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Azov-Black Sea maritime operational area

Russian Black Sea Fleet forces continue to project force onto the coast and mainland of Ukraine and control the northwestern Black Sea. The ultimate goal is to deprive Ukraine of access to the Black Sea and maintain control over captured territory. Offshore, the Russian naval grouping has declined further. Four ships and boats are located along the southwest coast of Crimea. These include a cruise missile carrier, a Project 21631 corvette, which carries up to eight missiles. In the waters of the Sea of Azov, enemy ships and patrol boats are located on approaches to the ports of Mariupol and Berdyansk to block the Azov coast. Russian aircraft continue to fly from Crimean airfields Belbek and Hvardiyske over the northwestern Black Sea. In the last day, 16 Su-27, Su-30 and Su-24 aircraft were involved from Belbek and Saki airfields. The Russian military continues to bomb Ukrainian ports and coastal areas. On the night of 17 October, Russian forces again attacked Odessa, Mykolayiv and other cities in southern Ukraine with Shahed 136 kamikaze drones. On the evening of 16 October and the morning of 17 October, the Russian military launched 43 Shahed-136 kamikaze drones over Ukrainian territory. Air defence forces shot down 37 drones. All their enemies came from the south. Also on the morning of 17 October, Russian forces attacked Odessa with a Kh-59 missile launched from a Su-35 aircraft from the sea. The missile hit an infrastructure object. Due to the repair of the Kerch Strait Bridge, there is a massive backlog of cargo waiting to cross the Kerch Strait. The waiting time is 4-6 days, depending on direction and weather conditions. Therefore, the enemy is studying alternative logistical ways of supplying its troop group from the Herson region through the occupied Azov region with the main hub in Melitopol. "The Grain Initiative": 5 ships with 122.3 thousand tons of agricultural products left the ports of Greater Odessa for the countries of Africa, Asia and Europe. Among them is the NEW FREEDOM bulker, which will deliver 25,000 tons of wheat

to Kenya. The bulk carrier CHOLA TREASURE will deliver 61.8 thousand tonnes of rapeseed to Pakistan. Since the launch of the Grain Initiative, 350 ships with 7.8 million tonnes of agricultural products have left the ports of Odessa Mare for countries in Asia, Europe and Africa. The dry cargo ship NEW HORIZON (Panama flag), which was heading to Odessa Oblast to load food under the "Grain Initiative", collided with the dry cargo ship LADY NURGUL (also Panama flag) during the raid from Istanbul (Sea of Marmara) around 13:45 on 16 October.

Source: CDS Daily Brief 17.10.2022.pdf

The US Navy has published 35 summary reports on various incidents involving its ships and "small unidentified unmanned aircraft systems", or UAS, across the Pacific between 2016 and 2021.

Not all of the reports seem notable, and some are clearly harmless, but others exceptionally provide further evidence of worrying trends that The War Zone has been actively reporting on in recent years.

Among the recently published reports is one about a disturbing encounter the Arleigh Burke-class destroyer USS Paul Hamilton had with four drones in the Pacific off the coast of Southern California in 2019.

The War Zone obtained these records in response to a Freedom of Information Act (FOIA) request to the U.S. Navy's Pacific Fleet (PACFLT) for UAS incident reports through OPREP-3 reporting between 2017 and April 22, 2021.

The reports released by the Navy, which include incidents that occurred since 2016, are unclassified and have only redactions related to confidentiality. PACFLT withheld 116 other reports in full, which it said are classified.

All 35 published reports cover what are described as encounters with "unmanned aircraft systems on board/non-conventional aviation technology (UAS/NTAT)".

NTAT is a term used more commonly by the Department of Homeland Security rather than the Department of Defense.

None of the reports mention Unidentified Flying Objects (UFOs) or Unidentified Aerial Phenomena (UAPs), the latter being the term currently preferred by the US military for such things.

An incident involving the USS Paul Hamilton on the night of July 30-31, 2019 is included among the reports.

It was one in a series of drone swarm encounters that crews of several Navy ships reported while operating near California's Channel Islands off the coast of San Diego that year.

This newly released report says the following about that encounter:

"PHM [USS Paul Hamilton] observed four UASs with a CPA [closest point of approach] approximately 200 yards off the bow, port and starboard. The UASs had a dwell time of approximately 2 hours and 20 minutes.

The first UAS was spotted by observers at 0240L - it was observed as a single solid white light off the port bow. At 0326L, while the PHM was turning to course 180T, a second UAS was observed illuminating the bow and deck with what appeared to be a searchlight or photographic device.

The UAS approached within 500 yards of the PHM, maneuvering repeatedly from stern to stern. At 0330L, a UAS with four white lights and a flashing red light hovered about 200 yards above the PHM and maneuvered from stern to bow.

At 0332L, another UAS floated with no lights about 300-500 yards aft of the PHM and again illuminated the bow and deck with what appeared to be a searchlight or photographic device.

The PHM headed east, after which the UAS maneuvered to align with the PHM course and speed before leaving the area to port of the PHM.

UASs were observed in the immediate vicinity of PHM from 0240L to 0530L. The point of origin of all UASs is unknown.

Source: <https://newsweek.ro/international/video-distrugator-american-luminat-de-drone-misterioase-in-pacific-116-de-rapoarte-clasificate>

### [E. coli found in the water of the aircraft carrier Abraham Lincoln](#)

E. coli bacteria were found in the drinking water aboard the aircraft carrier Abraham Lincoln last month, but Navy officials said Friday they don't believe that was the cause of the ship's drinking water becoming cloudy and smelly a few weeks ago. "There have been no confirmed cases of illness related to the ship's water, but the Abraham Lincoln medical department continues to closely monitor its sailors for any potential symptoms," the Navy said in a statement Friday. The crew first noticed cloudy, smelly water on Sept. 21, when the ship was operating off Southern California, according to Naval Air Forces officials. All of the drinking water tanks were tested the next day, and E. coli was found in three of the carrier's 26 drinking water tanks, according to a statement Friday. Those tanks were isolated and secured by the drinking water system, and the ship provided bottled water to the sailors.

Source: [https://www.navytimes.com/news/your-navy/2022/10/14/e-coli-found-in-carrier-abraham-lincolns-water/?utm\\_campaign=dfn-ebb&utm\\_medium=email&utm\\_source=sailthru&STOverlay=2002c2d9-c344-4bbb-8610-e5794efcfa7d](https://www.navytimes.com/news/your-navy/2022/10/14/e-coli-found-in-carrier-abraham-lincolns-water/?utm_campaign=dfn-ebb&utm_medium=email&utm_source=sailthru&STOverlay=2002c2d9-c344-4bbb-8610-e5794efcfa7d)

### [Russia evades oil sanctions](#)

The most common technique for circumventing sanctions is for sanctioned Russian companies to hide behind non-sanctioned front companies and/or to transact through third countries that are not sanctioned," said expert Thomas Firestone of Stroock & Stroock & Lavan.

Russia has plenty of patterns on which to base illicit shipping transactions: multiple ship-to-ship transfers, temporary disabling of vessel tracking transponders and the use of obscure navigation patterns.

In addition, ships have "complex ownership structures" to hide who controls them, or often sail under the flags of rule-of-law countries to hide their origin. Or several Russian tankers ship without a reported destination.

Another tactic that sanctioned countries - now including Russia - have used to hide the origins of their oil products is to blend them with oil from other countries.

Source: <https://ziare.com/exporturi-rusia/rusia-vinde-masiv-pe-glob-combustibili-metode-ilegale-de-face-tranzactii-si-noi-piete-de-desfacere-1766914>

[Bucharest, port on the Danube: The state resumes the Bucharest-Danube Canal project into which Ceaușescu poured almost 3 billion euros. Two bids submitted to update the Feasibility Study / More than 20,000 people are expected to work on site](#)

The Ministry of Transport has received two bids for the second tender to update the Feasibility Study needed to complete the Bucharest-Danube Canal, a project started by Ceaușescu in the 1980s that has already cost €2.7 billion, but abandoned at about 70% after the Revolution. The contract re-launched by the National Company for the Administration of Inland Waterways (no bids were submitted for the 2021 tender) is for the "Development of the Argeș and Dâmbovița rivers for navigation and other uses". Designers TPF Inginerie and Aqua Prociiv Proiect submitted the two bids for the 6 million lei contract. The authorities estimate that it will be the biggest investment project ever, with 21600 new jobs during the construction period and 520 employees during the operation period.

According to the tender specifications, Bucharest will have two ports, at Glina on the Dâmbovița river and at 1 Decembrie on the Argeș river.

The waterway is 73 km long on the Argeș River as far as Oltenița and takes a difference in level of 53 metres through four hydrotechnical nodes (NH) - elluze, and on the Dâmbovița a difference in level of 14 metres through 2 hydrotechnical nodes. The cross-section is trapezoidal with a width at the base of 80 metres on the Argeș and 40 metres on the Dâmbovița and a minimum depth of 4.5 metres.

Completion of the project, which will give Bucharest direct access to the port of Constanta and the river (not just road and rail) and further to European cities on the Danube and to the network of waterways in Europe, is necessary because the work, in which €2.7 billion was invested before the 1990s, is advanced but abandoned and in constant disrepair and vandalism, the Transport Ministry says. The total capacity of the waterway will be 24 million tonnes/year.

The duration of the contract is 11 months, with tender evaluation due to be completed on 8 December.

Source: [https://economedia.ro/bucuresti-port-la-dunare-statul-reia-proiectul-canalului-bucuresti-dunare-in-care-ceausescu-a-bagat-aproape-3-miliarde-de-euro-doua-oferte-depuse-pentru-reactualizarea-studiului-de-fezabilitate-pe.html#.Y05dwy\\_Xe\\_Y](https://economedia.ro/bucuresti-port-la-dunare-statul-reia-proiectul-canalului-bucuresti-dunare-in-care-ceausescu-a-bagat-aproape-3-miliarde-de-euro-doua-oferte-depuse-pentru-reactualizarea-studiului-de-fezabilitate-pe.html#.Y05dwy_Xe_Y)

### Construction starts on Hollandse Kust Noord offshore wind farm

Van Oord has started construction of the Hollandse Kust Noord offshore wind farm by installing the first monopile. Hollandse Kust Noord is located 18.5 kilometres off the west coast of the Netherlands, near Egmond aan Zee. Monopiles are the foundations of wind turbines. A total of 70 monopiles will be installed over the next few months. CrossWind, a joint venture between Shell and Eneco, contracted Van Oord in 2020. As Balance of Plant contractor, Van Oord's activities include design, engineering, procurement, construction and installation of foundations, inter-array cables and transport and installation of wind turbines. To avoid erosion, Van Oord has already successfully installed submergence protection using its Nordnes flexible vessel. Other Van Oord vessels to be deployed are the offshore installation vessel MPI Resolution, the cable installation vessel Nexus and the trenching vessel Dig-It. For the monopile installation, Van Oord is teaming up with DEME, which will deploy its offshore installation vessel Innovation. "We are very pleased to have reached this milestone. Thanks to the dedicated and experienced project teams, the installation of the monopiles has started about 10 weeks earlier than originally planned" - Roeland Ris, Van Oord Project Manager Offshore wind is essential in achieving the energy transition in the Netherlands. In the 2030 Offshore Wind Roadmap, the Dutch government states that more than 21 gigawatts (GW) of offshore wind farms will be built and connected to the mainland by 2030. In recent years, Van Oord has played an important role in the development and construction of several Dutch offshore wind farms. Hollandse Kust Noord will have an installed capacity of 759 MW, generating at least 3.3 TWh per year. That's enough renewable

energy for more than 1 million Dutch households. CrossWind plans to have the wind farm up and running by 2023.

Source: <https://www.vesselfinder.com/news/24690-Construction-of-Hollandse-Kust-Noord-offshore-wind-farm-kicks-off>

### [JAXPORT welcomes the first SeaLead vessel on the global ocean carrier's overhauled Asia to East Coast \(AEC\) container service](#)

SeaLead upgraded its AEC service this fall, making JAXPORT the first U.S. port of call. Serving as the first port of call increases SeaLead's cargo volumes into JAXPORT and eliminates a week of transit time for Florida importers, providing one of the fastest transit times between Southeast U.S. and Asian ports.

"By coming to Jacksonville first, we know exactly when the ship will arrive and it will work because there is no congestion in the berths," said SeaLead's general manager for the Americas, Cas Pouderoyen.

"We offer customers reliable service and a fantastic stevedore with SSA Atlantic, which can work immediately with the ship with fantastic turnaround times. It's a tremendous performance all around." "SeaLead has been a great partner for us as we work to meet increased demand from importers and exporters looking to take advantage of Jacksonville's efficiency," said Joyssy Woody, JAXPORT's director of ocean carrier development. By the end of 2022, SeaLead plans to increase its Jacksonville sailing frequency, calling weekly at the SSA Jacksonville Container Terminal (JCT) at Blount Island. Currently, AEC calls the terminal every two weeks.

Source: <https://www.vesselfinder.com/news/24691-JAXPORT-welcomes-the-first-SeaLead-ship-on-the-global-ocean-carriers-revised-Asia-to-East-Coast-AEC-container-service>

### [Russia keeps up to four ships and boats on combat duty in the Black Sea](#)

Black Sea Russia keeps up to four ships on combat duty in the Black Sea, including a Kalibr missile carrier with a total salvo of eight missiles. This is stated in the Navy's Facebook post, Ukrinform reports. "As of 18 October 2022, there are up to 4 enemy ships and boats in combat service in the Black Sea, 1 Kalibr KRMB carrier, whose total salvo is 8 missiles and acts in the interest of launching missile strikes. on Ukraine," the message reads. In addition, in the Sea of Azov, the enemy continues to control maritime communications, keeping up to six enemy ships and boats on combat duty; in the Mediterranean Sea, the enemy maintains a group of 11 ships, including five KRMB carriers with a total salvo of 76 missiles. It is noted that during the day, in the interests of the Russian Federation, the passage through the Strait of Kerki-Yenikal was carried out: to the Black Sea - two ships, none of them continued their movement in the direction of the Bosphorus Strait; to the Sea of Azov - 21 ships, of which five ships moved from the Bosphorus Strait. As reported, on 18 October, Ukrainian Armed Forces Air Force forces and assets shot down 12 Russian air targets. In the Herson region, at around 09:00, a unit of the Herson anti-aircraft missile brigade of Air Command "South" shot down a Russian Su-25 attack aircraft. Also, PvK "Pivden" servicemen destroyed five Shahed-136 kamikaze drones at night. During a missile attack in the Black Sea, Air Command "East" anti-aircraft missile units shot down four Kalibr cruise missiles and a kamikaze drone, and Air Command "Centre" anti-aircraft missiles shot down a Kh-101. Cruise missile /X-555.

Source: <https://www.blackseanews.net/read/195674>





An unmanned underwater vehicle (UUV) supplied to the Ukrainian military by the Americans was allegedly used to attack the strategic bridge linking Crimea to mainland Russia on 8 October, a team of Open Source Intelligence (OSINT) experts suggests.

Russian authorities claim the explosion on the bridge was caused by a truck bomb carrying 22 tonnes of explosives. According to the Federal Security Service (FSB), the attack targeting "the most protected bridge in the world" had been planned for months by Ukrainian intelligence agencies, who were allegedly assisted by Russian and other nationals.

On the other hand, the Ukrainian authorities have not claimed responsibility for the incident and have even claimed that the attack was carried out by Russians themselves.

But an analysis by Molfar, a Ukrainian team of OSINT experts, has revealed a number of elements that contradict the Russian authorities' version of the incident, noting among other things that no crater is visible on the road surface where the truck exploded, that the vehicle would normally have been inspected before crossing the bridge, and that records appear to show multiple explosions, including one that appears to have occurred under the bridge. Specifically, experts claim that some shots show that there were 2 explosions on the highway and then another on the railroad tracks. Also, interestingly, the second lane of the road is virtually intact. The explosion only damaged the fence and road surface.

The team of experts also offered possible alternatives, such as an AGM/RGM-84 Harpoon cruise missile, but which would have caused more visible damage, or an underwater drone.



They argue that the bridge would have been blown up from below by a surface craft or underwater drone. The experts noted that a whitish object "moving on the water" can be seen between two pillars in footage from a camera mounted on the railroad span of the bridge. It's hard to tell if it's a wave or perhaps a boat because, in the first few seconds after the explosion, the camera was blinded by the bright light.

Image that appears to capture an unknown craft under the bridge at the very moment of the explosion (PHOTO: Molfar)

"A special operations water drone (UUV) has already been found near Sevastopol. It was probably delivered to the (Ukrainian n.re.d) US armed forces in April," the report said. A picture of such a sea drone was first shared on Russian social media in September.

Experts have also suggested that Ukrainian-made drones, which frequently operate in the Crimea region, may have been used in the attack.

"This version is confirmed by the fact that the embankment of the road was ripped out of its fasteners, but the supporting pillars remained undamaged," suggesting that the explosion came from the water, the Molfar report said.

KERCH DAMAGE: @pmakela1 posts this photo of damage to the road spans- note the blast has pushed the spans upward from the piers. This indicates the explosion came from below. A missile attack remains a possibility, but a UKR Naval Special Warfare operation is not ruled out. <https://t.co/8uJjAHkf7w> [pic.twitter.com/78XAOB3BRB](https://pic.twitter.com/78XAOB3BRB)

- Chuck Pfarrer | Indications & Warnings | (@ChuckPfarrer) October 8, 2022

Russian President Vladimir Putin promptly called the explosion an act of "terrorism" and in retaliation stepped up bombing of Ukrainian cities.

The US Navy has developed a number of unmanned underwater vehicles, such as, Razorback, Snakehead and Orca, which are designed to perform a variety of roles, from intelligence gathering and surveillance missions to mine operations.

Source: <https://umbrella-strategica.ro/experti-osint-podul-kerci-ar-fi-fost-atacat-de-ucraineni-cu-o-drona-subacvatica-primita-de-la-americanii/>