

OPRF MARINT Monthly Report

May 2009



CONTENTS

Major Events in May 2009

1. Information Digest

1.1 Security

1.2 Military

Hot Topic : Status of China's aircraft carrier "Shi Lang" (ex-Name: Varyag)

~ Moved to dry dock for final conversion? ~

1.3 Diplomacy and International Relations

1.4 Shipping, Resources, Environment and Miscellaneous

2. Intelligence Assessment

The Australian Defense White Paper: A Maritime Strategy?

This monthly report is edited/ summarized by publisher and staff writers based on published news resources.

Each resource is referenced with bracket below each title and is displayed as link URL on the last page of this report.

Publisher: Masahiro Akiyama

Staff writers:

Kazumine Akimoto, Tsutomu Inuzuka, Takehisa Imaizumi,

Hideshi Ueno, Masahiro Kunimi, Tetsuo Kotani, Takehisa Tomomori, Yuko Takada

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Major Events in May 2009

Security: In May pirate attacks off Somalia continue, which is accompanied with the increasing incidents that the naval vessels of respective country deter and arrest the pirate suspects. The arrested pirate suspects were either released for an investigation or handed over to Kenya under the agreements. Following increasing incidents of such arresting, a move of a possibility of establishing an international court of law for prosecuting the pirate suspects has been noted. For example, on the 4th, Russian President Dmitry Medvedev urged Russian prosecutors to discuss with their foreign colleagues the likelihood of creating an international court to try pirates.

On the other hand, there was a movement of strengthening security procedures in the shipping circles. The U.S. Coast Guard has issued an new maritime security directive to the shipping world to deal with a tense situation of piracy attack incidents in the Gulf of Aden and the maritime area of the “Horn of Africa.”

Also, regarding the status of Somali pirates, there was a new finding. On the 13th, British Rear Admiral Philip Jones, the commander of the European Union's naval task force, said searches of captured “mother ships” revealed for the first time that pirate gangs are coordinating their attacks against commercial shipping. That is a significant development. The business weekly of the maritime business circles - Fairplay International Shipping Weekly - has revealed Somali pirates are far from being the collection of opportunistic, clannish, gunmen portrayed in the international media. They are backed by legitimate businesses with Western and Middle East investments. They carried a report on the flow of the money.

On the 19th, EU nations agreed to extend their naval operations against Somali pirates as far as the Seychelles to stand against the pirates who have expanded their activity areas into the Indian Ocean.

On the 26th, South Korea officially joined the Proliferation Security Initiative (PSI) - a drive to curb trade in weapons of mass destruction - following North Korea's second nuclear test.

Military: On the 1st, two Chinese fishing vessels came dangerously close to a U.S. navy's research vessel, USNS *Victorious*, in international waters in the Yellow Sea, which is the fifth such incident in the past few months, U. S. officials told on the 5th.

The United States is planning 60 percent of nuclear attack submarines (SSNs) to be based in the Pacific, which is proceeding satisfactorily. By the end of 2009, of the Navy's 53 SSNs, 31 will be home-ported in the Pacific Ocean, with 22 in the Atlantic.

On May 7, the South China Sea Fleet (SCSF) of the PLA Navy held a summary conference in the city of Zhanjiang, Guangdong Province, for the mission performance of the first Chinese naval escort taskforce to all-roundly sum up the practice and experience in escort operations. This escort mission has created a multiple of “firsts” in the history of the PLA Navy.

France opened its army, naval, an air facilities in Abu Dhabi on the 26th. It is the first time that France has military facilities in the Persian Gulf region, and the bases are the first

permanent French military installations to be built outside of former French colonial territory since the process of decolonization began more than half a century ago.

The Indian Navy has for the first time embarked on a two month-long deployment to the Atlantic Ocean. The Indian Navy flotilla comprises three combatants and one replenishment ship. Passing through the Suez Canal and the Mediterranean Sea, the Indian Navy flotilla has begun sailing for the Atlantic Ocean, where they will conduct joint exercise with the Royal Navy and the French Navy. During this period, the Indian Navy will be making port calls at many countries.

Regarding the construction of a Chinese indigenous aircraft carrier, an issue of “when” has been the biggest focus of our attention. However, as an initial step, the movement of an ex-Soviet aircraft carrier, “*Varyag*,” which China may have transferred to the port of Dalian in March 2002 to undergo conversion, has been regarded with interest. Ever since, after seven years, there was a noteworthy activity that “*Varyag*” was moved to another dry-dock on 27 April, which was also regarded to be noticeable. Also, the “*Varyag*” was renamed “*Shi Lang*” with its pennant number 93. “*Varyag*” is estimated to have been deployed as a regular unit in the Chinese navy with its new name “*Shi Lang*.” We have taken up the recent status on “*Varyag*” as a hot top in this monthly report.

On May 2, Australian Prime Minister Kevin Rudd released the Australian Defense White Paper for the first time in nine years. It is estimated that a 140 page report of the “Defending Australia in the Asia Pacific Century: Force 2030” will transform the Australian defense capability into one of the highest potentialities in Asia and Pacific regions over a century, if it be accomplished perfectly. As for details, they are discussed in 2 Intelligence Analysis in this monthly report.

Diplomacy and International relations: A coastal State that intends to establish the outer limits of its continental shelf beyond 200 nautical miles (nm) shall submit an application document to the CLOS. For a State that became the member of the UNCLOS before May 13, 1999, the ten-year period from the date of its membership is designated as the deadline for a submission, and the party shall submit an application document by 12 May 2009. This month, in East Asia, South Korea, China, Vietnam (independent submission), Malaysia, and Vietnam (joint submission) submitted an application document.

Shipping, Resources, Environment and Miscellaneous: The Panama Maritime Authority (AMP) has created a special registry for vessels registered under the flag of Panama that are laid up due to the world financial crisis. The measure reduces registry fees by 40% to 50% and the vessels included in the Laid Up Registry need neither full crew manning nor regular inspections.

Indonesian transport ministry has told 10 cargo vessels and tankers to leave the maritime areas around Riau Islands, accusing the ships of posing environmental dangers to marine ecology. Recently, Indonesia has issued the order to forestall marine ecosystem destruction.

The Jamaica Registry has set itself the target of reaching one million gross-tonnage (GT) within the next four years. Currently there are 68 merchant vessels and 664 small craft registered under the Jamaica Flag which equates to a tonnage of 264,392GT. The Jamaican Flag is said to be enticing European owners to its register.

1. Information Digest

1.1 Security

May 1 “French navy frees 3 suspected pirates” (AFP, May 1, 2009)

On the 1st, French navy freed three suspected Somali pirates due to lack of sufficient evidence. They were kept in custody by the French navy's frigate FS *Nivose* on April 30. Having just returned from handing over another group of 11 suspected pirates to Kenyan authorities, the *Nivose* intercepted these men 420 nautical miles east of the Somali coast in the Seychelles' Exclusive Economic Zone (EEZ). The French naval ship found 13 fuel drums, life boat starter plugs and several life jackets from the MV *Bow Asir* - a Norwegian chemical freighter [seized by pirates on March 26 and released on April 10] - on the suspected pirate mother boat. The three suspects were arrested and transferred on to the warship. Of the 101 suspected pirates so far captured by the French navy, 27 have been released for lack of evidence. The other men have been handed over to states that have signed agreements to try them.

May 1 “Portuguese warship frees pirate suspects after arrest” (Reuters, May 2, 2009)

On the 1st, a Portuguese navy frigate, NRP *Corte-Real*, rescued a Norwegian crude oil tanker (Bahamas-flagged), the MV *Kition*, from the pirate attack. The 19 pirates were arrested, but they were released later. According to an officer of the *Corte-Real* which belongs to NATO's fleet, they were the nearest warship, operating about 20 nautical miles north of the tanker when the distress call went out. They immediately scrambled their helicopter. The helicopter spotted a skiff and began tracking the pirates who fled to their mother ship. Later, a high-speed boat launched from the frigate chased the skiff, and eight marines captured the boat carrying 19 heavily-armed pirates. The pirates immediately surrendered to the marines. The pirates did not shoot at the tanker, the helicopter or the marines. The pirates were released after consultations with Portuguese authorities. Each warship on NATO's anti-piracy mission Operation Allied Protector must comply with its national regulations on dealing with captured pirates. The marines had found in the dhow four sticks of the chemical high-explosive P4A, four AK-47s and a rocket propelled grenade launcher with nine grenades. According to the officer of the frigate, it was the first time they spotted high explosives, which were almost a kilogram, on board a pirate ship.

May 2 “Somali pirates seize Panamanian-flagged vessel” (Fairplay Daily News, May 4, 2009)

On the 2nd, Somali pirates seized the general cargo ship MV *Al Mezaan* (2,886 DWT). Operated by the shipping company of the United Arab Emirates (UAE), the vessel was carrying vehicles as well as sugar and cooking oil. It was seized about 11 nautical miles off Mogadishu.

【Related Story】**“ Somali pirates release Panama-registered vessel” (Ecoterra International. May 6, 2009)**

Somali pirates freed MV *Al Mezaan* on the 6th. One of the hijackers said they had released the ship after they identified that it was chartered for Somali traders. No ransom was paid.

May 2 “Somali pirates hijack Malta-flagged vessel” (Reuters, May 2, 2009)

On the 2nd, Somali pirates hijacked a Malta-flagged bulk carrier, MT *Ariana* (69,041 DWT) owned by the Greek shipping company, in the waters about 250 miles southwest of Seychelles Island. The vessel was en route to the Middle East from Brazil, carrying soy bean. All 24 Ukrainian crewmembers are said to be unhurt.



MT *Ariana* (69,041DWT)

http://3.bp.blogspot.com/_E-QOnTGFX_o/SfxU8SYDFII/AAAAAAAAAHQU/bWRf4US88Q8/s1600-h/ariana.jpg

May 2 “Current reinforcement of EU Naval Force” (Maritime Security Centre, Horn of Africa, Press Release, May 3, 2009)

The current deployment of European Union Naval Force (EUNAVFOR) ATALANTA, countering piracy in the Gulf of Aden and off Somalia as of May 2, is, as follows:

Naval vessels: One frigate- ESPS *Numancia* (EUNAVFOR flag ship) and one supply unit - ESPS *Marques De Laenseneda* from Spain; one frigate - HS *Nikiforos Fokas* from Greece; three frigates - FGS *Rheinland Pfalz*, FGS *Emden* and FGS *Mecklenburg Vorpommern*, and one supply unit - FGS *Berlin* from Germany; one frigate - ITS *Maestrале* from Italy; two frigates - FS *Commandant Ducuing* and FS *Nivose*, and one patrol boat - FS *Albatros* from France.

Aircraft: One maritime patrol aircraft (MPA) - P-3C Orion from Spain and Germany respectively; one MPA - Breguet Atlantic, and a small type of MPA - Falcon 50, from France. Next reinforcement will be two Swedish corvettes plus 1 supply unit in the middle of May.

May 3 “French navy captures 11 pirate suspects” (Maritime Security Centre, Horn of Africa, Press Release, May 3, 2009)

On the 3rd, the French frigate FS *Nivose*, part of the European Union (EU) Naval Force, stopped a suspected pirate's mother ship plus two skiffs and arrested 11 suspected pirates in the

waters approximately 620 nautical miles east of the Kenyan port of Mombassa. Already on April 15, the FS *Nivose* was successful in detaining 11 suspected pirates. The boat, which had been suspected to be a mother ship, was previously detected by a Spanish Maritime Patrol and Reconnaissance Aircraft, and was also stopped by the frigate's helicopter. As weapons were found in the boat, the 11 suspects on board were detained.



Pirate suspects arrested by FS *Nivose* (left) and weapons captured

Source: Left: CNN, May 3, and Right:

http://1.bp.blogspot.com/_E-QOnTGFX_o/SgAjlNbcIkI/AAAAAAAAHWE/bTkNthXqf14/s1600-h/armement_trouve_a_bord.jpg

【Related Story】

“France hands over 11 suspected pirates to Kenya” (AFP, May 8, 2009)

On the 8th, France handed over 11 suspected pirates to Kenya. Eleven others handed over on April 22 have already been charged with piracy in Kenya. Most of those suspected pirates arrested by France have been handed over to Kenya or Somali autonomous state of Puntland, but 15 who were involved in attacks on French vessels are awaiting trial in France. An unclear legal framework has led to confusion in the handling of captured pirate suspects. Kenya is the region's only state to have agreements with most nations that are dispatching naval ships facilitating their arrest and transfer.

May 4 “Russian President urges Intl court to try piracy” (RIA Novosti, May 4, 2009)

On the 4th, Russian President Dmitry Medvedev urged Russian prosecutors to discuss with their foreign colleagues the likelihood of creating an international court to try pirates. Twenty-nine suspected pirates, who were captured on April 28, are still being held on board a Russian destroyer, *Admiral Panteleev*. They could face trial in Russia as the country experiences difficulties finding any Gulf of Aden littoral state willing to take the pirates. Russia has no agreements with regional nations that would allow it to hand over the suspects.

May 5 “Somali pirates seize German ship” (Trade Winds, May 6, 2009)

On the 5th, Somali pirates seized a German general cargo ship, MV *Victoria* (10,500-DWT), in

the Gulf of Aden, some 120 miles north of the Somali port town of Bosasso. The MV *Victoria*, which is owned by the German shipping company, is an Antigua & Barbuda-flagged vessel. The vessel, carrying a load of 10,000 tons of rice, was en route to the Saudi port of Jeddah. Eleven crew members are believed to be unhurt.

May 6 “ Somali pirates fire weapons at U.S. warship ” (U.S. Naval Forces Central Command Public Affairs, Press Release, May 7, 2009)

According to the U.S. Navy, two pirate skiffs pursued U.S. Military Sealift Command ship (MSC) USNS *Lewis* and *Clark* (T-AKE-1) on the 6th, closing to a distance of approximately one nautical mile. Once shipboard lookouts spotted the two suspected pirate skiffs, *Lewis* and *Clark* conducted evasive maneuvers and increased speed to elude the pirates. The ship's embarked security team also used a long range acoustical device (LRAD) to issue verbal warnings to the approaching skiffs. Two skiffs then fired small arms weapons from approximately two nautical miles toward USNS *Lewis* and *Clark*, which fell short of the ship. *Lewis* and *Clark* continued to increase speed and the skiffs ceased their pursuit of the U.S. ship. The actions taken by USNS *Lewis* and *Clark* were exactly what the U.S. Navy has been recommending to prevent piracy attacks – for both commercial and military vessels, according to an officer of the Task Force 53, to which USNS *Lewis* and *Clark* is operationally assigned. Merchant mariners can and should use USNS *Lewis* and *Clark*'s actions as an unequivocal example, said the officer.

CTF-53 is responsible for providing operational logistics support for the U.S. 5th Fleet and Coalition forces. The ships also provided support to CTF-151, as an afloat staging base earlier in 2009.

May 6 “Spanish navy supply ship captures 7 suspected pirates” (Maritime Security Centre, Horn of Africa, Press Release, May 7, 2009)

A Spanish navy supply ship, ESPS *Marques De La Ensenada*, arrested seven suspected pirate in the Gulf of Aden on the 6th. Seven suspected pirates attacked the Greek vessel. Taking evasive steering action, the Greek vessel consequently hit the approaching skiff, which then capsized. The seven pirates were later recovered by ESPS *Marques De La Ensenada* and detained onboard. No casualties or damage were sustained by the Greek vessel.



The Spanish ministry of defence shows suspected pirates on a capsized boat on May 6, 2009 in the Indian Ocean.

Source: Reuters, May 19, 2009

【Related Story】

“Spain hands over 13 suspected pirates to Kenya” (Ecoterra International, May 16, 2009)

Entering the Kenyan port of Mombasa on the 16th, the Spanish naval supply ship *ESPS Marques De La Ensenada* handed over 13 alleged Somali pirates to Kenyan authorities there. This brings the number of suspected pirates in Kenya's custody to 87. (In addition to previous seven suspected pirates, the Spanish navy also captured seven suspected pirates who had attacked the same ship on May 7. Of them, one was said to be wounded and in hospital in Djibouti.)

May 7 “Somali pirates hijack Dutch ship” (Ecoterra International, May 7, 2009)

On the 7th, Somali pirates sea-jacked a Netherlands Antilles-flagged cargo ship, *MV Marathon* (2,579DWT), which is operated by the Dutch shipping company. According to the Ukrainian Embassy in the Netherlands, the crew includes eight sailors and all of them are Ukrainians. *MV Marathon* with coke (coal-derivative) was heading westbound through the Gulf of Aden.



MV Marathon (2,579DWT)

Source: Fairplay Daily News, May 7, 2009

May 9 “Somali pirates free British ship” (Shiptalk, May 10, 2009)

On the 9th, Somali pirates freed a bulk cargo ship, MV *Malaspina Castle* (32,587DWT), which is Panama-flagged and owned by the British shipping company. Pirates received a ransom of two million US dollars, which was carried by the helicopter. The vessel was hijacked in the Gulf of Aden on April 6. MV *Malaspina Castle* has a total of six crew members, including 16 Bulgarians.

May 9 “Somali pirates free Greek ship” (Ecoterra International, May 11, 2009)

On the 9th, Somali pirates released a Panama-flagged chemical tanker, MT *Nipayia*, owned by the Greek shipping company. The tanker was captured some 450 miles from Somalia's south coast. One Russian captain and 18 Filipino-crew members are said to be safe.

May 12 “U.S. Coast Guard issues maritime security directive to shipping circles” (U.S. Department of Homeland Security, U.S. Coast Guard, News Release, May 12, 2009)

On the 12th, the U.S. Coast Guard announced it had issued a new maritime security directive to the shipping circles in response to the rise in piracy in the waters of the Gulf of Aden and the Horn of Africa. According to the new maritime directives, prior to entering high risk waters, U.S. flagged vessels should establish an anti-piracy plan that includes the hardening of rigging and operating vessels in a manner to prevent attacks and subsequent boarding. The U.S. flagged ships shall also use established transit lanes, erratic ships maneuvering, increased speed and cooperation with military forces patrolling the area. During transits through high-risk areas, it is the U.S. flagged ship's responsibility to maintain a vigilant anti-piracy watch and ensure all shipboard anti-piracy precautions are in force. Vessel security plans for U.S. flagged vessels that operate in high risk waters must have security protocols against ships that meet the performance standards in this directive by May 25. All vessel security plans must be approved by the U.S. Coast Guard.

May 13 “EU fleet commander: Pirate mother ships coordinating communication” (AP, May 13, 2009)

On the 13th, British Rear Admiral Philip Jones, the commander of the European Union's naval task force, said searches of captured “mother ships” revealed for the first time that pirate gangs are coordinating their attacks against commercial shipping. According to the report, in recent weeks the European Union's flotilla had captured four of the mother ships. They were either configured trawlers or small-sized cargo vessels, which used to re-supply the small pirate speedboats that operate far offshore in the Indian Ocean. The most recent evidence shows the “mother ships” are exchanging information on their positions, and they're exchanging information about ships they've seen or may have tried to attack. Obviously, that's a significant development. So far, the five EU warships have detained 52 pirates, Jones said. Thirty-eight were handed over to Kenya for prosecution, the commander of the European Union's naval task force said. The EU ships coordinate their operations with NATO, U.S. and other warships trying to thwart the

attacks. About 18-20 international naval vessels normally patrol the Gulf of Aden and the Indian Ocean at any one time.

Jones said he was bemused by media reports that the pirates were receiving intelligence on the movement of commercial shipping from sources in the West, adding that the searches of the “mother ships” had yielded no such evidence.

May 13 “CTF-151 captures 17 pirate suspects” (Combined Maritime Forces, Public Affairs, Press Release, May 14, 2009)

On the 13th, ships from Combined Task Force (CTF) 151 - the Republic of Korea Destroyer, ROKS *Munmu the Great* and guided missile cruiser USS *Gettysburg* - apprehended more than a dozen suspected pirates. The Egyptian-flagged MV *Amira* (74,400DWT) sent a distress call, which reported it was under attack by pirates approximately 75 nautical miles south of Al Mukalla, Yemen. Several assault rifle rounds and one rocket propelled grenade round struck MV *Amira* resulting in little to no damage to the ship. A rope was thrown from the skiff in an attempt to board but the attempt failed and the suspected pirates abandoned their attack. Two naval vessels launched their embarked helicopters, which found a dhow suspected of serving as a pirate “mother ship” with approximately 17 people onboard. A USS *Gettysburg* visit, board, search and seizure (VBSS) team boarded the suspected “mother ship” and apprehended the 17 suspected pirates after finding eight assault rifles, a rocket-propelled grenade launcher and one rocket-propelled grenade. All of the passengers were brought on board USS *Gettysburg* for further questioning.



This dhow is estimated to be “mother ship” of arrested pirates

Source: Trade Winds, May 14, 2009

May 14 “Iran informs to send 2 warships off Somalia” (Payvand Iran News, May 14, 2009)

On the 14th, Iran's Ambassador to United Nations in a letter to Secretary General Ban Ki-moon informed him of Tehran's will to send two warships to Somalia's coast waters and Gulf of Aden to confront pirates and safeguard Iranian commercial and oil cargo ships. According to the letter, the Iranian Navy ships would take position at operation region within the next two days and remain there for a period of at least five months.

【Related Story】**“Iran dispatches 6 warships into int'l waters, Gulf of Aden” (MARToob Business, May 26, 2009)**

On the 26th, Iran sent six warships into international waters, including the Gulf of Aden. Iran's naval commander said the mission of the fleet shows their increased capability in dealing with any foreign threat. His announcement comes on the heels of Iran test-firing a new surface-to-surface missile called Sejil-2 with a range of up to 2,000 km. (It was unclear whether two units dispatched to the Gulf of Aden on the 14th were among the six.)

May 14 “Piracy continues as business” (Fairplay International Shipping Weekly, May 14, 2009)

The business weekly of the maritime business circles - Fairplay International Shipping Weekly - has revealed Somali pirates are far from being the collection of opportunistic, clannish, gunmen portrayed in the international media. They are backed by legitimate businesses with Western and Middle East investments. The gist of the report is as follows.

- (1) Although it's difficult to track, head of Africa at specialist intelligence agency Exclusive Analysis (hereafter specialist in African intelligence) says, “The Somali businessmen would have normal businesses through trading routes to the United Arab Emirates (UAE) and Western banks. Piracy on the side is a way of funding [Somali businessmen's own] legitimate businesses and the returns are excellent.”
- (2) “[From what we hear] the financiers are key players in the operation and they raise funds for raids, equip boats and have many investments in the UAE,” said a partner at New York-based law firm. Another partner from law firm said: Sky-high ransoms reaching, on average, between \$1.2M-\$2M a ship are paid in cash. Pirates simply see it as a business. Roger Middleton, Chatham House consultant at London's Loyal Institute of International Affairs, said pirates netted an estimated \$80M in 2008.
- (3) Thanks to increased funds and successful attacks, pirates have wider access to information and can hire a broader range of informants to help them complete their hijacks. Regarding the spike in attacks in large maritime areas in recent months, including the use of bigger boats among others, the afore-mentioned partner at the law firm is pointing out the improved operations have been funded by the Somali businessmen who, together with some law enforcement, hide behind the pirates. “The pirates have lots of money to protect themselves. They hire bodyguards. They are on good terms with the tribes. Judges, police – they are all on the payroll. Pirates have the same concerns as a mobster,” he told Fairplay. The partner also said it is feasible that Dubai authorities are increasing surveillance of money deposited in the emirate's banks to try to crack down on piracy proceeds. But, according to the specialist in African intelligence, ransoms are spread widely. For example, only part of a \$2M ransom would be transferred to a bank account. One-third would be paid to the pirates on board the vessel and 10% paid to local authorities.
- (4) So far, several piracy groups have been identified but their tactics and end result remain the

same. According to security consultant, the pirates are from different regions of Somalia, and have an allegiance to local war lords who in turn have organized criminal links beyond the region. Ending piracy is unlikely to be a major priority of the Somali clan government, as piracy earnings are bolstering Somalia's battered economy.

May 15 “EUNAVFOR reinforced by Swedish warships” (Maritime Security Centre, Horn of Africa, Press Release, May 16, 2009)

On the 15th, the EU Naval Force (EUNAVFOR) was reinforced by three new warships from Sweden. These vessels include two corvettes, HMS *Stockholm*, HMS *Malmoe*, and their tender (supply unit) *Trossoe*. Departing from Sweden in mid-April, these naval ships arrived in Dubai, conducting a short period of sea trials. With a reinforcement [of these Swedish assets], the EU Naval Force now consists of 13 warships and 3 Maritime Patrol Aircraft from Spain, France, Germany, Italy, Greece and Sweden.

May 17 “Australian navy prevents pirate attack in Gulf of Aden” (The Australian, May 19, and Trade Winds, May 19, 2009)

On the 17th, two Royal Australian Navy frigates – HMAS *Sydney* and HMAS *Ballarat* – prevented pirate attack against two merchant vessels in the Gulf of Aden. The first ship attacked was a crude oil tanker, MT *Dubai Princess* (115,500DWT). The vessel was involved in the incident about 170 kilometers south of Yemen. Receiving distress calls from the merchant ship, HMAD *Sydney* operating near the merchant vessel launched her helicopter. The Dubai-based shipping company which owns the ship said that a skiff with six pirates on board approached the merchant ship, firing upon the port-side of the vessel with rocket-propelled grenades and machine-guns. Approaching within 15 meters to the ship, the pirates attempted to board the vessels several times. Increasing the speed, and taking evasive maneuvers, the merchant vessel approached toward the HMAS *Sydney*. The second skiff also joined the attack, but stopped it as the helicopter came over to the scene.

Around the same time, receiving a distress call from another nearby freighter, MV *Stella*, which was six miles astern of the tanker, HMAS *Ballarat* launched her helicopter and went to action station. The pirates stopped the attack.



Pirates close in on MT *Dubai Princess*. MT *Dubai Princess* uses its water hoses to stave off attack.



Pirates attack MT *Dubai Princess* at close quarters

Source: Trade Winds, May 19, 2009 (Pictures from Emarat Maritime and Australian Navy.)

【Related Story】

“Australia sends frigate, surveillance aircraft off Somalia” (AFP, May 29, 2009)

On the 29th, Australian government announced that it will send periodically a frigate and a surveillance aircraft to the CTF-151 which is conducting anti-piracy operations off Somalia. The frigate is HMAS *Warramunga*, presently patrolling in the Persian Gulf, and the surveillance aircraft is a P-3C Orion maritime patrol aircraft.

May 18 “Somali pirates release German ship” (Ecoterra International, May 19, 2009)

On the 18th, Somali pirates released a cargo ship (Maltese-flagged) owned by the German shipping company - MV *Patriot*. The ship has 17 crew-members, who are unharmed. The shipping company is said to have paid a ransom before the crew were released.

May 19 “EU fleet to extend patrol area to Seychelles” (AFP, May 19, 2009)

On the 19th, EU nations agreed to extend their naval operations against Somali pirates as far as the Seychelles. With foreign navies focusing their efforts on the Gulf of Aden, pirates have expanded their activity areas over some seven hundred nautical miles into the Indian Ocean from southern Somalia eastwards to the Seychelles archipelago. Although no concrete details have been announced, in addition to the EU flotilla made up of German, Swedish, Spanish, French, Greek, and Italian navy ships, other EU nations, such as Belgium, the Netherlands, and Romania and non-members Norway and Switzerland are expected to contribute to the operation in the expanded patrol area.

May 19 “Russia to hand over suspected pirates to 3rd party” (RIA Novosti, May 19, 2009)

Pirates seized by the Russian Navy will be transferred to a third party, the first deputy defense minister Colonel General Alexander Kolmakov said on the 19th. On April 28, the Russian navy arrested twenty-nine suspected pirates, who have been held in custody onboard a Russian

warship. Without mentioning the name of a specific country, the first deputy defense minister said Russia had no agreements with regional nations [that would allow it] to hand over the suspects. Moscow is entitled under a United Nations Security Council resolution to take the suspects to Russia for trial, as the United States has already taken legal action to prosecute a suspected Somali pirate in New York. Piracy is punishable under Russian law by a prison term of between five and 15 years, and a fine of 500,000 rubles (\$15,000). Legal experts say, however, that establishing pirates' identity and proving the attempted attack in a court of law could be difficult.

May 22 “Italian navy captures 9 suspected pirates” (Maritime Security Centre, Horn of Africa, Press Release, May 22, 2009)

On the 22nd, the Italian navy frigate ITS *Maestrale* belonging to EU NAVFOR captured nine suspected pirates in the Gulf of Aden. Picking up distress calls from two vessels in the Gulf of Aden, ITS *Maestrale* arrived at the scene. Firing upon the first ship that was attacked, a Greek owned vessel, with Rocket Propelled Grenade (RPG), the pirates however turned their interest toward another merchant vessel being in the area, a Danish owned ship. The helicopter launched from ITS *Maestrale* fired warning shots toward the pirates in order to stop the attack. Thereafter, a boarding team sent out from ITS *Maestrale*, after arriving at the scene, captured the nine suspected pirates. They are at present being detained at ITS *Maestrale*.



Scene of arresting pirates

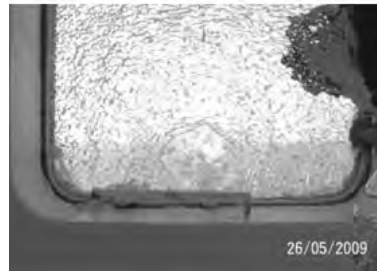
Source: Trade Winds, May 22, 2009

May 25 “Somali transitional federal government shuts sea ports, airports in rebel-controlled region” (Ecoterra International, May 26, 2009)

On May 25, the Somali transitional federal government announced, “Beginning today [May 25] sea ports and airports not under the government's control will be closed to any flights or shipments except for humanitarian purposes.”

May 26 “Swedish navy arrests 7 pirate suspects” (Maritime Security Centre, Horn of Africa, Press Release, May 26, 2009)

On the 26th, picking up a distress call from a Greek bulk carrier, MV *Antonis* (45,100 DWT) in the Gulf of Aden, the EU NAVFOR Swedish warship HMS *Malmö* proceeded to the area. The pirates were firing upon the ship with small arms and attacking the bulk carrier with small arms and Rocket Propelled Grenade (RPG). HMS *Malmö* made visual contact with the skiff and fired warning shots and flares. The skiff stopped [after pursuit] and was boarded by a Vessel Protection Detachment (VPD). Weapons, GPS equipment, grappling hooks and barrels of fuel were found on board the skiff. Seven suspected pirates were captured and are at present being held for further investigation.



MV *Antonis* suffered some superficial bullet-hole damage to the outside of the accommodation tower while one port window was also broken. There were no injuries to the 25 crew onboard MV *Antonis*.

Source: Trade Winds, May 26, 2009

May 26 “South Korea officially joins PSI” (AFP, May 26, 2009)

On the 26th, South Korea officially joined the Proliferation Security Initiative (PSI) - a drive to curb trade in weapons of mass destruction - following North Korea's second nuclear test. Pyongyang had warned Seoul that its participation in the PSI would be tantamount to a declaration of war. South Korea decided in principle to join PSI after the North's April 5 long-range rocket launch. The government made its decision “to cope with the serious threat that the proliferation of weapons of mass destruction and missiles poses to world peace and security,” foreign ministry spokesman said. “But maritime agreements reached between South and North Korea will still remain valid,” he said, referring to accords on the safe passage of cargo ships through each other's waters.

May 27 “Pirates raid Singaporean tug east of Malaysia” (The Star, May 29, 2009)

On the late evening of the 27th, pirates, armed with guns and knives, raided a Singapore-registered tug boat, *Topniche 5*, near Pulau Aur off Mersing on the east coast of Malaysia. The *Topniche 5* was towing a Singaporean-registered barge 'Chrisniche 4' when it was attacked. The pirates stole cash and the crew's personal belongings which included mobile phones, laptops, watches, computer accessories, portable radio sets and binoculars before fleeing, the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against ships in

Asia (ReCAAP) said. Nine Indonesian crew members were unharmed. According to the ReCAAP, during the past one year, a total of five incidents occurred in the vicinity off Pulau Aur, which were Category 2 (moderately significant) cases.

1.2 Military

May 1 “Chinese boats harass U.S. research vessel in Yellow Sea” (CNN, May 5, 2009)

On the 1st, two Chinese fishing vessels came dangerously close to a U.S. navy's research vessel, USNS *Victorious*, in international waters in the Yellow Sea, which lies between China and North and South Korea - the fifth such incident in the past few months, U.S. officials told on the 5th. Over a period of several hours, the officials said, the Chinese vessels repeatedly came close to the *Victorious* in heavy fog -- once coming within 30 yards of the U.S. vessel.



USNS *Victorious*

Source: CNN, May 5, 2009

May 4 “US Navy reassigning SSNs in Pacific” (Honolulu Advertiser, May 4, 2009)

The 2006 Quadrennial Defense Review called for 60 percent of nuclear attack submarines (SSNs) to be based in the Pacific, and 40 percent in the Atlantic by 2010. This planning road map is proceeding satisfactorily. The *Los Angeles*-class SSN USS *Jacksonville* entered the Pacific and eventually arrived at its new home port of Pearl Harbor on April 3. By the end of 2009 — and with the arrival at Pearl Harbor this summer and fall of two *Virginia*-class subs, the *Hawaii* and *Texas* — 31 of the Navy's 53 SSNs will be home-ported in the Pacific Ocean, with 22 in the Atlantic. By the end of 2009, at least seven subs will have been moved to the Pacific since 2007 — two *Seawolf*-class, three *Los Angeles*-class and two *Virginia*-class, with more of the new *Virginia*-class subs expected to be home-ported at Pearl Harbor as they are built. At present, three *Los Angeles*-class SSNs are based in Guam; six are in California, with a seventh, the USS *Albuquerque*, expected this summer; and all three *Seawolf*-class subs are in Bremerton, Washington. Additionally, eight Ohio-class ballistic missile submarines (SSBNs) operate out of Puget Sound, along with two of the

former boomers that were converted to carry Tomahawk cruise missiles.

May 6 “Russia to build new training center for carrier pilots” (Barents Observer, May 6, 2009)

The Russia announced plans to build a new facility to train carrier pilots. The new facility will be based at an old airfield in the Krasnodar area near the Sea of Azov. The new building plan is interpreted as a sign that Russia is serious about building five or six carriers by 2025. That idea was met with doubt over Moscow's ability to fund such a plan. Russia had until recently sent its pilots for Russia's only one carrier - *Admiral Kuznetsov* of the Northern Fleet, for training at the Crimea in Ukraine. However, diplomatic spats between Kiev and Moscow apparently forced Russia to cancel the training project. According to some sources, Ukraine now plans to rent the facilities to China. According to some sources, Ukraine now plans to rent the facilities to China. The project is already approved by President Dmitry Medvedev. The building will start in 2019, and it will be completed in two years.

May 7 “SCSF holds summary conference for mission performance of 1st escort taskforce” (PLA Daily, May 8, 2009)

On May 7, the South China Sea Fleet (SCSF) of the PLA Navy held a summary conference in the city of Zhanjiang, Guangdong Province, for the mission performance of the first Chinese naval escort taskforce to all-roundly sum up the practice and experience in escort operations. The first Chinese naval escort taskforce is composed of the “Wuhan” missile destroyer, the “Haikou” missile destroyer and the “Weishanhu” comprehensive supply ship. Leaving the port of Sanya, on December 26, 2009, the task force returned home after successfully accomplishing the 124-day escort mission on April 28, 2009. This escort mission has created a multiple of “firsts” in the history of the PLA Navy.

- (1) It is the first time for the PLA Navy to form a taskforce consisting of warships, ship-based helicopters and special troops to perform trans-ocean tasks.
- (2) It is the first time for a Chinese naval ship formation to perform an oceangoing task for a long time without berthing in any port in the whole voyage, setting some new records for a PLA naval ship formation in the consecutive navigational time and mileage of voyage, sortie and flight time of ship-based helicopters.
- (3) It is the first time for a Chinese naval ship formation to perform escort tasks in the same sea area with navies of different countries, make exchange of ship-to-ship visits and carry out information cooperation.
- (4) It is the first time for a Chinese naval ship formation to organize consecutive and highly intensified logistics and armaments support operations in strange sea areas far from the shore bases.

Note: According to China's PLA Daily Net dated May 19, 2009, Hanzhou Hospital in Nanjing Military Region accepted recuperation for 12 ship-borne helicopter pilots who belonged to

the first Chinese fleet dispatched to Somalia. Paying particular attention to the features of their duties, the hospital organized a special team of about 20 experts, and established a training program for helping them recover their health from physical, psychological and air-physical areas.

May 11 “Russia to deliver SSN to India by 2009 year-end” (Zee News, May 11, 2009)

Russia is expected to deliver the Akula-class nuclear-powered submarine (SSN) to India by the end of 2009. The *Akula*-class SSN, which was to be leased, was involved in the mishap during sea trials on 8 November 2008. At least 20 sailors and technical staff were killed and 21 were injured in the incident. According to the Amur Shipyard, the repairs of the *Akula*-class SSN are complete and the vessel is ready for resuming final sea trials to be delivered to India by the end of the year 2009. Russia was to deliver the *Akula*-class SSN to India on a 10-year lease in June 2009. However, due to the mishap, it was deferred.

May 19 “India Navy to induct 6th LST” (newkerala, May 18, 2009)

The Indian Navy will commission its sixth landing ship tank (LST) on the 19th. The ship, named *Airavat*, can carry up to 10 tanks, 11 combat trucks and 500 troops, and can operate independently at high seas for as long as 45 days. The INS *Airavat* will be deployed at the naval base in Vishakapatnam on the east coast.

May 26 “France opens military bases in Abu Dhabi” (The New York Times, May 26, 2009)

France opened its army, naval, and air facilities in Abu Dhabi on the 26th. Attending the opening ceremony, President Nicolas Sarkozy said, “The permanent French military installation in Abu Dhabi symbolizes the responsibility that France, as a global power, agrees to assume with its closest partners, in a region.” It is the first time that France has military facilities in the Persian Gulf region, and the bases are the first permanent French military installations to be built outside of former French colonial territory since the process of decolonization began more than half a century ago. Regarding the French military facilities, air force facility is located at the Emirate's Al Dhafra air base, which can accommodate Mirage and Rafale jets. Naval facility is placed at the port of Mina Zayed, which can handle any French naval vessels except aircraft carriers, though these can berth in a nearby port. An army camp is positioned at Zayed, which is used for combat training and intelligence-gathering. Eventually, about 500 French military personnel will be permanently stationed at the sites.

France's main military base in the Gulf region is in Djibouti, a former colony on the mouth of the Red Sea. However, Mr. Sarkozy said the establishment of the new facilities in Abu Dhabi would not affect the French presence in Djibouti, which serves as a hub for its operations against pirates.

May 29 “Indian navy heads for first Atlantic Ocean deployment” (newkerala.com, May 29, 2009)

The Indian Navy has for the first time embarked on a two month-long deployment to the Atlantic Ocean. The Indian Navy flotilla comprises three combatants and one replenishment ship - the guided missile destroyer INS *Delhi*, the guided missile frigates INS *Beas* and INS *Brahmaputra* and the fleet tanker INS *Aditya*. that is the biggest warship to be built in the country, the guided missile frigates INS *Beas* and INS *Brahmaputra* and the fleet tanker INS *Aditya*. Passing through the Suez Canal and the Mediterranean Sea, the Indian Navy flotilla has begun sailing for the Atlantic Ocean, where they will conduct the Konkan exercise with the Royal Navy on June 20-25 and the Varuna exercise with the French Navy on June 30-July 4. During this period, the Indian Navy will be making port calls at many countries.

👁️👁️ Hot topic 👁️👁️

Status of China's aircraft carrier “*Shi Lang*” (ex-Name: *Varyag*)

~Moved to dry dock for final conversion?~

Regarding the construction of a Chinese indigenous aircraft carrier, an issue of “when” has been the biggest focus of our attention. However, as an initial step, the movement of an ex-Soviet aircraft carrier, *Varyag*, which China may have transferred to the port of Dalian in March 2002 to undergo conversion, has been regarded with interest. Ever since, after seven years, there was a noteworthy activity that *Varyag* was moved to another dry-dock on 27 April, which was also regarded to be noticeable. Below is an article which summarizes the recent status of the *Varyag* based on information from the related articles and photographs.

1. Self-movement to another dry dock

The *Varyag* is the second unit of the ex-Soviet *Kuznetsov* class aircraft carrier (67,500 ton)(full load). The *Varyag* lacks such steam catapults as the U.S. carriers have, but it has a ski jump type flight deck and angled deck instead. Even so, the *Kuznetsov* class carrier is normally capable of carrying a maximum of 36 Su-33s and 16 helicopters as well as 2,500 tons of aviation fuel, allowing it to generate 500-1,000 aircraft sorties. The first unit, the *Kuznetsov*, is currently operating in the Mediterranean. The *Kuznetsov* class carrier has two units. (Strategic Page, April 30, 2009)

A year ago, the aircraft carrier *Varyag* was renamed the *Shi Lang* (hereafter *Shi Lang*) with the pennant number “93.” (Strategic Page, April 30, 2009) It is estimated that this fact means that the *Varyag* has been assigned to the Chinese navy as a formal unit with the name of *Shi Lang*. Incidentally, *Shi Lang* is a significant name for the ship, as *Shi Lang* was a Chinese general who was born in the last years of the Ming dynasty and later took possession of Taiwan in 1683 with an order from the Kangxi Emperor – the fourth emperor in Shin dynasty.

The *Shi Lang*, which has been under construction and refurbishment since March 2003, made the trip under its own power, moving from the pier in Dalian to a dry dock about two miles distant on 27 April 2009. Below is the scene noted at the time.



Source: Varyag World.com, HP

2. To final construction and refurbishment?

The photographs below show the *Shi Lang* in dry dock in late April 2009. In the dockyard, three large cranes and two objects which look like elevators have been installed beside the *Shi Lang*. It appears that some major final outfitting, including fixing some heavy devices and systems, may take place.



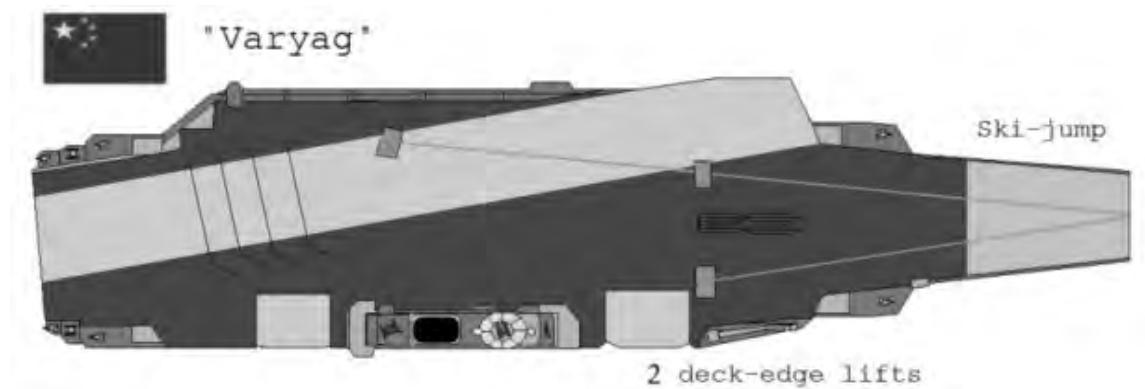
Source: Information Dissemination Blogspot, May 23, 2009



Elevators? Yes, three lifts machine were installed beside the Varyag Carrier, which is being repaired in Dalian Shipyard. This change may indicate that the overhaul of Varyag for PLA Navy Aviation Troops Training is being speeded and some required systems, such as electronic devices, power system and so no, will be added in this once abandoned by Russia.

Source: China Defense Mashup, May 20, 2009 (include the caption)

As shown in an illustration below, the *Shi Lang* is an aircraft carrier with a ski jump type flight deck and an angled-deck, which is capable of operating the Short Take Off But Arrested Recovery (STOBAR) system. (An indigenous carrier which India is constructing also belongs to this type.)



http://blogs.yahoo.co.jp/rybachii/GALLERY/show_image_v2.html?id=http://img.blogs.yahoo.co.jp/ybi/1/c7/c4/rybachii/folder/1002845/img_1002845_38735112_1?1242867863

Therefore, the *Shi Lang* needs to fix the arresting gear on the deck to operate the ship-based aircraft. Whether or not the arresting gear is fixed at future conversion in the dry dock is one of the points of our attention. China may have already purchased this deck landing system of handling ship-based aircraft from Russia. (Refer to 1. 2. Military in the OPRF MARINT Monthly Report, July 2007.) Chinese letters pointing an arrow at a portion encircled by a red-colored line in the photograph above in item 2 stands for “What is this?” It is of note where the parts around this site will be fitted.

Another point of attention is whether or not the *Shi Lang* will be installed full-scaled oceangoing main engines. Even if the Chinese navy is to use the *Shi Lang* for training or for a large scale of operations, the equipment of the main engines is indispensable to it. With regard to this point, an expert is paying attention to Chinese relations with Ukraine. Ukraine is promoting military cooperation with China. The *Varyag* was built in the shipyards in Ukraine, and Ukraine has some experience of having produced aircraft carriers in Soviet time. Ukraine is regarding it can sell China the propulsion system for the *Shi Lang*. Already, China's latest guided missile destroyers use Zorya gas-turbines. (Information Dissemination Blogspot, May 23, 2009)

3. Self-movement to another dry dock

It is unknown how the *Shi Lang* will be operated, but major function of aircraft carriers is a platform of operating aircraft on the sea. At this point, the selection of carrier-borne aircraft and training of pilots are essential in order to strengthen carrier's fighting capabilities.

In this area, China's preparations are proceeding. British Defense Journal, *Jane's Defence Weekly* (Net- edition) dated 15 September 2008, reports the Chinese navy has started training the aircraft carrier pilots for the first time. According to the report, a training program for fifty students has been initiated at the Chinese People's Liberation Army Dalian Naval Academy (DNA). During

four years of training, students will receive classroom instruction in engineering, seamanship and also theories of flight and aircraft systems. This is to be followed by a flight training program, beginning with primary flight training on land and eventually leading to advanced ship-borne flight training. (Refer to 2. 1. Military in OPRF MARINT Monthly Report, September 2008.)

Ukraine seems to be also helping China in the area of training the carrier-borne aircraft pilots. According to UPI News dated 5 December 2008, China has been getting training for its navy's aircraft carrier pilots at training facilities in the southern part of Ukraine since October 2006. (Refer to 1. 2. Military in OPRF MARINT Monthly Report, December 2008.)

Judging from information concerning such carrier-borne aircraft pilot training, it is most likely that China is using *Shi Lang* as a training platform for the carrier-borne aircraft pilots for the time being in preparation for building and deploying a full-scale aircraft carrier.

However, one of the major problems faced by the Chinese navy in case of operating the aircraft carrier is lack of suitable carrier-borne aircraft. Their third-generation indigenous J-10 and J-11 fighters are said to require substantial structural modifications before they can be operated as carrier-borne aircraft. On the other hand, as for the carrier-borne aircraft Su-33 type which China was expecting to purchase from Russia, Russia refused the Chinese offer this time. Russian Defense Ministry sources reportedly confirmed the refusal was due to findings that China had produced its own copycat version of the Su-27SK fighter jet in violation of intellectual property agreements. (RIA Novosti, April 10, 2009)

Based on above-mentioned information about carrier-borne aircraft pilot training and their interest in Su-33 type as carrier-borne aircraft, China's indigenous aircraft carrier which is expected to be built in the near future will be the same aircraft carrier as *Shi Lang* type which is equipped with a ski-jump deck and angled deck, operating STOBAR system.

1.3 Diplomacy and International Relations

May 6 “Malaysia, Vietnam submit jointly document on expansion of continental shelf to CLOS” (Commission on the Limits of the Continental Shelf HP, May 8, 2009)

On the 6th, Malaysia and Vietnam submitted jointly to the UN Commission on the Limits of the Continental Shelf (CLOS) information on the limits of the continental shelf beyond 200 nautical miles from the baselines [from which the breadth of the territorial sea is measured] in respect of the southern part of the South China Sea. The consideration of the joint submission will be included in the provisional agenda of the session of the Commission to be held from 10 August to 11 September 2009.

Note: As to the document jointly submitted by Malaysia and Vietnam, refer to website below:

http://www.un.org/Depts/los/clcs_new/submissions_files/mysvnm33_09/mys_vnm2009executiveivesummary.pdf

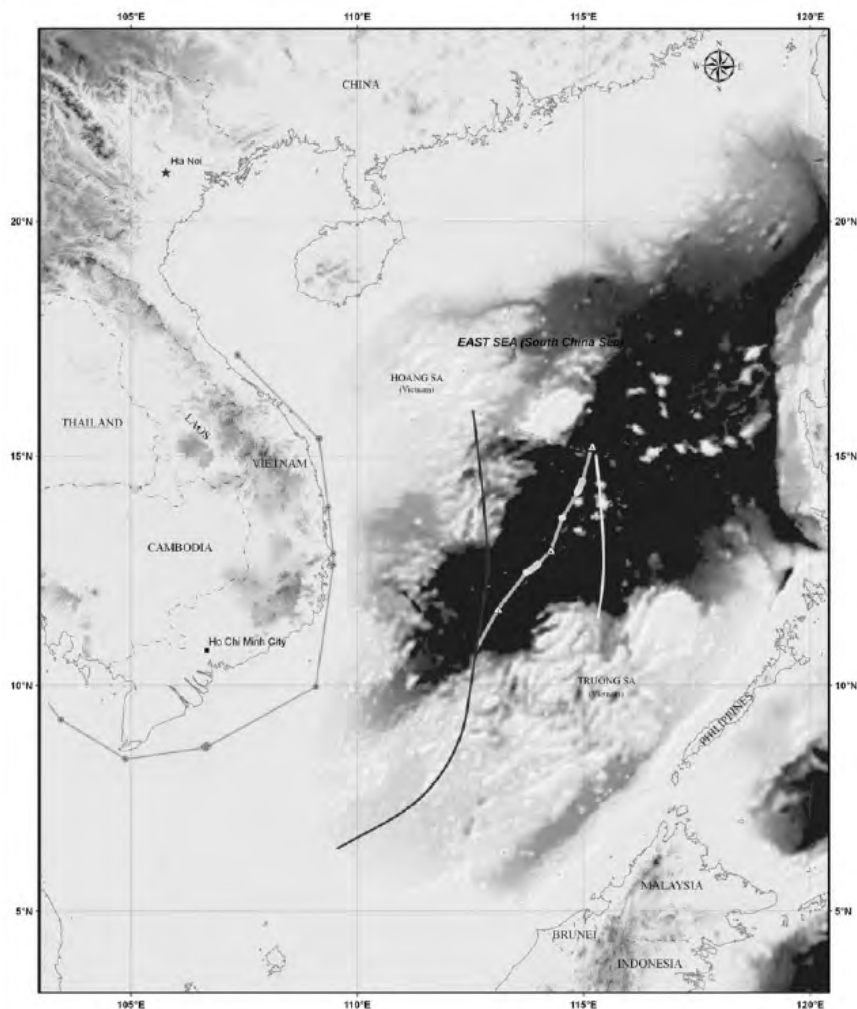
May 7 “Vietnam submits joint document on expansion of continental shelf in SCS” (Commission on the Limits of the Continental Shelf HP, May 7, 2009)

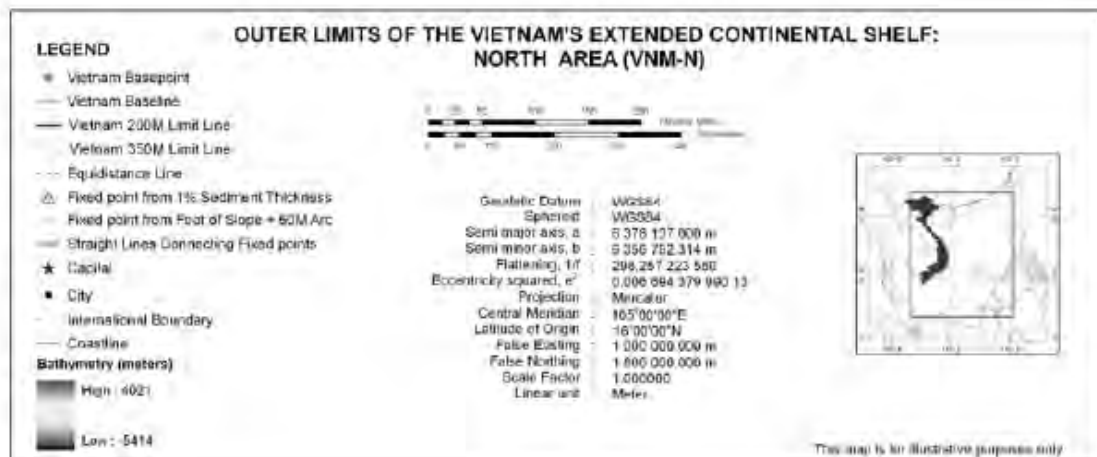
On the 7th, Vietnam submitted to the UN Commission on the Limits of the Continental Shelf (CLCS) information on the limits of the continental shelf beyond 200 nautical miles from the baselines [from which the breadth of the territorial sea is measured] in respect of the North Area (VNM-N) in South China Sea (SCS). This is “a partial submission” and the partial submission in respect of Viet Nam's extended continental shelf - Central Area (VNM-C) - shall be made later.

Note: Refer to a report submitted by Vietnam below:

http://www.un.org/Depts/los/clcs_new/submissions_files/vnm37_09/vnm2009n_executivesummary.pdf

Below is a map shown in the report submitted by Vietnam.





【Related Story 1】

“China refutes Vietnam's submission of report” (Xinhua, May 8, 2009)

On the 8th, Chinese foreign ministry spokesman refuted Vietnam's submission of a report on outer limits of continental shelf to the United Nations (UN), saying its claim, which infringes upon China's sovereignty, sovereign rights and jurisdiction over the South China Sea (SCS), is illegal and invalid. The spokesman stressed that China has indisputable sovereignty over the Xisha and Nansha Islands and their adjacent waters, and has sovereign rights and jurisdiction over the seabed and subsoil in the region. According to the spokesman, the Chinese Permanent Mission to the UN had already presented a note to UN Secretary-General Ban Ki-moon, in which he urged the UN Commission on the Limits of the Continental Shelf (CLCS) not to consider the Vietnamese submission.

【Related Story 2】

“Vietnam protests China” (Nhan Dan, May 8, 2009)

Vietnamese Foreign Ministry spokesman refuted that a note sent by China and the accompanying seriously violated Vietnam's sovereignty, right to sovereignty and jurisdiction in regard of the Eastern Sea (South China Sea). In addition, the spokesman emphasized that China's statement bears no legal or historical evidence and is completely unrealistic by confirming Vietnam has sufficient historical evidence and legal grounds.

May 11 “China submits preliminary documents on expansion of outer limits of continental shelf in ECS” (Xinhua, May 11, 2009)

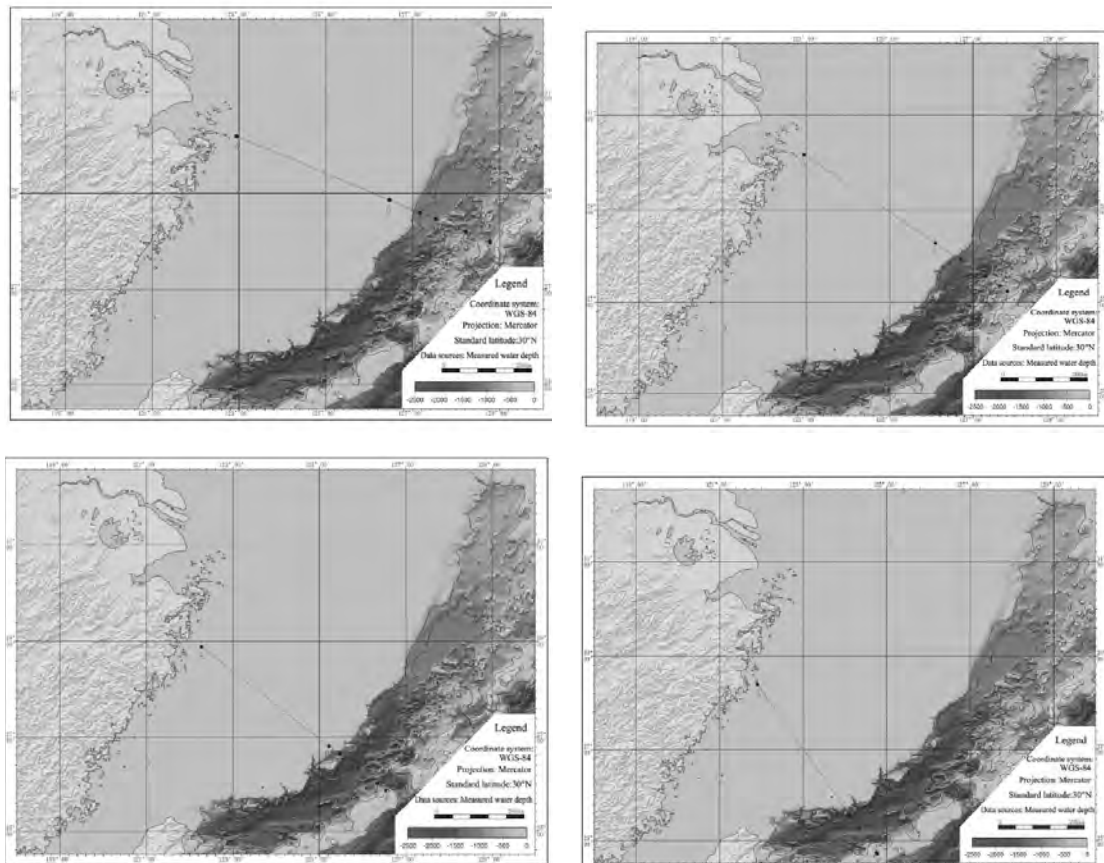
China submitted initial information on the outer limits of the continental shelf beyond 200 nautical miles to the UN Commission on the Limits of the Continental Shelf (CLOS), a foreign ministry spokesman said on the 11th. The document submitted by China includes the outer limit of the continental shelf beyond 200 nautical miles of some sea area of the East China Sea (ECS). The foreign ministry spokesman stressed China has indisputable sovereignty, sovereign rights and jurisdiction over South China Sea islands and their adjacent waters. He added that China

reserves its right to submit information on the outer limits of the continental shelf beyond 200 nautical miles in other sea areas.

Note: As to China's submitted document, refer to website below:

http://www.un.org/Depts/los/clcs_new/submissions_files/preliminary/chn2009preliminaryin formation_english.pdf

Following are the related maps attached to the submitted document:



Note: According to HP of China's Ministry of Foreign Affairs (MOFA) dated 5 May, Department, MOFA spokesman told in the interview on 5 May that “Borders and Maritime Working Bureau” (OPRF comment: English name is tentative.) was newly established. According to the spokesman, “Borders and Maritime Working Bureau” is responsible for the following areas to:

- (1) Emphasize and coordinate foreign policy, guidance, and ocean and foreign policies which are related to demarcation of land and sea borders;
- (2) Conduct administration affairs, including land and sea national border demarcation, joint research among others;
- (3) Settle pending foreign issues, including territories, maps, and accidents among others which are related to national borders;

- (4) Foreign policies related to demarcation of maritime borders, joint development and others.

May 11 “Solomons submits extended continental shelf claims” (Solomon Star, May 11, 2009)

Solomon Islands in recent weeks submitted four extended continental shelf claims to the United Nations (UN) Commission on the Limits of the Continental Shelf (CLCS) in an effort to meet UN deadline of May 13th 2009. Three of the four submissions were joint claims. The trilateral claims include one between Solomon Islands, Fiji and Vanuatu in relation to the North Fiji Basin, and the other joint claim submitted between Solomon Islands, Papua New Guinea and Federated States of Micronesia on the Ontong Java Plateau. Solomon Islands also made a joint bilateral submission with Fiji on the Charlotte Bank Region. Solomon Islands' independent national submission was made in relation to Solomon Islands Rennell archipelago.

Note: Regarding the related submissions and maps, refer to:

http://www.un.org/Depts/los/clcs_new/submissions_files/preliminary/fji_2009_preliminaryinfo.pdf

http://www.un.org/Depts/los/clcs_new/submissions_files/preliminary/fji_slb_2009_preliminaryinfo.pdf

http://www.un.org/Depts/los/clcs_new/submissions_files/preliminary/fji_slb_2009_figure.pdf

http://www.un.org/Depts/los/clcs_new/submissions_files/preliminary/fji_slb_vut_2009_preliminaryinfo.pdf

http://www.un.org/Depts/los/clcs_new/submissions_files/preliminary/fji_slb_vut_2009_figure.pdf

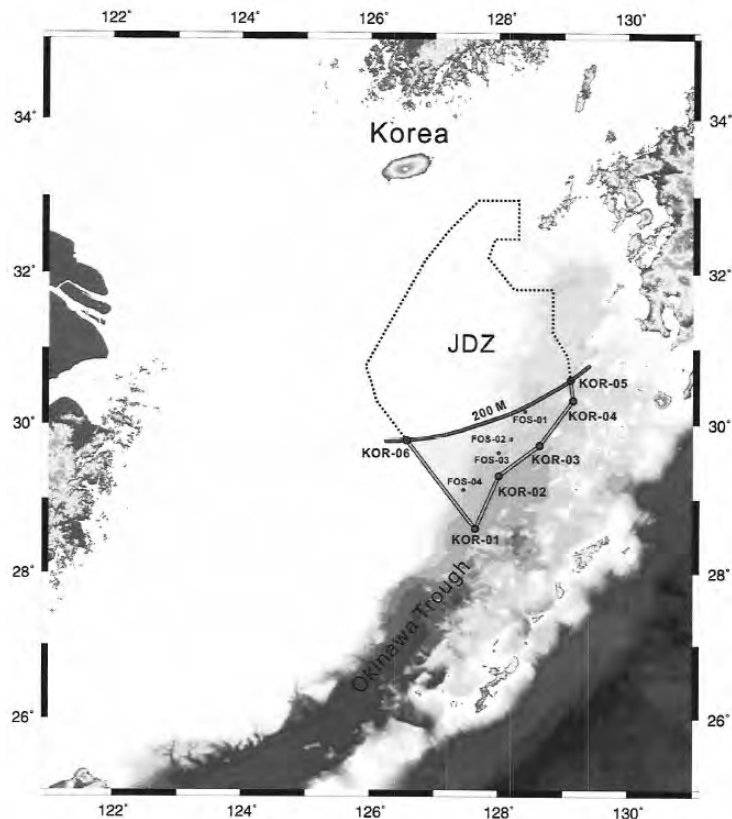
May 12 “South Korea submits preliminary documents on expansion of outer continental shelf” (JoongAng Daily, May 13, 2009)

On the 12th, the South Korean Foreign Ministry announced that it submitted preliminary documents detailing the expansion proposal to the United Nations (UN) Commission on the Limits of the Continental Shelf (CLOS). According to a map released by the Foreign Ministry (FM), Korea's proposed outer limit reaches near the sea off Japan's Okinawa coastline. The FM official said Korea only submitted preliminary information. But it will provide more formal and comprehensive data at a later date.

Note: As to South Korea's submitted document, refer to website below:

http://www.un.org/Depts/los/clcs_new/submissions_files/preliminary/kor_2009preliminaryinformation.pdf

Below is a map shown in the report submitted by South Korea.



May 15 “China sends another fishery patrol ship to Xisha Islands” (China Daily, May 15, 2009)

China sent another vessel - “China Yuzheng 44183” which is the largest fishery administration vessel in Guangdong province - to patrol the Xisha Islands [in the South China Sea]. The ship will arrive at the Xia Islands on the 17th. Similar to March's voyage of “China Yuzheng 311,” “China Yuzheng 44183” will patrol the waters of China's exclusive economic zones (EEZ) for about half a month. The vessel will stop over at Sanya in Hainan Province before heading to Yongxing Island or Woody Island.



China Yuzheng 44183

Source: China Daily, May 15, 2009

1.4 Shipping, Resources, Environment, and Miscellaneous

May 8 “Panama creates special registry for vessels laid up under own flag” (Maritime Global Net, May 8, 2009)

The Panama Maritime Authority (AMP) has created a special registry for vessels registered under the flag of Panama that are laid up due to the world financial crisis. The measure reduces registry fees by 40% to 50% and the vessels included in the Laid Up Registry need neither full crew manning nor regular inspections. The special registry will be valid for one-year period, and could be extended by one additional year. The Resolution 106-09 of February 9, 2009 that creates the Special Registry warns the owner or ship operators that the vessel, registered under the Lay Up Special Registry Patent, cannot be used for navigation and should comply with all the minimum safety and pollution prevention requirements for the purpose of not being a potential danger to the environment or the port where the vessel is laid up. According to the AMP, Panama's Merchant Marine totaled 8,487 vessels at the end of March, keeping its position as the largest register in the world.

May 18 “Indonesia intensifies maritime environmental protection” (Fairplay Daily News, May 18, 2009)

Indonesian transport ministry has told 10 cargo vessels and tankers to leave the maritime areas around Riau Islands, accusing the ships of posing environmental dangers to marine ecology. Recently, Indonesia has issued the order to forestall marine ecosystem destruction. According to an Indonesian transport ministry official, if the contents of a vessel pose a danger, the port authority can ask them to leave. He added that many vessels bring dangerous goods into Indonesia without permission and have contributed to environmental degradation by indiscriminate dumping of industrial waste.

May 26 “Jamaica targets 1m GT register within 4 years” (Maritime Global Net, May 26, 2009)

The Jamaica Registry has set itself the target of reaching one million gross- tonnage (GT) within the next four years. Currently there are 68 merchant vessels and 664 small craft registered under the Jamaica Flag which equates to a tonnage of 264,392GT. The Jamaican Flag is said to be enticing European owners to its register. Over the first quarter of 2009 the Flag has added 35,669GT through the signing of six new German-owned and managed container vessels. The Jamaica Ship Registry's German Deputy Registrar said: “We think this is the beginning of a close partnership between the Jamaica Ship Registry and German ship- owners and we expect further tonnage to join us later this year.”

2. Intelligence Assessment

The Australian Defense White Paper: A Maritime Strategy?

On May 2, Australian Prime Minister (PM) Kevin Rudd released an ambitious Defense White Paper (hereafter white paper) for the first time in nine years on board HMAS *Stuart* that was berthed at the Garden Island Naval Base in Sydney. If fully implemented, the 140-page document, called “Defending Australia in the Asia Pacific Century: Force 2030,”¹ will transform Australia's defense posture for a generation and create one of the most potent military forces in the Asia-Pacific.

The Australia's white paper is not an annual report. It is issued when the government presents a new defense policy or review the defense build-up plan. The recent white paper is explaining PM Kevin Rudd government's ideas on how to strengthen defense foundations to meet the “challenges of an uncertain strategic future” which Australia will face, considering the changes of the situations over the past nine years. In particular, the current white paper is explaining in detail on the government plan for developing “the fighting force in 2030,” including a national defense investment necessary for it. Below is a summary of the characteristics of the white paper.

1. Awareness of the Strategic Environment

The white paper explains how Canberra will meet the “challenges of an uncertain strategic future” resulted from changes in the distribution of power and subsequent emergence of a “multipolar” global system. As a precondition, the white paper assumes the future international situations as follows.

- (1) The United States will remain the dominant power, but, preoccupied in some parts of the world (for example the Middle East), may seek more active assistance from regional allies and partners.
- (2) On the other hand, China will become the world's largest economy around 2020 and a major global power by 2030 with Asia's strongest military “by a considerable margin.”

Then, the white paper analyzed the strategic environment around Australia as below.

- (1) Recent military modernization in Asia has introduced more sophisticated capabilities into the region, including advanced fighter aircraft and submarines.²
- (2) The ongoing global financial crisis will slow down regional arms buildup plans, but China will be an exception. China's military buildup, especially its development of power projection

¹ As to an entire text of the Defense White Paper, refer to website below:

http://www.defence.gov.au/whitepaper/docs/defence_white_paper_2009.pdf

² For instance, Indonesia has a plan to build 12 submarines to patrol its large areas by 2024. Singapore, Thailand, Malaysia, Vietnam, South Korea, and Bangladesh are to introduce submarines. China and India are building new types of nuclear submarines. China is to have five JL-2 class strategic ballistic missile submarines.

capabilities, unless well explained, will cause fear and suspicion among its neighboring nations, thereby destabilizing the region.

- (3) Recent years have seen new threats emerging such as cyber warfare, space warfare, and the risk of acquisition of weapons of mass destruction by terrorist groups.
- (4) Nontraditional security issues—from global demographic change and population movements, environmental destruction, resource shortage, public good health, and transnational crimes—further complicate the security environment.
- (5) In addition, intra-state conflicts, instead of inter-state wars, have come more to the fore in defense planning.

2. The Strategic Guidance

The white paper finds Canberra's strategic interests in a "secure Australia," a "secure immediate neighborhood," and "strategic stability in the Asia-Pacific region." Among them, the defense of Australia against direct armed attack remains the most important.

Next comes the stability in Australia's surrounding island chains—Indonesia, Papua New Guinea, East Timor, New Zealand, and the South Pacific island states. That island chain should neither be a source of threat to Australia nor a base for any military power to project power to it. Canberra also has enduring strategic interests in the stability in the Asia-Pacific region, especially in Southeast Asia, located on its Northern approaches. These approaches could be used by a hostile power to project power to Australia or to threaten Australia's seaborne trade and energy supply routes.

Australia is finding greater strategic interests in the Indian Ocean. According to the white paper, the Indian Ocean is a major trade route and carries huge amount of energy. Therefore, because of traditional and nontraditional security issues, the Indian Ocean will host a larger naval presence. Over the time, the white paper assumes, the Indian Ocean will become as important as the Pacific Ocean for Canberra's strategic thinking.

According to the white paper, in order to defend the above-mentioned strategic interests, the principal task for the Australian Defense Force (ADF) is to deter and defeat armed attacks on Australia by conducting independent military operations without relying on the combat or combat support forces of other countries. For this purpose, the necessity of building autonomous national defense capability which attaches greater importance to deterrent against aggression from sea and air is emphasized. The second priority task for the ADF is to contribute to stability and security in the South Pacific and East Timor. The third priority task for the ADF is to contribute to military contingencies in the Asia-Pacific region, while cooperating with partners in the region. The fourth priority task for ADF is to be prepared to contribute to military contingencies in the rest of the world, in support of efforts by the international community.

The white paper stresses that, as a result of these priorities, the ADF of 2030 will need to be a more potent force in certain areas, particularly undersea warfare and anti-submarine warfare (ASW), surface maritime warfare (including air defense at sea), air superiority, strategic strike, special forces, Intelligence Surveillance and Reconnaissance (ISR), and cyber warfare.

3. The Shopping List of Weapons

According to the white paper, the largest item in the Navy's shopping cart is 12 new-generation submarines, to be built in South Australia. They have more range, endurance and capability than the six current Collins-class boats. However, the white paper rules out nuclear propulsion for these submarines.

The second is eight new Future Frigates. They are larger than the current Anzac-class and equipped with the latest submarine-detection equipment. Navy's anti-submarine capability will be reinforced by 24 new naval combat helicopters, at least eight of which will embark on ships. For the first time Australia will acquire an arsenal of sea-based long-range cruise missiles. The white paper confirms the existing plan to acquire three Air Warfare Destroyers equipped with Standard Missile 6 long-range anti-aircraft missile and a sophisticated Cooperative Engagement Capability. A fleet of 46 new MRH-90 utility helicopters will be shared with the Army. Twenty multi-role Offshore Combatant Vessels will replace the Navy's fleet of patrol boats, mine warfare boats, and survey vessels. A new 10,000-15,000-tonne sealift ship will reinforce amphibious capability and ship-to-shore transport capability will be enhanced by the proposed purchase of six new heavy landing craft.

The Air Force will maintain regional air superiority with the introduction of around 100 F-35 Lightning Joint Strike Fighters, replacing the F-111 and F/A-18 Hornets. P-3C Orion patrol aircraft will be replaced with seven strategic, high-altitude, long-endurance unmanned aerial vehicles and eight new maritime patrol aircraft.

It is obvious that the Army's role in the defense of Australia is smallest among the three services. According to the white paper, the Army will also introduce new battle-field helicopters and deployable fighting vehicles.

4. The Cost of Maritime Strategy

As the white paper reports, such an ambitious defense plan has invited a lot of criticism in many ways. First of all, the document is criticized for the lack of funding proof. It pledges to have 3 percent real growth in defense spending until 2018, then 2.2 percent real growth in spending from 2018 to 2030 as well as 2.5 percent fixed indexation to the defense budget during this period. If fully implemented, Australian defense spending will be increased from A\$22 billion to A\$38 billion in 2030. But the document does not provide an estimate of how much each item in the shopping cart will cost. The white paper puts an emphasis on a large saving of A\$ 20 billion within the defense organization over the next 10 years to fund the capital expenditure, but Professor Hugh White of the Strategic and Defense Studies Center at the Australian National University wonders whether the saving can be fully achieved.³ The 1987 Australian defense white paper, which also emphasized air and naval power, led to the introduction of the Collins-class submarines, the Anzac frigates and the F/A-18 Hornets, but some of its promise such

³ "PM Pushes for Renewed Defence Strength as Asia-Pacific Region Builds Up," *The Australian*, May 3, 2009. <http://www.theaustralian.news.com.au/story/0,25197,25421770-601,00.html>

as the airborne early warning and control aircraft could not be achieved. The Australian warns that the government needs to learn from the lessons of the past.⁴

Money is not the only problem. Larger manpower will be needed to operate the new ships and aircraft. Currently, the Navy can operate only three of the six Collins-class submarines due to a shortage of crew. Speaking of submarines, the white paper will introduce more submarines than surface ships — a ratio of 12:11. But submariners have never been the mainstream in the Navy. The reinforcement of submarine fleet will, warns Defense analyst Allan Behm, force the Navy to change its mindset dramatically.⁵

Moreover, despite its claims to be responding to naval developments in the region, the white paper can also cause a naval arms race in the region. This would be a classic manifestation of the “security dilemma” as a state increases its own security causing the other to act in kind thereby actually decreasing its security. “China definitely will not accept Australia adopting the so-called China threat thesis,” said Shi Yinhong, professor of international relations at Renmin University in Beijing.⁶

5. Conclusion

In the current white paper, strengthening of maritime and air power is emphasized. In particular, the navy is the biggest beneficiary. Therefore, the major characteristic noted in the current report can be said that it is designed for the future maritime strategy of Australia.

Australia is an “island nation of the continental scale.” Looking at the surrounding geo-strategic environments, we can fully understand why Australia is attaching greater importance to the maritime strategy. Australia has declared the 8.15 million square-meter-exclusive economic zone (EEZ) which is the third largest in the world. Canberra is taking responsibility for the search and rescue on the high seas in the Indian Ocean, the Pacific Ocean and the South Pacific. Its scope covers nine percent of the surface of the earth. In addition, Australia regards the ocean not as a highway but as a barrier as ever. Therefore, Australia is stressing the necessity of maintaining an autonomous national defense capability which attaches greater importance to a deterrent against aggression via sea and air. The Australian navy is regarded to be not so positive to “a maritime partnership of a global level” which the United States has set forth in its new maritime strategy.⁷ It means that Australia is putting an emphasis on building autonomous national defense capability based on the assumption of a large scale of conventional war. It is taking an opposite direction, when the United States, Canberra’s most close ally, is placing an emphasis on tackling non-traditional security problems.

In either way, the current white paper has shown the direction of building defense capability

⁴ Cameron Stewart, “Military Ambitions,” *The Australian*, May 2, 2009 .

<http://www.theaustralian.news.com.au/story/0,25197,25415268-31477,00.html>

⁵ Mark Dodd, “More Subs to Mean Big Navy Changes,” *The Australian*, May 4, 2009.

<http://www.theaustralian.news.com.au/story/0,25197,25423971-31477,00.html>

⁶ “Australia Tries to Placate China over Navy Expansion,” Reuters, May 1, 2009.

⁷ Chris Rahman, “The Global Maritime Partnership Initiative: Implications for the Royal Australian Navy,” *Papers in Australian Maritime Affairs* No. 24.

<http://www.navy.gov.au/w/images/PIAMA24.pdf>

with an emphasis on naval power. In a way, this direction is regarded to be taken by Rudd's left-wing government as a conciliatory measure to the military.⁸ But it is also a policy that has fully considered the move of China. We need to watch closely how this plan will be realized in future.

⁸ Interview with officials of the Australian Defense Ministry

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Ocean Policy Research Foundation

3F, Kaiyo Senpaku Bldg., 15-16 Toranomom 1-Chome, Minato-ku, Tokyo 105-0001, Japan
TEL.81-3-3502-1828 FAX.81-3-3502-2033

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