

Rural Surveillance



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you will deal with every (most) unplanned incidents and finally a summary of how the operation will go, finalized by co-ordinating instructions- Timings, equipment, dress etc.

There are many other things that have to be considered when mounting a rural operation, if you are going to be in your O.P. location over 4 hours you will need to seriously think about making provisions for eating, you will not survive on sandwiches so you want something hot if possible, but cooking is out of the question to a point, a possible solution is a Hotcan® Self-Heating Meals or an American MRE (Meal Ready-to-eat) a meal inside an aluminium foil pouch which has its own heater. All the while you must be aware how far the smell of hot food will travel and may have to work in hard routine and eat things cold.

Now that you have eaten you will need to take away the rubbish and in the next few hours you will need to go to toilet, this presents its own unique problems, movement inside the O.P. and where to go and how to remove it when you leave. We take with us a plastic petrol can to urinate into and a Tupperware tub to defecate into, the good thing with this is that it reduces smells and is less likely to spill or split.

At the end of the operation which incidentally always has a name, there is a thorough debrief at a secure location, all evidence is checked and a report written, video is down-loaded ready to be edited & burnt to a DVD. Finally all equipment is checked, cleaned, dried and stored, all batteries are recharged ready for the next op.

This had been a brief insight into the complexities of a Rural Surveillance operation there are no hard and fast rules, but basic procedures which will have to be adapted for each and every situation.

any potential obstacles to putting the O.P. in. At this point we checked comms both mobile phones and our VHF handheld sets.

On any kind of surveillance operation you'd expect to receive a set of orders. The type of information that is essential to any operation succeeding would be Ground- In general (the greater surrounding area including Topography)

Ground- In detail (specific of the hide site and the target building/area)

Situation- Information about the subject(s) such as a description, buildings, vehicles, anything that can be used to build a profile. If it is an injury compensation claim the disability that the claimant is suffering from.

The Mission- A statement that clearly defines what the surveillance is for.

Execution - general outline: this outlines how the operation will take place on the ground and is broken down into phases, Prep to move, move to target location, action on target, Close Target Recce ('CTR') if required. You will then go onto your O.P. set up and routine phases, followed by the withdrawal, route back and you will cover actions on, which is a pre-determined set of rules how

For many investigators the mere thought of carrying out a rural surveillance operation is quite chilling. This is mainly due to the lack of experience and limited skills. The surveillance techniques used in rural surveillance are far more specialized and require a lot of planning and preparation before surveillance is even attempted. Rural surveillance is more akin to a military operation, operators must have specialized skills typical of most infantry soldiers who have served as Snipers or in a Covert Observation Platoon. All operators must be aware of the inherent demands of this kind of operation. Ideally they should be trained and experienced mobile surveillance operators.

In rural locations the use of one man in a vehicle usually means the surveillance is very quickly compromised. The reason for this is that in many rural locations like here in Cornwall everyone knows everyone and every vehicle in the local area. Any strange vehicle immediately arouses interest even though it is a tourist hotspot.

You will know from an initial recce whether you will need to use a rural O.P. to either act as a trigger or a full blown surveillance operation.

Once we have received instructions from a client we will conduct a thorough map recce to locate possible O.P.'s by 'reading' the contour lines on the map and assessing the lay of the land. If it is practical we will also conduct an onsite recce bearing in mind that you will likely be noticed and will have to possibly use a different vehicle from the recce to the operation.

"On one particular job for a local landowner who was experiencing excessive fly-tipping we had to put in a short term O.P. from a local dog walking area, the surveillance van was parked up with eyes on the potential O.P. area and while I took the dog for a walk my partner videoed the area to locate suitable hide sites and to see if there was

MARITIME SECURITY COURSE REVIEW...EOS Risk

by SHAUN WEST

When spending hard earned cash on training I always find it wise to carry out some due diligence on training providers as there are so many out there to choose from. Whilst carrying out my research there were a number of names that kept popping up, in particular Eos Risk.

The main factor that separated Eos Risk from the other companies I had looked at was the feedback received from a number of colleagues past and present whom had attended previous courses and rated them highly...and you just can't beat recommendations.

After a short introduction from everyone attending the course we began with the background of the SSO and CSO roles and how over recent years these jobs have been pushed to the forefront of the maritime world. After this the main body of the course began and because of the numerous topics to be covered it was broken down in the following way:-

Day One

Maritime security threats, International Ships and Ports Facility Security Code (ISPS) duties and responsibilities, Maritime (MARSEC) levels, The Ship Security Assessment (SSA), The Ship Security Plan (SSP), International Ship Security certificate (ISSC) and verification.

Day Two

Interaction with vessels, authorities and ports, Training drills and Exercises, Training the trainer, Suspicious persons and behaviour, circumvention of security, weapons and explosives.

Day Three

Practical protective measures and contingency planning, documents, records, communications and confidentiality.

After this there was a Multiple choice written assessment covering all you had learnt over the past 3 days.

Successful candidates were then issued with their SSO Certificate under the authority of the Maritime and Coastguard Agency and Counter Piracy certificate showing we had successfully completed a programme of training in counter piracy measures and procedures.

After the main course was completed on day 3 we received additional training in the transportation, set-up and practical operation of the Magnetic Audio Device (MAD) a

With the recent boom in the Maritime sector of the security industry the Ship Security Officer and Company Security Officer qualifications are becoming ever more desirable qualifications to have if you are looking at breaking into this particular sector. Whether you're interested in carrying out Anti-Piracy runs off the coast of Somalia or looking for a more exclusive role in securing the Super Yachts of the rich and famous then these are qualifications that are becoming increasingly sought after. Hence the reason I decided to embark on both the SSO and CSO course to bolster my current CV and make myself more attractive to potential employers.

none lethal weapon being used in the fight against piracy.

First impressions are hugely important and Eos Risk provided a professional delivery of their program from the outset. The instructor for my course was Paul Bolland. An experienced operator in the field, he was extremely enthusiastic and informative throughout.

He delivered the training using an array of different methods such as group exercises and discussions to keep things fresh and avoid the 'death by power point' approach. During the course he continued to shake things up and made you think about what you were learning by keeping everybody active and involved. In doing this it helped the information sink in and also showed that we understood what was being taught.

Days 1-3 covered all of the relevant subject matter as laid down by the International Ship and Port Facility Security Code (ISPS Code) to qualify as a Ship Security Officer (This is mandatory for any vessel over 500 tonnes). On day 4 we covered the remaining modules, which enabled us to achieve the Company Security Officer qualification culminating in a practical role playing exam.

The Company Security Officer has a little more responsibility and is next in the chain of command for the SSO. Whilst carrying out the role of a CSO you will be dealing more at management level and will be managing Ship

Security Officers as well as the security of multiple vessels.

The CSO qualification is a culmination of all you have learned as part of your SSO course with the addition of carrying out assessments, plans, inspections and verifications and the coordination and communication for exercises and emergencies.

The course contained a high counter piracy content and practical advice on dealing with security incidents and contingency plans. This was of particular interest especially with the current maritime boom and all of the recent events and news regarding pirates that have been hitting the headlines.

The other bonus to the course is that EOS Risk is an Operational company as well as a training provider and the content of the course reflected this. This is always good as you get a little more time to impress them as an employer than you would in maybe a twenty-minute interview.

In summary if I had to do an SSO/CSO course again I would have no hesitation in booking up with EOS Risk...keep up the good work guys!



www.eosrisk.com