aircraft systems

The state-of-the-art Iris-T mobile air defence system that was promised to Kiev by Berlin a few months ago, but whose delivery was then delayed, has finally arrived in Ukraine.

After Russia's intensive bombing of Kiev and other Ukrainian cities, destruction of civilian infrastructure and killing of civilians, Germany, as announced, will deliver to Ukraine the first of four long-awaited advanced air defence systems "in the coming days".

Now it seems that missile attacks across Ukraine have finally prompted Germany to spring into action when it comes to this system.

Reuters also confirms that the Ukrainians have received the first IRIS-T system.

Oryx analysts say it's an IRIS-T system that was originally supposed to go to the Egyptians. Thus, images of the Iris-T SLM system were published on social media. The images are from Poland's border with Ukraine. The mobile IRIS-T system, which consists of eight surface-to-air missiles mounted on a mobile truck-like platform that can shoot down enemy aircraft or missiles at a range of up to 40 kilometres and an altitude of almost 20 kilometres, was originally promised to Kiev more than four months ago. At the time, German Chancellor Olaf Scholz said the radar-guided systems, delivered at an estimated cost of €140 million per unit, "will enable Ukraine to protect entire cities from Russian air strikes". Deliveries have been delayed and Kiev's order for 11 systems, placed directly with the German manufacturer, has reportedly been put on hold pending an export licence from Berlin, reports The Times . As DefenseRomania reported the other day, Germany has confirmed that it will deliver the first of four promised IRIS-T air defence systems.

Germany will transfer to Ukraine four IRIS-T air defense systems, which are 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 Berbok 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.

https://www.defenseromania.ro/nemtii-s-au-tinut-de-cuvant-primul-sistem-iris-t-a-ajuns-in-ucraina-foto-imagini-din-timpul-transportului_618736.html

Russia resorts to unusual techniques and missiles to confuse Ukraine's air defences

Russian Air Force, Video capture

As part of the ongoing "special military operation" in Ukraine on 11.10.2022, Russian troops continued executing high-precision missile strikes against critical infrastructure on Ukrainian territory, which began the previous day.

Russian specialized media reported that in this context, long-range (over 300 kilometers) air-to-air missiles of the R-37M (RVV-BD) type appeared in the skies over Ukraine, especially in the areas of large cities.

They are primarily used by the Russian Federation's Aerospace Forces for the destruction of Ukrainian Air Force aircraft. At the same time, however, Russian troops have used the missiles for a less common purpose, namely to open up Ukraine's air defence system.

This has also been confirmed by the Ukrainian side, through a number of high-ranking officials, media and military experts. For example, the mayor of Kremenchug, Vitaliy Maletsky, the head of the civil-military administration of Nikolaev, Vitaliy Kim, and a number of other heads of localities and regions informed on social media that "missiles fired at Ukraine are deliberately changing their direction of flight, luring Ukrainian air defence forces".

During air raids by Russian troops, which lasted several hours, Ukrainian military experts also noticed the appearance in the sky of missiles that often change their direction of flight or even describe a circular trajectory.

By using this trick, the Russian side is trying to pinpoint the location of Ukrainian Air Force air defence assets and minimise the number of munitions shot down by them.

Time will prove whether this tactic works.

In the past two days, Russia has carried out dozens of high-precision missile strikes on civilian targets.

https://www.defenseromania.ro/rusia-apeleaza-la-tehnici-si-rachete-neobisnuite-pentru-a-deruta-apararea-antiaeriana-a-ucrainei_618735.html

France guarantees: the Russians will not succeed in cutting all the cables

Several NATO countries have said they plan to tighten control over undersea telecoms lines. The Elysée Palace has admitted that France has had to increase its vigilance following recent events in the Baltic Sea, writes Le Figaro.

The recent explosions at the Nord Stream gas pipeline in the Baltic Sea are a real concern for European countries. While investigations are ongoing to determine the causes of the explosions and the perpetrators, several NATO countries, including Denmark and

Norway, have said they will step up surveillance of underwater sites. And France is paying particular attention to the issue, with President Emmanuel Macron announcing that he would ask the navy and intelligence services to check the security of French submarine cables.

"An intentional, coordinated and massive attack on communications cables or power lines could have serious negative consequences in terms of continuity of services, it could even lead to the digital isolation of all or part of France," commented the Ministry of Defence in Paris. It must be said that this threat dates back long before the Nord Stream sabotage. Since their emergence in the late 1990s, submarine cables have been a major strategic vulnerability and therefore a source of concern. In August 2021, the Russian oceanographic vessel Yantar, carrying a bathyscaphe capable of diving to depths of 6,000 metres, crossed the submarine cable route linking Ireland to the US. It took some time for the French Navy to notice.

99% of intercontinental digital data exchange

Worldwide, some 450 cables cross the seabed over a distance of almost 1.5 million kilometres. They account for 99% of intercontinental digital data exchange, including the internet and tens of billions of financial transactions. These high-speed optical fibres are protected by a sheath of copper, steel and bitumen; at shallow depths, the cable is buried in the seabed; when the depth increases to several kilometres, the cable is simply laid on the seabed. A total of 51 cables are connected to France: 27 to the mainland and 24 to the overseas territories. But that's not the limit: six new cables are planned for 2023-2024.

These infrastructures are owned by private companies, not states. For example, those in France are owned by Orange Marine, a subsidiary of the Orange telecoms group, and Alcatel Submarine Networks, owned by the Nokia group. Internationally, the world's five richest IT companies now own almost 90% of transatlantic cables, whereas a few years ago 50% were in the hands of European telecom operators. "Europeans no longer have the means to establish leadership ahead of Google or Apple, especially on a route as competitive as the space between Europe and the US," Jean-Luc Vuillemin, director of international networks at Orange, noted in a February 2021 interview with the Figaro newspaper.

The state has a role to play

But such dominance by private companies does not mean that the state has no influence over these strategic infrastructures. "The state has a role to play, because it is the state that authorises or does not authorise the installation of cables on its territory," explained Camille Morel, a researcher at the Institute for Strategic and Defence Studies (IESD). And while "possible incidents are managed in real time by private companies, the Navy is responsible for controlling cables in territorial waters," adds Camille Morel.

The French Navy is, in fact, responsible for the protection of the French coast in general and, by extension, the deep sea. In this context, continuous surveillance is ensured by "ships, planes, semaphores and underwater microphones", explained a French navy source. In the event of an alarm or suspicion of attack or sabotage, "its underwater floating assets allow it to operate in deep water," adds Morel. But such cases are extremely rare.

Defence-level strategy

Aware of the dangers threatening the cables and the deep sea in general, the Ministry of Defence drew up a major strategy for controlling the seabed earlier this year. "The safety of submarine cables is a constant concern of the state," assures the presidential administration. But France has a significant backlog to make up. Currently, our armed forces have only two robots (ULISSE and DIOMEDE) that can dive to depths of less than 2,000 metres, while 75% of the seabed is at depths of more than 3,000 metres.

The ministry plans to invest in the development of new underwater robots and drones capable of diving to depths of up to 6,000 metres, with 2030 being the "year of the horizon". Thanks to on-board sensors, they will allow highly accurate exploration, detection, video

recording and photography. France also wants to acquire new hydrographic vessels "within a few years", which will be equipped with sonars, measuring instruments, drones and robots. They will also house laboratories and control and data transfer systems.

Cyber espionage

"Security sensors immediately detect damage or even an attempt at cyber espionage," says the underwater infrastructure specialist. If a cable is badly damaged, it is immediately replaced with another one using a backup system. "We're lucky enough to have a fairly important hub for Europe on French territory," Morel points out, stressing that this way "the user won't even realise there's a problem".

In fact, the likelihood of a digital outage is very small. "To create a problem for us, the Russians would have to take several cables out of service at the same time," and this requires considerable material resources, assures Morel. Even if such a situation were to arise, satellites and terrestrial networks would be able to pick up significant streams, although bandwidth for major providers such as YouTube and Netflix could be reduced. If, for example, all transatlantic cables were affected - which is highly unlikely - cables linking Europe to China could also be used.

In short, Nord Stream pipeline explosions are a concern for European countries, but the two situations are hard to compare: unlike gas transmission, shutting down electricity would require simultaneous large-scale action. And while France is not yet fully equipped with adequate controls and response equipment, operators have many options in the event of an accident.

Source: https://www.dcbusiness.ro/franta-garanteaza-rusii-nu-vor-reusi-sa-taie-toate-cablurile_648888.html

Russia must send coal to Asia via Baltic and Black Sea ports

Thanks to Western sanctions, the Russian Federation hopes to redirect coal supplies from the West to the East. Deliveries will also be made via ports in the Azov-Black Sea basin. Russia's deputy prime minister Alexander Novak spoke about this in Energy Policy magazine, reports Korabel.ru. According to Novak, by 2030 the volume of coal exports to the East could increase to 216 million tonnes, and the port capacity of Eastern ports for coal transhipment will increase by 55 million - to 211 million tonnes by 2031, exceeding the current level by 1.4-2.3 times. To implement these projects, with the support of the Ministry of Transport, the capacity of the Eastern storage site and the availability of shipping will be increased. He noted that the transport capacity of the Baikal-Amur and Trans-Siberian railways in 2024 should be 180 million tons. The Deputy Prime Minister also drew attention to the fact that in order to increase the competitiveness of domestic coal companies, it is planned to move coal mining centres to the east of the country. According to him, coal exports to countries in the Asia-Pacific region will increase, as part of the volumes on the European market can be sent by rail to eastern ports and border crossings. To expand the range exported, the government plans to activate settlement in national currencies. As Alexander Novak notes, such mechanisms are already in place when coal is supplied to China, India and other countries. Since the European coal embargo came into force, Russia has increased coal exports to China by 57%. However, despite the increase in coal exports to Asia, the reduction in deliveries to Europe is leading to a drop in production. Companies are now shipping coal to the Asian market, including via ports in the Baltic and Black Seas, because there is insufficient capacity in the East to redirect Russian coal export flows.

Source: https://www.blackseanews.net/read/195374

Russian Federation's Azov-Don Basin: in Tsimlyansk reservoir, water level is 3 metres below normal

From October 1 to October 10, 2022, the FBU "Azov-Don Basin Administration" predicts the maximum depth - 400 cm - in sections of the Don River from the mouth of canal 132 (lock No. 15) to the Konstantinovsky hydroelectric complex. The depth on the Don river section from Konstantinovsky to Kochetovsky hydroelectric complex will be 380 cm, from Kochetovsky hydroelectric complex to the first Bagaevsky break - 360 cm, from the second Bagaevsky hydroelectric complex to km 3121 of the Don river - also 360 cm. On the Seversky Donets River from the port of Ust-Donetsk to the spillway, a depth of 380 cm is expected, from the Nizhnekalinovsky break to the entrance to the port of Ust-Donetsk - 185 cm. According to the Don Basin Water Administration, there is low water content on the Don River. As of 30 September 2022, the water level in Tsimlyansk reservoir is about 32.89 m according to the Baltic system, with a standard design level of 36.0 m BS, the water flow in the reservoir is 235 cubic meters. Miss. As of September 23, the water release through the Tsimlyansk hydroelectric complex has been set at 240 cubic meters. Miss. The boundaries of the activities of the FBU "Azov-Don Inland Waterways Basin Administration" include the main river route of the Don River from the lower approach channel of Lock No. 15 (Tsimlyansk Reservoir) to the village of Aksai (3121 km). of the Don River), with the exception of the Nikolaevsky and Konstantinovsky hydroelectric plants, and the Don tributaries - the Seversky Donets River (from the Krasny farm to the spillway) and the Manych River (from the Novo-Manychskaya dam to the mouth). The total length of waterways in the area of responsibility of the FBU "Azov-Don Basin Administration" is 691.3 km.

Source: https://www.blackseanews.net/read/195381

Russia promises to use three ferries through the Kerch Strait

Three ferries will be lined up in the Kerch Strait before the end of the week. This was announced at a meeting in the government of the Russian Federation by Russia's Transport Minister Vitaly Savelyev, reports Kryminform. "The arrival of the ferry is expected around October 12 and 15. For two ferries arriving on October 15, the limitation is insufficient depth in the port of Kerch. A dredger from Rosmorport has been mobilised from Gelendzhik to carry out dredging work - the estimated completion date is 14 October," Savelyev said. The ferries will be used as a backup. "Today's ferry activity is not critical, as one rail line covers the needs for all transport. We will keep them as part of the reserve," the minister added. Deputy Prime Minister of the Russian Federation Marat Khusnullin said that two girders of the railway part of the bridge should be replaced after the terrorist attack. Saveliev clarified that Russian Railways will present a conclusion on the assessment of the condition of the damaged railway track on the bridge over the Kerch Strait on October 13.

Source: https://www.blackseanews.net/read/195373

Terma upgrades Scanter 6002 radar with drone detection capability

Terma has announced that its Scanter 6002 naval surveillance radar has received a mid-life upgrade with the implementation of new technology - including drone detection. Combining current detection capabilities with artificial intelligence classification, the SCANTER 6002 radar is now capable of detecting, tracking and classifying small remotely controlled or autonomous drones. Development in drone technology has increased significantly in recent years, making advanced drones easy to fly accessible to almost

everyone. Drones are typically equipped with high-resolution cameras, long-range wireless communications and the ability to fly autonomously and out of the visible line of sight. Today, drones pose an increased risk to even the most capable naval vessels. "Small, easy-to-fly drones are undoubtedly here to stay and will become increasingly advanced with expanded capabilities becoming a direct threat to naval security. This includes compromising missions such as surveillance, counterintelligence and explosives transport," says Per M. Sørensen, senior director of Naval Sales at Terma, and continues, "Until now it has been difficult to separate drones from other small targets - for example, birds. To separate drones and other targets of interest, the radar has been upgraded with advanced artificial intelligence classification. The AI classifier is able to classify even the smallest drones at impressive distances, helping operators classify targets of interest." Per M. Sørensen, Senior Sales Director Naval Sales at Terma

Scanter 6002: The naval radar of choice

The SCANTER 6002 radar is the radar of choice for naval vessels globally for surface and aerial surveillance of own and hostile assets. With new developments added, the SCANTER 6002 radar offers even more value and situational awareness, still providing all the well-known capabilities including IMO navigation, helicopter control, SAR operations, surface and lower airspace surveillance. The new solution is suitable for all types of naval vessels, coast guard and high value commercial vessels.

With the low peak power of the Scanter 6002 radar, operation and detection are optimal in offshore and coastal areas. The superior technical performance of the SCANTER 6002 radar, with its unique frequency diversity, high sensitivity and small cell size, provides the ability to detect even very small targets in harsh weather conditions. This makes it the perfect choice for detecting small drones. The optimised ET2 tracker tracks all types of targets, including drones, simultaneously with other aerial and surface targets, leaving no targets undetected.

Terma will showcase the updated SCAMTER 6002 at this year's Euronaval exhibition, 18-21 October at Paris Le Bourget. Come and meet us and find out more at stand B57.

Source: https://www.navalnews.com/naval-news/2022/10/terma-upgrades-scanter-6002-radar-with-drone-detection-capability/

How do 'barrier islands' guard the coastline?

When storms like Hurricane Ian make landfall, the first things they often hit are barrier islands - thin ribbons of sand that line the coasts of the Atlantic and US Gulf. It's hard to imagine how these narrow strips can withstand such forces, but in fact, many of them have buffered our shores for centuries. Barrier islands protect about 10% of the world's coastline. When hurricanes and storms make landfall, these strands absorb much of their force, reducing wave energy and protecting inland areas. They also provide a sheltered environment that allows estuaries and marshes to form behind them. These areas serve many valuable ecological functions, such as reducing coastal erosion, purifying water and providing habitat for fish and birds. Many barrier islands have been turned into popular tourist destinations, including Sanibel Island in Florida and Pawleys Island in South Carolina, both of which suffered severe damage from Hurricane Ian. Islands that have been preserved in their natural state can move with storms, changing shape over time. But many human activities interfere with these natural movements, making the islands more vulnerable.

Islands on the move

Barrier islands are made of sandy, erodible soil and are subject to high-energy wave action. They are dynamic systems that are constantly forming and reforming. But this does not necessarily mean that islands disappear. Rather, they migrate naturally, forming sand in some areas and eroding in others. New islands can form in the ocean, either because local sea levels drop or because tectonics or sediment deposition raises the ocean floor. Or they can move sideways along the shoreline as currents carry sediment from one end of the island to the other. On the East Coast, barrier islands usually move from north to south as long currents carry sand in the same direction. And over time, many barrier islands move inland towards the shore. This is usually because local sea levels rise, so waves pass over the islands during storms, moving sand from the ocean side inland.

Building on shifting sands

Building hard infrastructure such as houses, roads and hotels on barrier islands interrupts their lateral migration. Needless to say, beach communities want their dunes to stay put, so the answer is often building control structures such as jetties and jetties. This protects buildings and roads, but also disrupts natural sand transport. Blocking upstream erosion means that no sediment is transported downstream, leaving those areas sediment-free and vulnerable to erosion. Many sandy tourist beach towns along the East Coast also turn to beach nourishment - pumping tons of sand from offshore - to replace sand lost to erosion. This does not interrupt the natural transport of sand, but it is a very expensive and temporary solution. For example, since the 1940s, Florida has spent more than $1.3 billion on beach projects, and North Carolina has spent more than $700 million. This added sand will eventually wash away, quite possibly during the next hurricane to hit the coast, and will need to be replaced. What

kind of protection? In some cases, however, leaving barrier islands to do their own natural thing can cause problems for people. Some cities and towns, such as Miami and Biloxi, are located behind barrier islands and rely on them as their first line of defense against storms. And many communities depend on the natural resources provided by estuaries and wetlands behind barrier islands.

For example, Pamlico Sound - the protected waters behind North Carolina's Outer Banks - is a rich habitat for blue crabs and popular sport fish such as red drum.

Unmanaged, some of these islands may not move the way we want them to. For example, a storm breach on a barrier island protecting a town would make the town more vulnerable. Here in Mississippi, a string of uninhabited barrier islands off our coast separates Mississippi Sound from the Gulf of Mexico. Behind the islands is a productive estuary, important wetlands, and cities like Biloxi and Gulfport. Because the Mississippi River has been dredged and enclosed between levees to keep it from spilling over its banks, this area does not receive the sediment loads that the river once deposited in this part of the Gulf. As a result, the islands erode and disappear. To slow this process, state and federal agencies have artificially replenished the islands to hold them in place and preserve the towns, livelihoods and ecological habitats behind them. This project filled a major breach on an island by Hurricane Camille in 1969, making the island a more effective storm buffer for the state's coastline.

When to retreat?

Geologically, barrier islands are not designed to stay in one place. But their development is meant to last, though critics argue that climate change and sea level rise will inevitably force a retreat from shore. Reconciling people's love of the ocean with the hard realities of earth science is not easy. People will always be drawn to the coast, and banning development is politically impractical. However, there are some ways to help preserve barrier islands while maintaining areas for tourist activities. First, federal, state and local laws can reduce incentives to build on barrier islands, putting the burden of rebuilding after storms on property owners, not government. Many critics argue that the National Flood Insurance Program has encouraged homeowners to rebuild on barrier islands and other coastal locations, even after suffering repeated losses in many storms. Second, construction on barrier islands should leave dunes and vegetation undisturbed. This helps keep their sand transport systems intact. When roads and houses directly adjacent to beaches are damaged by storms, property owners should be required to move away from the shoreline to provide a natural buffer between any new construction and the shoreline. Third, designating more conservation areas on barrier islands will maintain some of the natural processes of sediment transport and barrier island migration. And these conservation areas are popular nature-based tourist attractions. Protected barrier islands such as Assateague, Padre and Cape Cod National Seashore are popular destinations in the US national park system. Ultimately, development on barrier islands should be done with consideration of change and a preference for temporary or mobile infrastructure. The islands themselves are surprisingly adaptable, but anything built in these dynamic settings is likely sooner or later to be washed away.

Source: https://www.maritime-executive.com/editorials/explainer-how-do-barrier-islands-guard-the-coastline

Russia sees 60% loss of its European seaborne crude oil market

Russia has reportedly lost three-fifths of its European seaborne crude oil sales since Russia invaded Ukraine in February 2022. This market is expected to disappear within eight weeks, and the latest sanctions will make it difficult to divert flows elsewhere. Crude oil shipments to Europe averaged 630,000 barrels a day in the four weeks to 7 October, down

from 1.62 million before the invasion. Tankers loaded with Russian oil are having to spend four times as long making deliveries to India as it would have previously taken to ship to the Netherlands, or ten times as long as it would have taken to reach Gdansk from Poland. The latest round of EU sanctions adopted in response to Russian President Putin's annexation of parts of Ukraine includes a ban on the transport of Russian crude oil anywhere in the world by EU tanks - an escalation that could significantly increase the impact on maritime flows.

Some of the sanctions have been revised to establish a price cap that is backed by the US Treasury, under which, from 5 December, Russian buyers of crude oil could use European ships, insurance, and other services, but only if the price at which they are. obliged to pay is below a certain threshold. Russia has said it will not sell its oil to anyone who imposes a price cap, threatening that the introduction could lead to the country cutting production. Major customers are unlikely to approve such a plan. However, such a mechanism is expected to increase the bargaining power that customers in India, China and Turkey have over Russia for future purchases. Flows to those three nations that initially participated in filling the gap after European buyers began avoiding Moscow's exports peaked in June at 2.2 million barrels a day. In the four weeks leading up to October 7, the figure fell by about 320,000 barrels a day. The volume of tankers not yet revealing final destinations may narrow the gap; however, it will not completely close it. While total crude oil flows delivered from Russia in the week leading up to 7 October appear to have fallen, the four-week average that dampens the noise in the data went in the opposite direction. The latest shipments replace those seen in the week ending September 9, when the Hinnamnor storm passage reduced flows from the port of Kozmino. Crude oil flows by destination Total exports increased on average over four weeks, but remained below three million barrels per day in the fourth week; this is the longest period since early March in which the shipment measure has been below the threshold. Flows catalyzed a surge in Asia, which rose to the highest since June. The figures do not include goods recognised as KEBCO quality from Kazakhstan. Shipments included those that KazTransoil JSC transited Russia for export via Novorossiysk and Ust-Luga. It appears that the Kazakhstan drums are blended with Russian crude to produce a uniform export quality. Since Russia invaded Ukraine, Kazakhstan has started rebranding cargoes to distinguish them from those shipped by Russian firms. Transit crude is exempt from EU sanctions on Russian shipping, which are expected to take effect in December. Russia's seaborne crude exports to European countries fell in the fourth week to 604,000 barrels a day, the lowest level in the year in the four weeks to 7 October. Throughput has fallen by about 56,000 barrels per day, or 8%, since September 30. The figures do not include any deliveries to Turkey. The volume delivered to northern European countries from Russia was unchanged on average in the four weeks to 7 October compared with the previous week. Exports to Mediterranean countries decreased in the four weeks to 7 October, with fewer shipments to both Turkey and Italy. Flows to the region, including Turkey, excluded from the European figures at the top of this section, fell to their lowest level since March. Combined flows to Romania and Bulgaria remained healthy, like the records seen a week earlier, with an increase in shipments to Bulgaria offsetting a reduction in flows to Romania.

Source: https://www.marineinsight.com/shipping-news/russia-registers-a-loss-of-60-of-its-seaborne-crude-market-in-europe/

Transport of two minehunters demonstrates Peters and May's lifting capabilities

A recent contract to transport two 620-tonne warships from Belgium to Pakistan as deck cargo has set records as Peters & May's heaviest and longest twin-ship move. According to Peters & May's global director of commercial sales, Robert Blades, it's not unusual for the company to transport a vessel of this size, but two of them going on one ship is highly unusual: "This contract followed the 2018 transport of the first of these vessels. Following the customer's positive experience with Peters & May, the double transport was due to be done in 2020, but the global pandemic has brought this back to September 2022.

Finding a heavy lift vessel to cope with such a move was the first challenge. There aren't many ships with the capacity to lift two warships simultaneously, along with the proper lifting equipment, yet United Heavy Lift had the MV UHL Fame in place."

Preparations were extensive, with over 1.35 kilometres of cable used per mooring for each ship. Sixteen slings were required to lift each of the warships in tandem into position aboard the UHL Fame with a mix of the ship's main spreaders and Peters & May's extensive inventory of secondary spreaders and sling equalizer assemblies.

The receiving deck also required significant work with the use of heavy lift platforms to spread the load, preventing point loading and damage to the deck. The integrity of the voyage load was ensured by Peters & May's specialist undercarriage. All were delivered with the peace of mind brought by Peters & May's many years of experience in shipping commercial seagoing vessels.

Loading was a major operation, even by Peters & May's standards, requiring two senior and two trainee loadmasters. Each ship took about two days to prepare the lifting equipment, lift, then it took another full day to complete the attachments aboard the UHL Fame.

Simon Judson, CEO Peters & May sees the successful completion of this job as another illustration of how well the company's commercial sector has performed this year, "Our strength lies in our experienced technical department, and the combined knowledge and experience of our loadmasters ensures the safe loading of large vessels such as these."

Source: https://www.marineinsight.com/shipping-news/double-minehunter-consignment-demonstrates-peters-mays-heavy-lift-capabilities/