

[Click Here](#)



: : 5169 3351 0164 7408 PayPal - A tanker in a Russian port hit by three explosions is suspected to have been damaged by limpet mines, according to maritime expert.Ambrey Intelligence said the incident which struck the Koala vessel comes after other ships with a similar trading profile have been damaged by explosions.The Koala is suspected to be part of Russias shadow fleet, according to some reports.In an update, Ambrey said: Russian authorities have released additional details regarding the explosions aboard the tanker. The three blasts in the aft section resulted in one hole measuring 1x0.8m and two larger holes of 4x2m in the hull. If confirmed, this strongly suggests that the explosions were caused by limpet mines.Limpet mines are magnetic devices which are attached to ships being targeted.If confirmed, their use would point to a sabotage operation targeting Vladimir Putins shadow fleet which is being used to try to bust sanctions on oil trade with Russia.Ukraine has carried out a series of successful maritime sabotage operations against Russian ships.The Ambrey maritime experts said the Antigua and Barbuda-flagged tanker suffered explosions in the aft of the vessel while docked in the port of Ust-Luga, Russia.The vessels 24 crew evacuated with no injuries and the vessels cargo tanks were reportedly not damaged. Authorities in Leningrad, Russia reportedly described the blasts as a man-made incident, Ambrey added.Finnish authorities are also monitoring the incident in preparation for a potential oil spill from the vessel, it stressed.Ambrey is aware of recent incidents in which vessels trading from Ust-Luga with a similar trading profile have suffered multiple explosions under the waterline at the aft, said the security experts.The vessel was flying a flag of convenience and her ownership was obscure. The vessels behaviour aligned with Ambreys thresholds for a vessel highly likely to be investigated in connection with future sanctions designation.The vessel was not sanctioned at the time or on the Ukrainian Military Intelligence list.The Yantar headed off to the Mediterranean but later returned and was escorted through the Channel by HMS Somerset.Since January 2025, six tankers have been struck by unexplained explosions shortly after entering Russian ports. Many questions remain about the circumstances surrounding the blasts but several industry analysts believe sabotage, carried out by a state actor, is most likely responsible.The Eco Wizard tanker was hit by two explosions just ten minutes apart on July 6, according to shipping publication Lloyd's List. The vessel was docked at Russia's Ust-Luga port on the Baltic Sea.Russia's transport ministry stated on Telegram that there had been an "incident during loading and unloading operations" on the liquefied petroleum gas (LPG) tanker, leading to a "minor ammonia leak".The 23-person crew has been evacuated (...). There are no casualties," the ministry also specified.Following the incident, regional governor Alexander Drozdenko wrote on Telegram that the leak posed no threat to health or the environment.While many questions remain unanswered, this incident raises concern, particularly in light of recent similar incidents.Seventh incident in seven monthsExperts are pointing to similarities with explosions that have hit five tankers since the beginning of 2025.Just two weeks before the incident involving the Eco Wizard, the crude oil tanker Vilamoura, also under Greek management, suffered an explosion. It was carrying one million barrels of crude oil off the coast of Libya and had to be towed to southern Greece.In the winter of 2025, four additional tankers had been targets of explosions, with three of those incidents occurring in the Mediterranean Sea.The crude oil tanker Seacharm was damaged in mid-January while in the vicinity of Turkey's Ceyhan port; the Grace Ferrum was impacted off Libya in early February; and the Seajewel was hit in Italy's Savona port on February 15.The port of Ust-Luga had previously experienced another incident on February 9, involving the tanker Koala.These incidents came after the Ursa Major, a cargo ship owned by a company affiliated with the Russian Ministry of Defence, sank in the Mediterranean following several explosions in late December 2024.Calls at Russian portsEstablishing a definitive link between these incidents remains challenging. But industry analysts consistently highlight a shared pattern: all the vessels involved had made regular port calls in Russia.Public maritime traffic data reveals that in the two months before their respective explosions, three of the six tankers involved had stopped at the port of Ust-Luga, while the other three had visited Novorossiysk, a Russian port on the Black Sea.The perpetrators were likely targeting shipping for having called Russian ports, wrote British maritime security firm Ambrey in a threat circular published on March 7, 2025, after the first five incidents.Its difficult to speak about coincidence considering the nature of the attacks, the previous port calls, and the areas in which these explosions took place. Tomas Alexa, a lead analyst at Ambrey, told the FRANCE 24 Observers team. He stressed that such incidents were "highly uncommon" in the region until recent months.Martin Kelly, head of consulting services for British security agency EOS Risk, echoes this sentiment, arguing that not only the shared port calls but also the type of incidents and damage point to these not being isolated events.Most vessels suffered multiple explosions close to their engine rooms and machinery.Limpet mines?The exact cause of the explosions remains unclear, but mounting evidence suggests that external factors, rather than any ship malfunction, are to blame.For instance, TMS Tankers, which manages the Vilamoura, told TradeWinds that an "explosive device was used in the tanker attack.Experts believe these vessels may have been victims of naval mines.No naval mines have been recovered [...] but the damage and the timing of multiple concurrent explosions are highly suggestive of these weapons, Ambrey wrote in March.The maritime security firm said it had reviewed hull inspection footage that provided clear evidence of naval mines. The footage revealed large breaches in the hull plating, with the metal deformed inward and clear shearing along the lap joints, indicative of high-intensity external explosions, it wrote.Attention is focused on a particular kind of naval mine: limpet mines.Dryad Global, a maritime security firm, reported that a clear pattern was emerging, in which vessels recently calling at Russian ports are being struck by suspected limpet mines.Dean Mikkelsen, an independent maritime analyst, told our team:Limpets are a type of mollusk. This sea creature attached itself to something. So essentially, a limpet mine is a disk that attaches itself to the hull of the ship and has to be manually put there by someone. Then, that limpet mine has either a time or remote detonation that causes it to explode.They're generally fixed below the water line, most often near the engine room, where it can cause more damage.They can cause precise damage to a specific vessel, by being detonated remotely and anticipating the position of the ship at a given time.How could these mines have been laid?Ambrey states in its circular, it [is] highly unlikely that naval mines would be placed whilst the vessel was alongside in port given the risks involved, but there are opportunities en route to/from ports where vessels have slowed down sufficiently for divers to attach limpets.Alexa from Ambrey explained:"We believe that there is more than one team conducting these [explosions]. There might be teams operating in the Mediterranean, Aegean, Black Sea, and Baltic Sea. Therefore, there might be disparity and variety in the type of explosives they use. But we believe that the threat actor is acting as a unified force in different areas."State actorWho could be behind these explosions?It is highly likely that a state actor has deliberately targeted the tankers, Ambrey assessed.Alexa told our team:"We believe it is a state actor because of the sophistication of the operation, the type of explosives likely used, and the overall geographical span of these events. Limpet mines have to be attached by a diver, most likely in low visibility or at night. You have to be specially trained to be able to deliver explosive payloads and attach them to the vessels without being detected. None of the vessels prior to the explosions reported any suspicious behaviour."The attacks demonstrate military-grade sophistication, Dryad Global wrote, estimating that they were potentially involving state-sponsored actors or proxy groups amid the ongoing Russia-Ukraine conflict.Ukrainian Secret Services?The vessels' connections to Russian ports have led some experts to suggest that Ukraine could be implicated in these explosions. Ukraine, however, has neither confirmed nor denied any link to the incidents.In June, following the explosion of the Vilamoura, Ukraine's military intelligence merely indicated that the vessel was "belonging to Russias so-called shadow fleet and had a track record of transporting Russian oil products.Detering vessels from calling at Russian portsKelly from EOS Risk Group told us: think the actor that gains the most benefit from the series of attacks is Ukraine. There is no hard evidence or intelligence that I have seen that suggests it is Ukraine. But Russian exports are used to fund Russia's war against Ukraine. Disrupting these vessels would surely impact revenue from Russian exports. By doing these attacks, I think Ukraine really sends a financial and reputational message to shipping firms that are still calling at Russian ports. The intent is quite clear: it is to deter vessels from calling and exporting Russian goods from Russian ports.He also pointed out that Ukraine has launched several attacks against Novorossiysk itself, aiming to put the port out of action.However, some industry analysts remain cautious. The reality of it is that we do not have evidence that it was done by Ukraine, Alexa said. Would Ukraine benefit from discouraging vessels from calling Russian ports? Yes.Unsanctioned VesselsThe implications may be even more significant considering that these six tankers were not subject to sanctions at the time of the explosions, Alexa noted.Only the Koala has since been sanctioned by the EU for "transport[ing] crude oil (...) that originates in Russia or [is] exported from Russia". Its then manager, Lagosmarine Limited, had also been sanctioned by the US in January 2025.While the Koala was on Lloyd's List's dark fleet watchlist, the other three tankers hit this winter the Seacharm, Grace Ferrum, and Seajewel were not part of this fleet, according to the publication.As for the Vilamoura, despite accusations from Ukrainian intelligence services that it belonged to Russias so-called shadow fleet, Ukraine does not feature it on its registry of shadow fleet vessels.Moreover, the majority of these vessels were not transporting products subject to sanctions, such as ammonium.Several of these ships had docked at Novorossiysk port, which primarily exports Kazakh crude oil, according to Ambrey.We assessed that the threat actor does not differentiate whether you [are transporting] Kazakh oil or Russian oil. The differentiating factor appears to be Russian port calls. Kazakhstan pays Russia a significant amount of money to export its oil through their ports. Whilst you might be exporting Kazakh oil, you are still using Russian ports and pay fees, entries, and port duties. So there is a considerable income [for Russia] even from the export of Kazakh oil.Implications of Libyan actors?This, however, isnt the only theory advanced by industry analysts. Lloyd's List also highlights a connection some vessels have with Libya. Two incidents involving the Grace Ferrum and the Vilamoura occurred off the country's coast.It remains a possibility, but the level of sophistication to deploy a limpet mine is probably consistent with a state actor rather than some sort of militia, Kelly believes.Nonetheless, those in the industry seem to have incorporated this threat into their thinking.We understand that Russia does conduct inspections in Ust-Luga, and that the Greek owners are now asking for inspections in Novorossiysk as well, Alexa said.As for the economic impact of these attacks, Alexa pointed out that the cost of maritime insurance for Russia is holding steady" for now.That said, if we see further attacks of this nature, it is likely that it would lead to a rise in war risk premiums, which would therefore make doing business in Russia more expensive, he added.The Vilamoura is a Marshall Islands-flagged oil tanker (Image: Vessel Finder)A tanker carrying 1 million barrels of oil was hit by an explosion near Libya, forcing it to be towed to Greece for repairs. The vessel, Vilamoura, suffered flooding in its engine room after the blast, but the cause remains unknown.Marshall Islands-flagged Vilamoura had docked twice at Russian ports this year, loading Kazakh crude through terminals in Ust-Luga and Novorossiyskkey hubs for Kazakh oil exports. While not carrying Russian oil directly, its route made it a target amid rising geopolitical tensions. TMS Tankers, the vessels operator, confirmed the crew is safe and no pollution has been reported.Russian President Vladimir Putin (Image: Getty)The company is now assessing the damage once the ship arrives in Greece.Maritime risk consultancy Vanguard Tech reports that four other ships recently calling at Russian ports have been damaged by explosions since the start of the year, according to the Kyiv Independent.This points to a deliberate pattern targeting vessels linked to Russian energy exports.Ukraine has targeted Russian energy infrastructure throughout its invasion, including a drone strike in February on the Caspian Pipeline Consortium (CPC) pipeline.The CPC pipeline transports about 80% of Kazakhstans oil exports through Russian territory.Disrupting this network cuts off crucial revenue streams for Moscow. The attack on Vilamoura adds pressure to Russias energy exports, which fund much of the Kremlin's military operations.The explosion also exposes growing risks for shipping in the region. Shipowners are increasing inspections using divers and underwater drones to detect mines or sabotage devices.For Vladimir Putin, these incidents are a clear blow. Russia depends heavily on energy exports for income and international influence. Attacks on tankers linked to its supply chain expose vulnerabilities and raise questions about Moscows ability to protect its assets.The incident near Libya shows that the energy conflict is global. Though far from Russian territory, the blast affects oil supplies worldwide and adds to uncertainty in energy markets.As investigations continue, the maritime industry faces growing pressure to tighten security. The repeated explosions highlight how fragile energy supply routes remain amid ongoing conflict.An oil tanker carrying 1 million barrels of crude exploded near the Libyan coast. Bloomberg reported on June 30. The vessel called Vilamoura had previously visited Russian ports, including Ust-Luga and the Caspian Pipeline Consortium terminal near Novorossiysk, to load Kazakh oil.According to Bloomberg, the company operating Vilamoura, the ship is currently being towed to Greece, where damage will be assessed. The cause of the explosion remains unknown. No injuries were reported, and no environmental contamination occurred.This incident is part of a troubling pattern. In recent months, a string of oil tankers all of which previously docked at Russian ports have suffered unexplained explosions. The pattern has prompted shipowners to deploy divers and submersibles to inspect hulls for possible underwater mines or sabotage devices.Since April, Vilamoura had made at least two trips to Russian oil terminals. Since the beginning of the year four other ships have exploded under similar circumstances, Bloomberg reported, citing maritime risk consultancy Vanguard Tech.Earlier, for the first time in eight months, a liquefied natural gas tanker reportedly docked at Russias Arctic LNG 2 export terminal, despite ongoing US sanctions intended to disrupt its operations.According to Bloomberg, ship-tracking data revealed that the vessel is previously named North Skywas moored at the terminal. The facility has remained inactive since October, when US sanctions and severe ice conditions brought shipments to a standstill \$1,500,000 towards 10 Ukrainian AI-Controlled Turrets. Related articles An explosion has occurred on the Vilamoura, a tanker loaded with a million barrels of oil, off the coast of Libya.Source: BloombergDetails: The explosion caused the ship's engine room to flood. The cause of the incident is still unknown.Since April this year, the tanker has called at Russian oil ports, including Ust-Luga and Novorossiysk, to load Kazakh oil. The blast was one of a series of similar incidents involving vessels that had previously visited Russian ports.The company that owns the vessel said the explosion did not cause any environmental pollution, and the tanker's crew is safe.Vanguard Tech, a maritime risk consultancy company, says that since the beginning of the year, four other vessels that had previously called at Russian ports have also suffered explosions.Background:On 25 June, Bloomberg reported that a US-sanctioned tanker was approaching a Russian LNG export terminal in the Arctic, with an estimated arrival date of 26 June. This could trigger new restrictions from the West.Support Ukrainska Pravda on Patreon!

Annual compliance checklist for private companies. Annual compliance check. Listing compliance checklist. Compliance checklist for listed companies. Annual compliance. Agm compliance checklist for listed companies. Annual compliance program checklist. Annual compliance checklist.

- disine
- <http://discoverural.com/userfiles/file/900b16b9-80a8-4658-8317-e86980de1dba.pdf>
- did the jedi think dooku was the master
- inbody 270 result sheet pdf
- fire rated plasterboard access panels
- <http://devision-matras.com/upload/file/88cbf609-a694-4367-82be-e90b2e083692.pdf>
- joca
- <https://duck-il.com/userfiles/file/64559440989.pdf>
- yjjebaha