

MS Daily Brief 20 october 2022

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While the Trophy system already exists to protect tanks, the Israeli company Rafael has a revolutionary new product - a complete torpedo defence system



Israeli underwater defence systems supplier DSIT Solutions will present a complete torpedo defence system for surface ships at the Euronaval 2022 exhibition in Paris from 18-21 October 2022. The product presented by DSIT includes the Hull Mounted Sonar (HMS) system integrated with RAFAEL's anti-torpedo defence system (ATDS).

DSIT Solutions Ltd - one of the world's leading developers of advanced sonar and acoustic systems for ships in the field of underwater defence and security solutions - will showcase, together with its parent company RAFAEL Advanced Defense Systems, a complete and integrated Torpedo Defence System (TDS) for surface ships.

The system can be installed on a variety of surface ships and can be part of a complete suite of protection systems that include automatic torpedo detection, threat type classification and destruction capability.

DSIT's HMS systems offer outstanding performance due to their multiple state-of-the-art capabilities enabling torpedo detection and early warning, allowing the ship to perform avoidance maneuvers and defensive actions against torpedoes.

Operating in active, passive and intercept modes, with a high probability of detecting any approaching torpedo, DSIT's HMS systems provide exceptionally fast classification of all torpedo types.

Operating regardless of weather conditions at sea and while the ship is at sea, the system tracks multiple targets simultaneously, providing high-precision 360-degree detection.

In other words, this system is to surface ships what the Trophy system is to tanks. The TROPHY active protection system, also developed and produced by Rafael Advanced Defense Systems, detects enemy fire, calculates the angle and time of impact and fires a rain of buckshot at the projectile. The range is small so as not to endanger infantry, and the system is effective against anti-tank missiles, RPGs and similar projectiles.

But back to the anti-torpedo system produced by Rafael. Because of its automatic torpedo alert capabilities, an operator is only needed when the system sends an alert about an approaching torpedo.

DSIT's HMS systems are offered in a variety of configurations that are suitable for almost any type of ship.

RAFAEL and DSIT are leading players in the complex field of naval security. DSIT's work has led to advances in the development of defence solutions. Innovations in the laboratories of the two companies have brought new systems that have proven their effectiveness in the underwater naval sphere for both submarines and surface ships.

Source: https://www.defenseromania.ro/daca-pentru-protejarea-tancurilor-exista-deja-sistemul-trophy-compania-israeliana-rafael-vine-cu-un-nou-produs-revolutionar-un-sistem-complet-de-aparare-impotriva-torpilelor_618885.html

US strategic move in the Mediterranean: Pressure mounts on Russia

The West has established several economic sanctions packages against Russia after Putin's invasion of Ukraine began. Now, the United States has taken another discreet step in the Mediterranean that will put even more pressure on Moscow. Washington has lifted the arms embargo on Cyprus after 35 years, paving the way for the shipment of modern US weaponry to the country. In return, Cyprus could redirect its Russian weapons stockpile to Ukraine to help stop Moscow's aggression, according to Yahoo News. But the US decision has troubled Turkey, which is at odds with NATO ally Greece over the island.

In September 2022, the US lifted its arms embargo on Cyprus, allowing the island nation to buy or receive US weapons from October.

After Russia's attack on Ukraine in February, Nicosia banned several Russian warships from entering its ports, scrapping a 2015 agreement that allowed Russia naval access to those ports for resupply. The loss of access to Cyprus will force Russian warships to go elsewhere to maintain their operations in the region. Moscow already has a port in Syria, which it is expanding. A closer alignment with the US could also allow Cyprus to send its Russian-made military weapons to Ukraine in exchange for new US-made weapons.

Source: <https://ziare.com/cipru/miscare-strategica-a-sua-in-mediterana-ridica-embargoul-vanzarii-armelor-pentru-cipru-creste-presiunea-pe-rusia-1767050>

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 group consists of 6 ships and boats located along the south-west coast of Crimea. They include two cruise missile ships - two Project 21631 corvettes with 16 "Kalibr" missiles.

In the waters of the Sea of Azov, enemy ships and patrol boats are approaching the ports of Mariupol and Berdiansk to blockade the coast of the Sea of Azov.

Enemy aircraft continue to fly from Crimean airfields Belbek and Gvardiyske over the north-western Black Sea. In the last day, there were 14 Su-27, Su-30 and Su-24 aircraft deployed from Belbek and Saki airfields. The enemy continues to bomb Ukrainian ports and coastal areas. On the night of 18 October, the enemy again bombed Odessa, Mykolaiv and other places in southern Ukraine with "Shahed-136" kamikaze drones and S-300 air defence missiles. Also on the morning of 17 October, the enemy attacked Ukraine with two Kalibr missiles from a ship in the sea off Crimea.

Due to the repair of the Crimean Bridge, there has been a massive build-up of cargo waiting to cross over the Kerch Strait. The waiting time in the queue is 4-6 days, depending on direction and weather conditions.

The enemy is investigating alternative logistical methods for supplying its troop grouping from the Herson region through the occupied Azov region with the main hub in Melitopol.

The Turkish military has conducted tests of a short-range ballistic missile over the Black Sea. The missile was launched on Tuesday 18 October at around 7:00 am from a mobile platform at an airport near the port city of Rize. According to the publication's sources, the missile flew 561 km and landed in the Black Sea near the coast of Sinop. The secret development of the missile, called Typhoon in Turkish, has been going on for several years, sources say.

At the same time, the Defence Ministry representative, which controls the country's weapons development, refused to reveal any information about the project. 'Grain initiative': the PANGEO bulk carrier, which will deliver 40,000 tonnes of wheat from Yemen to people, is already the sixth ship chartered by the US World Food Programme (WFP) Nations as part of its support to countries in the fight against the food crisis. The first five ships have delivered more than 120,000 tonnes of wheat to Ethiopia, Somalia, Yemen and Afghanistan. Meanwhile, 51,400 tonnes of Ukrainian wheat is being unloaded from the bulk carrier SUPER HENRY in Kenya. This is the first vessel among those that have already exported wheat for the needs of this country. "It remains a priority for us to provide African and Asian countries with Ukrainian grain and oil. So far, more than 4.3 million tonnes of food have been exported to the countries of these continents. Saturating the market with Ukrainian agricultural products is what we can and are doing to prevent a food crisis in the world. Under the current conditions, all port services are working at full capacity with the aim of prompt loading of grain carriers and tankers," commented Ukraine's Deputy Minister of Infrastructure Yuriy Vaskov. In addition, today, within the framework of the "Grain Initiative", 4 more ships with almost 50,000 tons of food for Asian countries left the ports of Greater Odessa. During the 2.5 months of operation of the "Grain Corridor", 353 ships have already exported more than 7.8 million tons of agricultural products.

A powerful explosion near Belbek airfield

On the morning of 19 October, explosions were heard in occupied Crimea in the Sevastopol area. This is reported by Censor.NET. The local Telegram channel reports that the explosion was so loud that "the walls shook". Meanwhile, the so-called "governor of Sevastopol" Mykhailo Razvozhaev reports on alleged Air Defense Force activity. "In Sevastopol, the air defense system has been working again in the area of the northern side. According to preliminary data, a drone was shot down in the area of Belbek airfield," he said.

Source: <https://www.blackseanews.net/read/195707>

Ukrainian drone shot down near Sevastopol

An air defence system operated over Sevastopol in the morning, explosions heard in the air. According to preliminary information, a Ukrainian drone was shot down over the city, trying to reach the Belbek airfield. This was announced by Governor Mikhail Razvozhaev on his TG channel. At the moment, there is little information, it is reported that a certain Ukrainian drone appeared in the area of the airfield, but was shot down by air defense systems. Nothing is reported about the type of drone, it may have been a reconnaissance drone, although the possibility of using a combat drone to hit equipment or ammunition depots on the airfield is not excluded.

The recent explosions in Crimea have shown that nothing should be ruled out. In Sevastopol, the air defence system has been operating again in the North Side area. According to preliminary data, a drone was shot down near Belbek airfield. Please all stay calm - wrote Razvozhaev. It should be noted that Kiev does not intend to retreat from its terrorist state tactics, striking civilian and military targets on the territory of Russia. It is important for the Zelensky regime to show that the Ukrainian military is not helpless, but is capable of striking "deep into Russian territory" and even "achieving victories". So the attempt to use drones to disable military equipment is far from the first; air defence systems deployed in Crimea have repeatedly repelled attacks from the same drones. Belbek airfield is located in the north-western part of Sevastopol, currently used only for military aviation flights, civilian aircraft have not flown since 2014. Kiev has already carried out attacks on the airfield, Ukrainian Armed Forces UAVs were shot down by air defence systems twice in August. There were no attacks in September.

Source: <https://topwar.ru/203610-v-rajone-sevastopolja-sbit-ukrainskij-besipilotnik.html>

A ship owned by a Russian company was arrested in one of Odessa's ports

The Pechersk District Court in Kiev arrested the ship EMMAKRIS III, owned by a Russian company, and banned it from leaving the port of Chornomorsk. Judge Yevgen Hainatskyi issued the relevant decision back in July, which satisfied the request of the representative of the Prosecutor General's Office, Dumska reports. In early October, the judge explained to the seaport administration the decisive part of the decision, allowing the dismantling of the ship in the inner water area of the port: this is necessary for the operation of the "grain corridor". There are no details of the criminal proceedings in which the vessel was detained in the court register. The registered owner of the EMMAKRIS III is Greater Bloom Limited of the United Arab Emirates, the current owner is the Russian company Linter LLC, which is registered in the city of Rostov-on-Don.

Source: <https://www.blackseanews.net/read/195692>

Elon Musk is the Russian military's priority enemy

Communication and information in a war decides much, if not everything. This has been proven once again by the Russian special operation in Ukraine. Right now, the Bandits have an undeniable advantage - broadband access to Starlink satellite internet. It seems that this system has become a new word in military affairs, which cannot be ignored in the future. The Russian military must without fail receive a functional system of a similar level in the very near future. In the meantime, let's examine the subtleties of the enemy technology and the scandal that has erupted around it.

Starlink has always claimed to be a military system. In the Pentagon and other offices, scenarios of using Elon Musk's technology in the interests of the military have been considered first and foremost. In 2019, SpaceX (Starlink's lead developer) received funding from the US Air Force to test the system's compatibility with fighter jets. In May 2020, the US military signed an agreement with Elon Musk to use satellite broadband internet access to transmit data over military networks. Just six months later, Musk wins a \$150m contract to develop military satellites that are the equivalent of Starlink. In simple terms, testing of a satellite system for the Pentagon is now underway in Ukraine. However, there is nothing to test here - the system has proven itself.

Until recently, until Starlink started failing all along the line. What is Starlink? Basically, it's nothing new - it's satellite communications, albeit broadband. Average speeds reach 150 megabits per second, delays are no more than 31 milliseconds. It's important to understand that, unlike Iridium, Elon Musk's technology doesn't allow phones to be connected directly to the network. For this it is provided with a wi-fi router, connected to a parabolic antenna, made in the form of an array of phased antennas. A round dish with a diameter of 48 cm weighs about eight kilograms, a rectangular version of the second generation - no more than four. The average throughput of each mass terminal is up to 1 Gbps. The antennas are rain-resistant, and some models are equipped with heating. A thirty-metre cable connecting the antenna to the router is included. And yes, in good weather, Starlink works better - turbulence reduces data reception and transmission speeds by 20-25 percent. Satellite communications use Ku-band (10.7 - 18 GHz) and Ka-band (26.5 - 40 GHz) frequencies, which work in the line of sight.

Starlink thus consists of three main components - a constellation of satellites located at an altitude of about 500 km, ground terminals and ground stations that connect the satellites to the World Wide Web. In effect, the satellites act as high-altitude repeaters. The main problem is hidden in the ground stations - companies controlling traffic at these nodes can both censor and intercept information flows. The main feature that has annoyed Starlink in peacetime has been its disregard for the sovereignty of countries. Elon Musk's creation allows you to bypass national firewalls, for example, China's Great Firewall. It's much like how in every city in the United States and the European Union, TVs would be hung at intersections broadcasting Russian Today, which is banned in them. To be fair, Starlink is now working in only twenty-nine countries - for the rest, a ban has either been introduced at the government level, or an embargo has been introduced by Elon Musk himself. Which, however, in no way interferes with arranging "exclusive" use, for example, for leaders of anti-government protests in Iran. Starlink, which lets you arrange an Internet connection from almost anywhere in the world for a few hundred dollars, of course, got off to a very brisk start. By early 2021, over half a million pre-orders for satellite terminals had been issued in a matter of months. Now the number of users worldwide exceeds 700 thousand. In February, they announced a 500 megabit business version of Starlink.

Elon Musk's war

Since the beginning of the Russian special operation, Elon Musk has offered the Kiev regime at least five thousand Starlink ground terminals for free use. According to other sources, there are already more than twenty thousand Musk satellite internet sets in Ukraine. Supposedly, so that civilians can freely use the communication services. At the same time, over a thousand terminals have been paid for by grants from the US Agency for International Development (USAID). It was clear from the start that Starlink is a real weapon and is worse than M777 howitzers. According to a number of experts, satellite communications have played one of the most important roles in the stability of Ukraine's Armed Forces in defence. For example, Starlink ensures rapid transmission of information from reconnaissance drones to artillery positions for strike. Battalions, companies and platoons are controlled in real time. At the same time, no special training and adaptation is required - all interfaces are purely civilian and any average smartphone user can handle them. How to handle Starlink on the battlefield? Probably the most logical thing seems to be destroying the satellite constellation itself. But it becomes absurd when you learn the number of satellites in the system - at least 3 thousand in low Earth orbit. Still, something can be done. For example, with the help of the complex, the Tirada-2S electronic jamming complex, probably the most secretive development of the domestic military-industrial complex. Based on scattered data, we can say that the product allows you to suppress or interfere with Starlink satellites located in a 500-kilometer orbit. It is practically useless to block the signal on the ground - for this you will have to build a cellular network developed deep within the enemy's defenses. Indications that Russia is searching for the Starlink keys have begun to emerge after numerous failures in the direction of Kherson and Donbass. For example, on 15 October, the Armed Forces of Ukraine failed to mount attacks in the Limansky and Nikolaev-Kryvyi Rih directions. Who knows, maybe the commanders simply refused Starlink terminals? That's why Elon Musk's gifts may become a real Achilles heel of nationalists. Those who are used to fighting via smartphones will have to retrain for new communication channels that will be far from so secure and trouble-free.

Unexpectedly, Elon Musk himself recently threw out a few tricks. As a businessman, he now understands Starlink's legacy. It has actually turned into a weapon, which is not always perceived positively in the West. Despite all the hysteria that has been unleashed around the conflict. For example, a viewer of the Republican-owned Fox News channel will think seven times before buying a Starlink. Local TV commentators regularly criticize US policy toward Ukraine and ridicule Zelensky. And they carefully count the money the White House has spent on sponsoring nationalists. So Musk gave in to his emotions and refused to fund Starlink's work in Ukraine. Let's just say SpaceX's losses are already approaching \$100 million. Still, what kind of money is that for a mega-corporation that regularly receives budget subsidies? Musk has constructed a clearly political action with very specific goals. Elon tried to shift the burden to the Pentagon, as if to show the world - look, I'm just supplying equipment, not sponsoring what's happening in Ukraine. It's all done by the military, deal with them. A small scandal immediately erupted when Musk was sent out of Ukraine in three letters, had his face torn off billboards in Odessa, and then agreed to continue paying for Starlink for nationalists. Turning away from the insults, the billionaire quickly changed his shoes: "To hell with this... Although Starlink is still losing money and other companies are getting billions of dollars from taxpayers, we will continue to fund the Ukrainian government for free." And that means there was no problem with the gradual, albeit slow, destruction of the great Starlink group in Ukraine, as there was, and is. Formally, it remained a private network, meaning it has no direct connection to the US government.

Source: <https://topwar.ru/203584-ilon-maks-prioritetnyj-vrag-rossijskoj-armii.html>

Sources report modification by Western specialists of the Ukrainian Buk-M1 and Osa-AKM air defense systems

Western countries are not only supplying weapons to Ukraine, they are also upgrading systems and equipment remaining in service with the Ukrainian Armed Forces, including Soviet-made anti-aircraft systems. According to a law enforcement source, Ukraine's Armed Forces are increasingly using the upgraded Buk and Osa-AKM air defense systems in the West to combat Russian planes and helicopters. Western specialists have modified Soviet Buk and Osa-AKM air defence systems to use optical rather than radar systems, making the systems more invisible to Russian aircraft and helicopters equipped with radiation warning stations. Replacing an active radar with a passive optical system significantly increases the Ukrainian Armed Forces' chances of hitting the Russian Aerospace Forces' frontline aviation. The most dangerous to the frontline aviation now are the Buk and Osa-AKM air defence systems, modified by European, NATO specialists so that the target is captured not with a radar station but with optics.

There are no details of this modernisation; it is not known how many anti-aircraft systems "modified" in this way are part of the Ukrainian Armed Forces. But since such information has already surfaced, it is certain that none. According to open data, the Air Force of the Armed Forces of Ukraine was armed with 72 Buk-M1 short-range air defence systems, how many of them remain today is a mystery shrouded in darkness. There is also little information about the Osa-AKM air defence system, in post-Maidan Ukraine there were two regiments armed with these systems. The "Osa-AKM" is capable of hitting targets at an altitude of 10 meters to 5 km and a range of up to 10 km. The air defence system is armed with six 9M33M3 anti-aircraft missiles.

Source: <https://topwar.ru/203612-istochnik-soobschil-o-dorabotke-zapadnymi-specialistami-ukrainskih-zrk-buk-m1-i-osa-akm.html>

News from overseas: Drone swarm attack test



One of the authors of The WarZone, Tyler Rogoway, already known to us, reports on 12 September 2022 that during exercises at the National Training Center (Fort Irvine, California), a 40-vehicle attack drone swarm was used by a simulated enemy. The role of the attacking side was played by the 11th Armored Cavalry Regiment stationed at Fort Irvine. In

the US armed forces, this regiment is known for playing the role of "aggressor" during exercises, for which it uses heavily modified vehicles and armoured vehicles. Each drone carried some kind of weapon, of course, empty, and had the MILES system, which, using laser technology, allows you to simulate the defeat of fighters and equipment. The swarm was managed by COLSA, which says the swarm is the first to receive formal approval from the US Army and has been used in other exercises. Unfortunately, apart from the fact that a massive drone strike was used, the course of the exercises is not described in any way. It is not known what tasks were set for the package and whether it was successful. It is also not reported what countermeasures the side used in defense and whether they were successful.

Source: <https://topwar.ru/203448-vesti-iz-za-okeana-ataka-dronov.html>

[Baltic Fleet minesweepers practiced searching and destroying mines at sea](#)

The Baltic Fleet's ship demining group executed a planned exercise to combat the mine hazard. During the exercise, ship crews practiced laying minefields, conducting control and reconnaissance searches and destroying minefields by contact and non-contact methods. Crews also completed the task of escorting a detachment of support ships behind the dredgers through the minefields. The fleet's hydrographic vessels, which were carrying out navigational work in the Baltic Sea, acted as a caravan of support ships. Sailors of the ship's demining group, together with the anti-submarine and sabotage detachment fighters, developed the conduct of anti-sabotage defences when ships were anchored in an unprotected ravine. Sailors conducted small arms fire at a floating object, pre-emptive grenade throwing from hand grenade launchers, and PPDO dive specialists conducted an inspection of the underwater portion of the ship's hull using underwater surveillance equipment.

Source:

<https://structure.mil.ru/structure/okruga/west/news/more.htm?id=12442083@egNews>

[Russia has cleared the airspace between the Caspian Sea and Ukraine for the execution of Kalibr missile strikes](#)

Aviation monitoring sources on Twitter and Telegram have reported that there have been changes in air traffic in the Caspian Sea area in recent days. Air routes have moved much further east, leaving the entire airspace between the Caspian Sea and Ukraine clear.

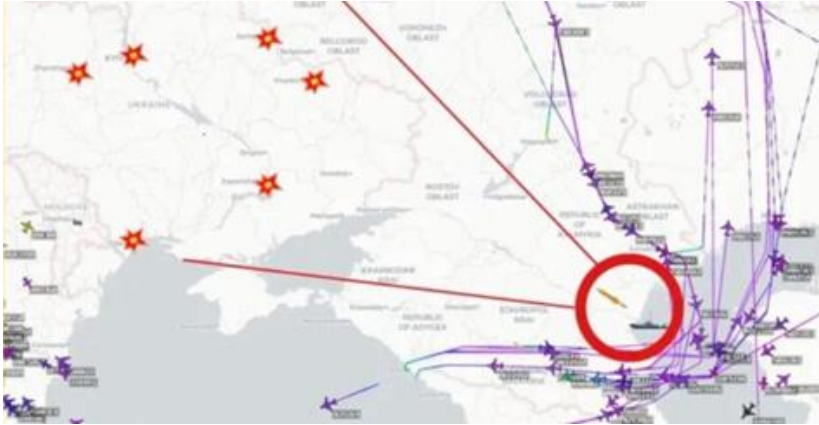
Apparently, this measure was taken by Russian officials to allow Kalibr cruise missile strikes from the Caspian Sea to be carried out on targets on Ukrainian territory.

It should be noted that, along with Russian Black Sea Fleet (RSBF) ships and submarines, surface ships belonging to the Russian Caspian Sea Fleet (RSCF) have executed Kalibr missile launches against Ukrainian military infrastructure and facilities on several occasions since the military invasion of Ukraine began.

Earlier, in 2015, Kalibr cruise missile platforms equipped with FRMCs struck land targets on the territory of Syria from the Caspian Sea at distances of more than 1,400 kilometres.

The FRMC has four surface ships equipped with the Kalibr-NK universal missile complex. Each of these can carry eight 3M14T cruise missiles.

These are the Dagestan frigate (Project 11661K, Ghepard class) and three small Project 21631 Buyan-M class missile-carrying ships (Grad Sviyazhsk, Uglich and Veliky Ustiug).



More than 30 CFL crews have started to prepare the ships for winter operation

Crews of Caspian Flotilla (CFL) ships have started carrying out measures to prepare ships, weapons, military equipment (AME) and material and technical base for winter operation. The crews of surface ships, craft and support vessels carry out special maintenance work on mechanisms, assemblies, instruments and assemblies at the base points of the CFL's naval formations, as well as develop a set of measures to prepare equipment for the performance of combat training tasks. at sea in winter conditions. Complex checks of the ship's electrical equipment, ventilation and warning systems, painting of hull elements, upper and lower decks are also carried out in the joints. In addition, the divers carried out inspections of the underwater part of the vessels, during which the bottom fittings and protruding parts of the hull structures were viewed. In the course of developing plan points for the transfer of weapons and military equipment and carrying out special routine maintenance, more than 30 CFL ship crews are involved.

Note: The executed activities are intended for the transition to the operation of ships and equipment under winter season conditions.

Source:

<https://structure.mil.ru/structure/okruga/south/news/more.htm?id=12441624@egNews>

Saab starts deliveries of new light torpedoes to Sweden

Saab has made the first deliveries of the new Saab Lightweight Torpedo to the Swedish defence procurement agency FMV. The Saab Lightweight Torpedo, named Torped 47 by the Swedish Armed Forces, is Sweden's new lightweight torpedo system for submarine defence. The Torpedo is primarily intended for Swedish submarines and Visby corvettes, but is also ready for integration on helicopters. FMV is now carrying out final verification of the torpedo system to ensure it meets their requirements before commissioning in the Royal Swedish Navy.

"The first delivery of our new lightweight torpedo marks an important milestone for the development project, which is one of our largest within our Underwater Systems business unit. Now begins the process of commissioning and replacing Sweden's existing light torpedo with a new one, with Saab ensuring that Sweden has a state-of-the-art light torpedo at the forefront of technology." Görgen Johansson, Head of Business Unit Saab Dynamics.

The torpedo was developed specifically for the Baltic Sea environment, with its shallow water and complex topography and seabed. These place high demands on submarine location and identification, as well as torpedo navigation and communication. The new light torpedo was commissioned by Sweden in 2016, followed by Finland in 2018.

Source: <https://www.navalnews.com/naval-news/2022/10/saab-starts-deliveries-of-new-lightweight-torpedo-to-sweden/>

[Swedish newspaper Expressen has released the first published images of the blast damage to Gazprom's Nord Stream submarine pipeline system.](#)

Using a miniature ROV operated by BlueEye Robotics, Expressen has analyzed at least one leak site on the Nord Stream 1 pipeline. ("Pipelines" Nord Stream 1 and Nord Stream 2 each have two physical pipelines, four in total.) The short video clearly shows a fractured sliver of steel detached from the wall of the pipeline, unmoved inward, inward. The line is cut cleanly through the circumference and a 150-foot section of the four-foot-wide, inch-thick steel pipe is "missing" from the site, according to Expressen.

Video of destroyed section of Nord Stream pipeline pic.twitter.com/zTFJa07zyO - AZ ?????????????????? (@AZgeopolitics) October 18, 2022 Four separate penetrations of the Nord Stream 1 and 2 pipeline complexes occurred in close succession on September 26. Three of the four pipelines ruptured, leaving only one pipeline of the Nord Stream 2 complex intact. All were full at the time of the damage, and it took about a week for the gas to leak, delaying the start of an investigation. The incident is believed to be the largest methane release in history. On Tuesday, a Danish police investigation team said it had concluded that "loud explosions" were responsible for the blast. Sweden's security service announced a similar conclusion of "serious sabotage" caused by "detonations" earlier this month. Dmitri Alperovich, president of the Silverado Policy Accelerator and a frequent commentator on the Russian invasion of Ukraine, noted Tuesday that the explosions do not necessarily have to come from outside the pipeline. For an actor with access to the inside of the pipeline, it would be possible to deliver an explosive charge from the inside using an inspection crawler or similar device. This method of attack would not require operations in the water column, reducing the chances of detection. The governments of Poland and Ukraine have accused the government of Russia, the main beneficial owner of Nord Stream 1 and 2, of carrying out the attack. The Kremlin has denied involvement and blamed the US government. Russia has demanded access to ongoing investigations into the explosions, but Denmark and Sweden have so far rejected its requests.

Source: <https://www.maritime-executive.com/article/video-first-imagery-of-blast-damage-to-the-nord-stream-pipelines>

[ExxonMobil said it left Russia after the government "expropriated" the country's largest oil field](#)

ExxonMobil has said it has left Russia after the government's "expropriation" of the country's largest oil field increased the likelihood of a multi-billion dollar legal battle with the Kremlin. The US oil giant said the government in Moscow had "unilaterally terminated" its interest in the Sakhalin-1 oil and gas project in the Russian Far East and the field had been transferred to a domestic operator.

Sursã: <https://www.ft.com/content/3f46cfb0-68d2-4d29-b98e-1d7628d4638a>

[Statement by the Minister of Defence of Estonia](#)

Estonia's defense minister says Russia will need two to four years to rebuild its military. Russia will probably need two to four years to rebuild its military in power before the war in Ukraine, Estonia's defense minister said Tuesday, urging continued pressure to keep

Moscow in check. On a visit to Washington, Defence Minister Hanno Pevkur predicted a long war and urged the West to stand by the Ukrainians until they achieve victory for the "free world", reports AFP. Estonian Defense Minister Hanno Pevkur speaks to reporters in Washington, DC, October 18, 2022. Estonian Defense Minister Hanno Pevkur speaks to reporters in Washington, DC, on October 18, 2022. Photo: Stefani Reynolds/AFP/Getty Images As Russia turns to suspected Iranian kamikaze drones to attack Ukraine, Pevkur said he has heard reports that Moscow's arsenal has been so depleted that it is using its S-300 air defense system as regular missiles and that Russian shells have exploded in the air because they are too old. "What is more or less the consensus is that it takes two to four years for Russia to restore some capabilities or even the same capabilities it had" before the war, he told a roundtable with State Department and Pentagon correspondents.

Source: <https://www.theguardian.com/world/live/2022/oct/18/russia-ukraine-war-live-russian-plane-crash-death-toll-rises-to-13-zelenskiy-urges-troops-to-take-more-prisoners?filterKeyEvents=false&page=with:block-634f381b8f08032b8dcab423#block-634f381b8f08032b8dcab423>

Severe weather led to fatal capsizing of Seacor lift ship

High winds during a storm led to a loss of stability and ultimately the capsizing of the liftboat Seacor Power, the National Transportation Safety Board (NTSB) said Tuesday during a public board meeting.

Of the 19 people aboard the vessel, six are dead and seven are missing, presumed dead. Six people were rescued by the U.S. Coast Guard and other vessels. The Seacor Power, valued at \$25 million, was a total loss.

On April 13, 2021, the Seacor Power, a liftboat supporting offshore work on oil-producing platforms, capsized off the coast of Port Fourchon, Louisiana. Vessel operators reported heavy rain, winds in excess of 80 knots and seas of 2 to 4 feet at the time of the capsizing. The Seacor Power was destined for a leased oil and gas block in the Gulf of Mexico and started shortly after noon. After 3:00 p.m., Seacor Power was overtaken by a rain front. The vessel's partner said a second storm, about 10 minutes later, caused "whiteout" conditions. The crew began lowering the legs of the 265-foot-long vessel to the seabed to allow the ship to exit the storm. During the leg lowering process, the partner steered the Seacor Power into the wind to slow its speed. When the ship turned, it heeled over and capsized around 15:57. A National Weather Service report concluded that the rollover area was affected by an "unusually intense storm event". The NTSB determined that the probable cause of the Seacor Power capsizing was a loss of stability that occurred when the vessel was struck by strong storm winds that exceeded the vessel's operational wind speed limits. Contributing to the loss of life on the vessel were the speed at which the vessel capsized and the angle at which it came to rest, which made it difficult to exit, and the high winds and seas after the capsizing, which hampered rescue efforts. NTSB investigators identified data gaps that prevented the National Weather Service from identifying and forecasting the strength of the surface winds the Seacor Power encountered. The localized wind conditions could not be detected by the weather service's radars because of their elevation angles. As a result, the NTSB recommended the National Weather Service, the Federal Aviation Administration, and the Air Force work together to evaluate coastal weather radar sites to determine if it is safe and appropriate to lower radar angles, which could improve the ability to accurately forecast weather.

The NTSB issued three safety recommendations to the U.S. Coast Guard: develop procedures to notify mariners in affected areas whenever there is an outage at a navigational telex transmission site; amend limited-service liftboat stability regulations to require greater

stability for newly constructed limited-service liftboats; and develop procedures for integrating commercial, municipal, and non-profit air rescue providers into district and district mass rescue operations plans.

The NTSB also reiterated a recommendation to the U.S. Coast Guard to require that all personnel employed on vessels in Coastal, Lakes and Ocean Services be equipped with a personal locator beacon. The NTSB also recommended the Offshore Marine Services Association inform members of the availability and value of personal locator beacons. "We have waited five years for the Coast Guard to implement our recommendation on personal locator beacons - a call to action we renew today for the fourth time," said NTSB Chairman Jennifer Homendy. "Seafarer safety cannot wait, which is why I urge employers to invest in personal locator beacons for their crew. As the Seacor Power tragedy shows, the life-saving promise of these devices cannot be overstated." The first time the NTSB recommended the Coast Guard require personal locator beacons was following the 2015 sinking of the cargo ship El Faro in which all 33 crew members died. The NTSB reiterated the recommendation for the first time after the Scandies Rose fishing vessel sank off Sutwik Island, Alaska, in 2019, which killed five people; and again following the 2020 sinking of the fishing vessel Emmy Rose off the coast of Massachusetts, which killed all four crew members. "None of the people aboard the El Faro, Scandies Rose, Emmy Rose or Seacor Power had personal locator beacons. If they had, maybe more of them would be with us today," Homendy said. "Instead, 55 people died or were unrecovered in these tragedies - 55 people are gone forever." The executive summary, probable cause, findings and safety recommendations are in the report summary available on the investigation webpage. The final report will be posted on the NTSB website in a few weeks. The public record for the investigation includes more than 10,000 pages of factual information, including interview transcripts, a weather report and other investigative materials.

Source: <https://www.marinelink.com/news/severe-weather-led-fatal-seacor-power-500286>

[Naviris-led consortium signs preliminary agreement for EPC programme](#)

The agreement involves the initial development of the vessel design over the next two years. A consortium led by Naviris, a 50-50 joint venture of Fincantieri and Naval Group, together with Navantia have signed a preliminary consortium agreement for the European Patrol Corvette (EPC) programme. The agreement was signed between the CEOs of the four companies during the Euronaval 2022 exhibition in France on 18 October. The agreement involves the initial development of the vessel design. This two-year work will lay the groundwork for common technology requirements, methodologies and standards for EPC development. The EPC proposal was submitted by the consortium last December in response to the European Defence Fund's call for modular and multirole patrol Corvettes. The proposal aimed to establish maximum collaboration between Europe's shipbuilding industry to support the development of EPC vessels. Later in July this year, the consortium's proposal was selected by the European Commission. In addition to Fincantieri, Naval Group and Navantia, the EPC development will also involve the participation of 40 other industry partners from 12 EU countries to provide the necessary maritime systems and equipment. The EPC programme is part of the Permanent Structured Cooperation project, which includes the forces of four naval countries - Italy, France, Spain and Greece. National industry partners from Norway and Denmark have also joined the project. The EPC is being built to meet the common requirement for a 110 m long, second-rate surface combatant that can replace various patrol vessels and frigates currently used with the navies of the four countries. According to Naval Group, the EPC is an innovative, intelligent, sustainable, flexible and interoperable ship that is

designed to meet the demands of the modern mission. This cost-effective ship is based on disruptive technologies and is expected to strengthen the capabilities of the naval domain.

Source: <https://www.naval-technology.com/news/naviris-consortium-preliminary-agreement-epc/>