



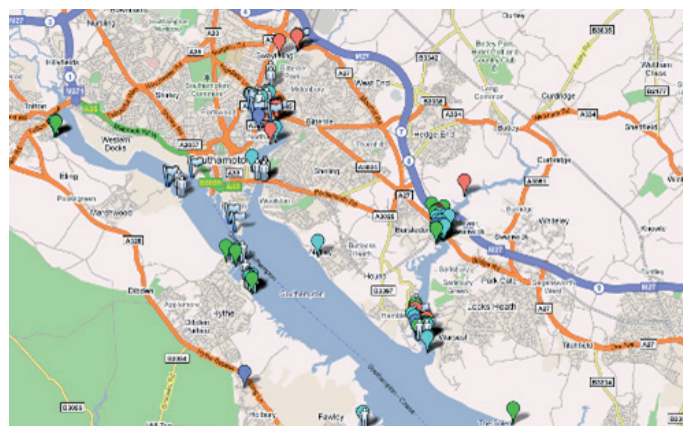
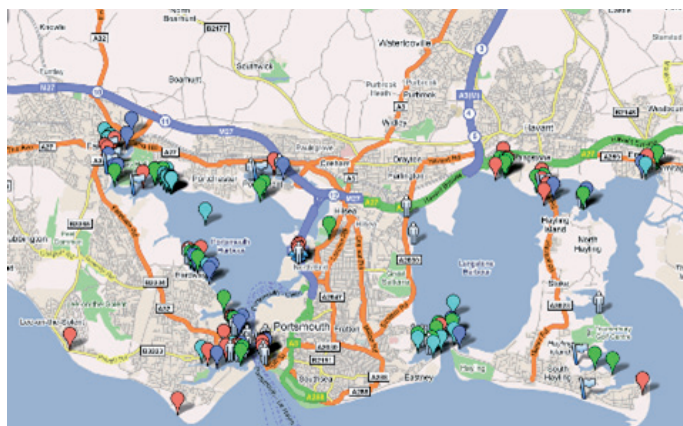
Project Kraken Newsletter

Crime & Counter Terrorist Strategy

“Protecting the waters of the Solent”

Summer 2009

The number of Project Kraken members continues to increase but we will always need more eyes and ears on the water, if you would like to join the Project Kraken distribution list please follow the link from our website. If you are an existing member please promote the Project Kraken message and recruit new members.



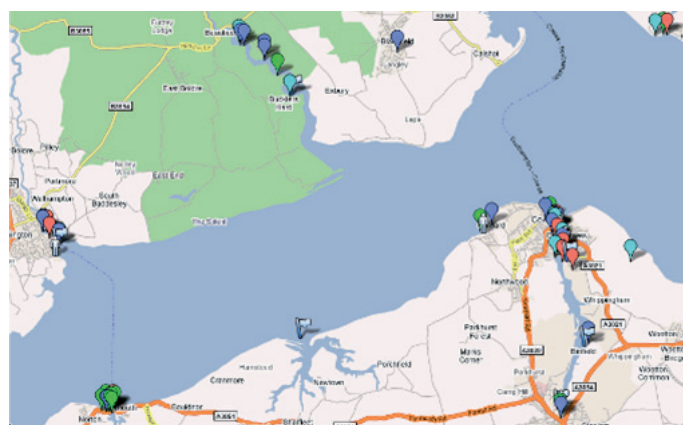
Blue = May Red = June Green = July Light Blue = August

MARINE CRIME 2009 - last four months

May 2009 saw the highest volume of Marine crime occurring in the northern part of Portsmouth Harbour with thefts from boats and dinghy thefts. Two persons were spotted by a Project Kraken member in this area and were arrested by Police. Cowes Harbour suffered a number of thefts of small outboard engines. This really highlights the need to stow them away when not in use or if you need to leave the engine out use a quality lock. A lock does not guarantee that your engine won't get stolen but may put the thief off and make them go elsewhere.

June 2009 saw an increase in the number of anti social behaviour calls with the nice weather, but also a continuation of the series of thefts from vessels in Portsmouth. Following another Project Kraken call a coordinated search involving the Police spotter plane was made of Fareham Creek and 2 persons were detained.

July 2009 Langstone Harbour and Hamble featured high on the list for marine crime during July. With a number of thefts from boatyards and moored boats, small outboards and dinghies were again targeted. With the start of the school holidays the number of antisocial behaviour calls increased and as a result Marine Unit patrols were targeted in these areas. A security alert was prompted at Southampton port



when a small dinghy was seen acting suspiciously under the jetties. After extensive enquiries the occupants were identified and found to have been using the area for fishing.

August 2009 saw crime in the Portsmouth and Langstone harbours with a large amount of Raymarine navigation equipment stolen from vessels on moorings. The thieves were targeting yachts with easily removable equipment on board. Hamble also saw a number of thefts of small outboards from boats on moorings. The number of calls about anti social behaviour increased during the School Summer Holidays and as part of the Hampshire Constabulary operation to curb this nuisance, Marine Unit patrols were targeted to the problem areas and some of the problems were resolved.

SUCCESS FOR KRAKEN/www.stolenboats.org.uk

Following a report of theft of a Fairline 38 Motorboat from Southampton water area the vessel was circulated to all Kraken members and Marine contacts, a number of calls were received as a result and the vessel was located in Santander. Persons were arrested and the vessel and owner reunited.

T: 0845 045 45 45
E: project.kraken@hampshire.pnn.police.uk
W: www.hampshire.police.uk/kraken



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DON'T CALL US PIRATES - WE ARE PROTECTORS

In an economy where there are no guarantees, why not invest in cargo-ship hijacking? In a recent interview a Somali pirate discloses information about the recent ship hijackings around the horn of Africa and the motivation behind the pirate attacks.

When asked what his job was before ship-hijacking or what forced him into a life of crime on the high seas, the pirate defended his actions noting that Somalians once earned a living through fishing, but that that was no longer feasible. Instead, he claimed, “We became watchmen of our coasts and took up our duty to protect the country. Don't call us pirates. We are protectors.”

The “protector” interviewed admitted that they attack ships everyday but pointed out that only some are profitable. He went on to say that ships from third-world countries are rarely profitable and the jackpot is with the western ships carrying oil, weapons, and other valuable cargo.

Describing common tactics employed by hijackers, the pirate said when a ship with valuable cargo is captured; the next step is to demand a highly inflated ransom. The process also involves contacting the media to start putting pressure on

shipping companies to negotiate the release of their ships and crew.

One thing made clear in the interview is that hijackings are not simple operations carried out by only a few people on a simple rubber raft. Pirate crew members need to be rotated out three times per week and each operation requires a large crew for the operation to be successful and profitable. He says the average hijacking will cost an investor \$30,000, and it can take up to four hijackings for that investor to hit a “jackpot.”

Each hijacking typically involves six men on a boat, another six in reserve, and a whole crew of people on land that range from finance people to cooks and logistics personnel.

Still, piracy on the high seas is a risky proposition, but the payoff, apparently, is worth it. “The key to our success is that we are willing to die, and the crews are not,” the pirate told Wired.

When asked how dangerous it was to be a pirate, he responded “very dangerous,” pointing out: “you could easily drown while boarding a ship or die if they [the crew] fight back.” At least for now the economics of piracy favour the criminals. “Hostages — especially Westerners — are our only assets, so we try our best to avoid killing them.” *Source: New American 7/28/09*

DHS COUNTERING SMALL VESSEL ATTACKS

Source: www.nationalterroralert.com

The U.S. Homeland Security Department is undertaking a pilot program aimed at countering the threat of a small-vessel attack on the nation's port. The agency's Domestic Nuclear Detection Office has launched a “West Coast Maritime Pilot” effort, based in San Diego and Washington State's Puget Sound region. The program is to deploy and evaluate radiation and nuclear detection equipment, including human and mobile, or boat-mounted, systems.

Manager of port security for the Port Authority of New York and New Jersey sees a small-vessel attack as the greatest security risk facing the nation's ports today. New York has a single choke point that all deep draft vessels need to pass. If that choke point is compromised by a small vessel attack ... it will essentially shut down the entire port of New York and New Jersey.

The dangers posed by small vessels were vigorously examined in the wake of the U.S.S. Cole bombing in 2000, when a small craft approached the port side of the destroyer and blew up. The threat gained renewed attention last November with the attack on Mumbai, India, where a group of terrorists used small fishing vessels to gain access to the city.

The Homeland Security Department in April 2008 released the Small Vessel Security Strategy (SVSS). The document described the “immense” challenge of distinguishing between legitimate vessel operators and those engaged in illicit activities. There are nearly 13 million registered recreational vessels in the United States, 82,000 fishing vessels and 100,000 other commercial small vessels.

Specific objectives identified in the SVSS include:

- Develop a strong partnership with the small vessel community as well as both public and private sectors in order to enhance maritime domain awareness;
- Fortify maritime security and safety with a more robust, layered defense:
 1. Better identification of small vessels operating in U.S. waters,
 2. Expanded radiological/nuclear detection capabilities.
 3. Improved situational awareness and information sharing.
 4. Enhanced data analysis to identify high-risk concerns;
- To cultivate coordination, cooperation and communications between federal, state, local private and international partners to improve security within the maritime environment.



SEARCH FOR ‘PIRATE ATTACKERS’ IN BALTIC SEA

Swedish police are treating very seriously reports of a mysterious presumed pirate attack on a Maltese- registered freighter in the Baltic Sea. Eight heavily-armed masked men boarded Finnish-owned freighter Arctic Sea from a rubber dinghy.

According to the ship’s 15-member Russian crew, the armed men claimed to be drug enforcement agents and thoroughly searched the ship, reacting violently to anyone who got in their way, including using a rifle butt to knock out teeth from one crew member. The ship was held for 12 hours before the hijackers men left again without taking anything.

Investigators speculated that the ‘pirates’ may have actually been a drugs gang that was acting on a tip to search for contraband. There are a number of open questions, including why the crew waited several days before reporting the incident to the ship’s owners Solchart Management. Investigators however said there was no indication of a possible rise in piracy in Swedish waters, which had not seen a single incident of piracy in modern times. The Arctic Sea, which was carrying a shipment of wood from Finland to Algeria, continued its journey following the reported incident. *Source: www.monstersandcritics.com*



PIRATES OFF THE KENT COAST? CARGO SHIP VANISHES INTO THIN AIR

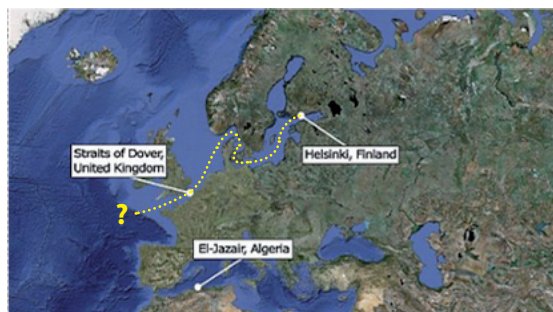
Pirates are suspected of seizing a massive cargo ship carrying more than £1million of timber which disappeared while passing through the English Channel. An international search for the “Arctic Sea” whose 15 officers and crew have not been heard from for nearly two weeks. The Russian Navy has joined the hunt for the 3,998-tonne vessel amid fears its Russian crew have been taken hostage on board by pirates.

Dover coastguard say their last contact with the crew was on July 28 as the Arctic Sea - which was loaded at the Finnish port of Pietarsaari --prepared to enter the Channel shipping lanes from the North Sea.



The person who spoke to the coastguard - who could have been a pirate or a crew member held at gunpoint - told them that the ship was heading for Bejaia in Northern Alge where they expected to dock on August 3.

Later in the day - the coastguard in Zeebrugge contacted Dover coastguard to say there was an Interpol warning that the vessel had probably been hijacked by pirates. The “Arctic Sea” was last recorded on a ship tracking system off the coast of Brest, northern France, at 1.29am on July 30.



Swedish authorities said the crew had reported that the ship was boarded by masked men claiming to be antidrugs police on July 24 in Swedish waters, near the island of Gotland.

The crew said they had been tied up in a 12-hour ordeal during which the men searched the ship before leaving empty-handed in a highspeed inflatable boat. No further action was taken at that stage because the crew appeared to be safe and continuing their journey.

Spanish officials say the ship has not passed through the Straits of Gibraltar, which it would have to do to get to Bejaia in Algeria. *Source: www.dailymail.co.uk - www.bbc.co.uk*



ARRESTS OF STOWAWAYS IN LORRIES SOAR 76%

The number of migrants arrested in the back of lorries trying to get into Britain illegally from Calais has shot up by 76 per cent this year. In all, 13,715 were found stowed in HGVs or vans from January to June, compared to 7,760 in the same period in 2008. Most were released without charge, leaving them to try again. If they get to Britain, the majority claim asylum or disappear into the black economy.

The total figure of 18,922, which includes those arrested for people smuggling or scaling high-security fences, is equal to 105 a day.

A spokesman for the French border police said: 'It's a neverending cycle. At most we were able to deport them to the country which they arrived from. Unfortunately in most cases this turned out to be Belgium, which meant we left them over the border, before they arrived back in Calais a few hours later. Then they continued to try to get to England.'

Although the higher number of arrests is partly down to tighter security in France, including the use of carbon dioxide and heartbeat monitors to detect human cargo in trucks, much of the increase follows a rise in the number of migrants flooding to Calais.

There are now around 2,000 sleeping rough in the area, drawn by the relative ease of claiming asylum in Britain. Some pay smugglers £1,000 to hide in a lorry, while others make their own way.

KRAKEN: With the increase in security, it puts pressure on the smugglers to find other ways into the UK. A French yacht recently turned up in a South coast marina and an estimated 23 illegal immigrants walked ashore and disappeared. The Captain was arrested this time but had made at least one previous trip from France before.

BRITONS HELD OVER COCAINE SEIZURE

Two British men were arrested in Spain after a yacht was found packed with cocaine valued at an estimated £10m.

The pair, from Liverpool, were held after the UK-bound Dolphin Dancer was stopped 500 miles (804km) off Galicia. Police said the 29ft (8.8m) vessel ship had crossed the Atlantic Ocean from the Dutch Antilles in the Caribbean.

Scores of other people were arrested as properties were subsequently targeted by Spanish and UK authorities.

Spanish Customs officers, working with the UK's Serious Organised Crime Agency (Soca), launched the raids as part of Operation Candlelight last week.

Police seized 300,000 euro (£283,000) as well as a handgun, mobile phones and computer equipment. The total number of people arrested in both Britain and Spain is believed to be more than 40. The two British men arrested were named as Mark Mills, 40, and 37-year-old Joseph Bowness.

Source: www.bbc.co.uk/13/08/09

