

EXECUTIVE O.P.S.

ORGANIZATION OF PROTECTIVE SERVICES
INTERNATIONAL

VOLUME 5, ISSUE 4

DECEMBER, 1998



A NEWSPRINT ON THE WORLD OF PROTECTIVE SERVICES AND TRAINING

TABLE OF CONTENTS

Editorial	
Announcements and Information	
Providing Protective Services "The Finer Points"	Page 1
The Genesis of an Executive Protector	Page 6
Counter-Surveillance for Protective Operations	Page 13
We Can Still Lose the War On Terrorism	Page 20
We Must Not Tolerate Criminal Behavior	Page 23
International Networking	Page 26
To Your Health	Page 30

EXECUTIVE O.P.S. MAGAZINE In Association With NIGHTHAWK SECURITY & TRAINING SYSTEMS

Quarterly Newsprint on Protective Services and Related Training

For the professional as well as the private citizen
concerned about security and self protection issues.

Editor: Thomas P. LeBrun
Associate Editor: Tami LeBrun

Contributing Columnists:

Michael Scanlan
Gerard Keenan
Greg Gonthier
Andrew Wilson
Norman Jennings
Paul Busuttil
Joseph Autera

Member:

International Association of Personal
Protective Agents
New Hampshire Police Association
N.A.B.E.A.
(National Association of Bail Enforcement Agents)
Trans Global Security International (UK)
ASIS
(American Association for Industrial Security)
ATAP
(Associate of Threat Assessment Professionals)
OPSEC
(Operations Security Professional Society)

**Address correspondence, articles or ads for
submission and subscription to the following:**

Executive O.P.S.
P.O. Box 148
Canaan, New Hampshire 03741-0148
Tele: (603)523-7713
Fax: (603)523-9166

E-mail: Thomas.LeBrun@NGHTHAWK.com

Subscription:

\$30.00 Annual

Cover provided by:
Tom and Tami LeBrun

**PRINTING AND PICTURE RESOLUTION
PROVIDED BY : GNOMON COPY**

Executive O.P.S. (Organization of Protective Services) Magazine is published bi-monthly in Canaan, New Hampshire. Executive O.P.S. is associated with a division of NightHawk Security and Training Systems of New Hampshire and Vermont. All rights reserved. Reproduction in whole or in part without the written permission of the publisher is prohibited. ©



International Networking

(Has anyone seen our fishing boat)

A few months ago I received a phone call from an investigator in Northern California who needed some help locating a large fishing vessel in Russia.

The vessel and its two sister ships were being rented off an American shipping company by a Russian company who had not been paying the rent for the vessels, when the American shipping company asked for the vessels to be returned only two turned up at the assigned port to be handed back the other vessel had turned around after setting sail for this port and headed back to Russia for some reason.

On the following pages are the results of the investigation with some pictures of the vessel (I have removed all important information).

The main reason that I am writing this article is to prove the importance of networking. The investigator N. California got my number from someone that I didn't know as it turned out this middle man had been given my number by Thomas LeBrun. Networking proved even more important in getting the information that this investigator required. I decided a few years ago that Russia would be potentially good place to do business and to build up a network over there. I must have contacted a hundred companies and individuals in the former USSR and out of these I have found several very good contacts with whom I am in regular contact. They have helped me several times with jobs that I've needed doing over there and I've helped them with several things that they needed doing in the west. Without networking I would not have got the job or have been able to complete it.

I would like to thank Thomas LeBrun and Executive O.P.S. for there help and hope you all find the following few pages of interest.

Andrew Wilson EM PBA
Partner in Keenan & Wilson Associates
Managing Director of Druid Projects Ltd

Confidential Report

6th July 1998

Results of the investigation on the location and condition of the fishing vessel " [redacted] "

(The fishing vessel " [redacted] " will primary be referred to as the " vessel " in this report)

The Location and Condition:

We have managed to locate the fishing vessel " [redacted] ". It has been moored at mooring number [redacted] in the fishing port of [redacted], Kanchatska, Russia. It has been at the port since the 22nd [redacted] 1997. The vessel was registered as coming from [redacted] South Korea.

When the vessel arrived in [redacted] there was an investigation conducted by the Russian Customs Department, Frontier Forces and The Federal Security Service because the vessel had made serious infringements of the Russian customs and frontier laws. The main result of these investigations were the deportation of three Japanese citizens who were on the vessel and crew manifest. The Russian authorities claim the Japanese were on the vessel illegally. All the other customs problems have been rectified.

Our sources in [redacted] has informed us that there has been no changes made to any of the equipment on the vessel and the vessel is seaworthy. There is work being done on the vessel to conserve it's present state i.e. the welding shut of all it's exit and entry points. When this work is complete, we have been informed that the vessel will be staying in [redacted]. We were informed on the 10th June 1998 by the ports Captain that the vessel was to be towed off in the limits of [redacted] port and conserved.

The Crew and The [redacted] Company:

We have been unable to find a reliable source to clarify who gave the order for the vessel to change course from [redacted] to Kanchatska. I was informed on the 29th June 1998 that our sources in [redacted] had managed to speak to several members of the fleet and the vessels Master, Sergey [redacted]. Mr [redacted] has refused to answer any questions concerning what happened or might be happening with the vessel. There are a lot of contradictory stories from the other crew and fleet members on what happened or might be happening with the vessel. There seems to be a general agreement that the ships Master, Sergey [redacted] gave the order for the vessel to return to Kanchatska, but we do not know if the [redacted] Company gave the initial order to Sergey [redacted] for the vessel to change course. Mr Sergey [redacted] is believed to be very loyal to the [redacted] Company.

There is only the vessels Master, Navigator and one sailor registered to the vessel. The [redacted] Company are still in control of the vessel, we were informed by the port Captain that the vessel was to remain in a state of conservation until further " Special Orders " from the [redacted] Company Management.

The Photographs:

The Photographs were taken at mooring number [redacted] in the port of [redacted], Kanchatska, Russia on the 7-9th June 1998. They were taken covertly from a distance. The Operative did not want to draw attention to himself and believed that if he approached or tried to board the vessel he would have put his personal safety at risk. I back his decision 100%.

Conclusion:

This investigation has proved to be more difficult than expected. We have not been able to gain direct access to the vessel and we have not had any official co-operation from the local fishing community in [redacted]. This is not surprising as the return of the three " [redacted] " fishing vessels resulted in over 50 men losing their jobs and the [redacted] Company losing a large source of income. The return of the " [redacted] " from its intended destination of [redacted] has been seen as a type of defiant victory over the vessels foreign owners and has had the support of a lot of locals.

No one has been willing to give an official statement as to what happened or who gave the order to return the vessel to [redacted]. We believe its very unlikely that any of the Russian members of the ships crew or of the fleet will do so. If some one did give a statement against [redacted] or the vessels Master they would be putting themselves and their family in considerable danger. The best witnesses as to what happened and who gave the order to change course from [redacted] would be the three Japanese passengers who were on the vessel. These people would be independent witnesses and should not have to worry about intimidation and reprisals from other parties who are involved in the affair.

Our sources in the area will be keeping us informed of any major developments that might occur. The operative and the sources identities are kept strictly confidential for their own security. We would only release their identities with their permission and this would be a very unlikely thing to happen.

Confidential Report

7th July 1998

Additional information on the fishing vessel " [redacted] "

At present (3rd July 1998) the vessel is still moored in the fishing port of [redacted], Kamchatski, Russia.

The conservation work on the vessel has taken the form of the vessels engines, auxiliary equipment and all electrical equipment being serviced and prepared for a term of inactivity. All the navigation equipment has also been serviced and part of this equipment has been removed from the vessel and is being stored in a near by warehouse. As previously stated the entry and exit points have been welded shut to keep out unauthorised personnel

In the initial report I stated that the [redacted] company Management had given " Special Orders " concerning the vessel. The orders included the decision to stop the vessel leaving Russian sea territory, to dismiss the crew, to moor the vessel in [redacted], Kamchatski and carry out conservation work. The vessel will stay in a state of conservation until the [redacted] Management makes a decision on what to do with the vessel.

Our sources have made it clear that the [redacted] management have not made a final decision on what to do with the vessel but the firms lawyers have began to try to find a way to sell the vessel.

The investigation has been conducted covertly and the [redacted] company has not been approached. Our representatives are willing to arrange a meeting with the [redacted] company to ascertain the [redacted] company position in the affair and conduct negotiations with them for the return of the vessel. This will take time to complete and we will need to carry out a full investigation of the company and their dealings.

