

HOW TO SINK



**Whalers, Driftnetters, and Other
Environmentally Destructive Ships**



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Before we begin, I have a few rules that I must first interject. Rule number one, no guns or explosives. I will *never* advocate them. We want to protect all life. You can sink whalers, driftnetters, and toxic-dumping ships by scuttling them. Using explosives can obviously risk life and will definitely be very counterproductive with the media. If you get caught with them, you can expect to do *long time*. If you are still interested in explosives, then stop right here and go get a U.S. Navy Seals manual and a U.S. Army Improvised Munitions book. But read no further. And rule number two, no actions against the navies that might be guarding these ships. We only want to get the culprits.

When a ship goes underwater, salt water does terrible damage to all mechanical, electrical, refrigeration, and naviontic systems. Sea water is amongst the most corrosive liquids known. Even if they refloat the ship (and often they must if only because the sunken ship is now blocking the harbor), the ship will be out of commission for many months. The financial damage done to the ship is often over one-half the value of ship. We have cases where we have scuttled ships (the two Icelandic whalers for example) where the ships were refloated only to be scrapped. Those ships never killed another whale.

One other thing that I must mention: Scuttling ships is *not* a college prank. It can be *deadly serious*. Get caught in Norway and you'll do time. Get caught in Kaohsiung harbor in Taiwan and, after a forced interrogation, they might deposit your body at the bottom of the harbor. This is not kids' stuff. Never forget that 'SINK' is a four-letter word. You have been warned.

But with the scuttling of ecologically destructive ships comes the possibility of doing literally tens of millions of dollars of direct and economic damage. We are talking *mega-tage* here. The joy of bringing down a whaler, of sticking a harpoon up their collective asses, can be one of the great pleasures in an eco-warrior's life. It can be the most-treasured of feathers in one's spiritual war bonnet.

Tool List

It is our experience that you can quickly and easily get almost all the tools you will need in the country where you will be doing the scuttling. In fact, you must. We would not recommend going through customs with a one-meter long set of bolt cutters. We ourselves have never had difficulty in getting all the tools we need in the country where we are to do the scuttling. Often there are pawn shops around seaport towns and you can buy what you need there. We would advise

buying your tools in some town other than where the ship is. It may not be a good idea to stay in the town where the ship is docked. Yes, the best traveler leaves no footprints, and the best ecoteur leaves no monkey-prints.

There are two items on our list that you will have difficulty getting locally. Those are the lock-picking set and the CS tear gas. Both are important. You could disassemble and smuggle a small lock-picking kit into the country where you are going, but if you get caught with it, that will be the end of your action.

Do *not* fly with tear gas. If you can safely obtain it or something else equally nauseating in the country where the action is to take place, then definitely do it.

Necessary Tool List:

- large bolt cutters. at least two-feet (60 centimeters) long
- large pipe wrench
- large crescent wrench
- large pry (crow) bar
- phillips and flat-blade screwdrivers
- vice grips
- flashlights and headlamps
- lock-picking kit (and knowledge of how to use it! there are books that explain how to do this)
- gloves, waterproof clothing, tarpolin
- a dark set of disposable clothes (black is always the most fashionable color for scuttlers)
- flexible rubber gloves
- a complete change of clothes.
- two long, heavy-duty high quality pad locks per ship
- a half-full bottle of hard liquor
- soap and water to clean up with

Optional—But Very Helpful—Tools:

- two-way communications system
- small, portable, acetylene cutting torch
- CS tear-gas canisters—slow release type. If not obtainable, substitute some other nauseating, but non-poisonous agent.
- collapsible sea kayak (depending upon the site)

The critical factor in sinking a ship is being able to sneak aboard it *undetected*. If you can do that, you can bring the ship down. *The actual mechanics of sinking the ship is not nearly as difficult as locating the ship and boarding it undetected.*

All ships come to dock for repairs and preparation for the next season. It is at this point that it is possible to sneak aboard the ship for scuttling. There will be times when no one is on board the ship. We do not think that you can scuttle a ship when someone else is aboard it. They will detect you. Nor would it be desirable to try. Typically, nights and holidays are the best times to board any ship undetected. The ships may be moored next to the dock, or anchored out at harbor. You may need a collapsible kayak to get to it. Or you may have to 'borrow' a rowboat. You must be able to determine when no one is aboard. This can require much observation. But in some cases when we have found the boat, we have determined immediately that no one was aboard (for example, no tracks in the snow on or around the ship). We have then gone in and sunk that ship on the spot.

Each situation is different. With increased observation, you run the risk of being observed yourself and blowing your cover. If they become suspicious of you, you will *not* be able to sink the ship. Surprise is everything. At a certain point, you must decide whether the action is 'do-able' or not. If you think it is, then at a certain point you must decide when it is time to *go in for the kill* and do it.

Be sure to get the right ship. Make sure that it is an active whaler or driftnetter or whatever. Only sink the ships that are guilty of environmental devastation.

Now, Our Thirteen *Proven* Steps On How To Sink A Ship

STEP 1 BOARD THE SHIP UNDETECTED

I advise that you first board the ship and then hide yourself and your tools. Wear rubber gloves at all times and *do not take them off*. You can hide in the stairwells, in the middle of gear stacked on the deck, or wherever. You could carry a tarpolin and hide under it. Then wait: For ten or fifteen minutes, *do not move*. If someone has seen you board the ship, this will give them time to come searching for you, and you will find out if you have been seen or not. If they are going to catch you, it is much better that they catch you while you are just trespassing, rather than sabotaging. The penalties are not nearly as severe. You should have a half-full bottle of hard liquor with you. Take a swig or two so that you have booze on your breath. If they catch you, you should try to pass yourself off as just another drunk sailor in port. In many port towns, this is not very unusual. Also, if you think you are going to be caught at this point, try to dump your toolbag into the water. If they find both you and the bag, your toolbag will be very incriminating.

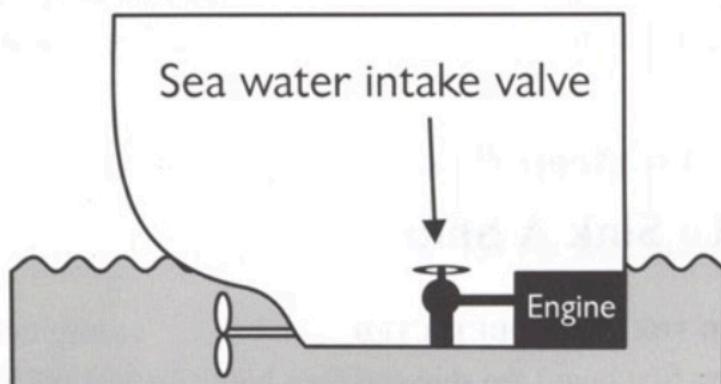
STEP 2 GET INTO THE ENGINE ROOM.

You may have to cut or pick locks, use pry bars, or even cutting torches to get in. But quite possibly, *the doors will be wide open*. Typically, the entrance to the

engine room is near the stern of the ship. Once you get into the ship, *keep going down*. The engine room is at the bottom of the ship. Eventually, you will find it. Its door may be locked. If so, you will now be able to open its lock in privacy. The engine room is an oily, toxic-waste filled area. Typically, you will get dirty with the rust and oil in this room.

STEP 3 FIND THE SEA WATER INTAKE VALVE.

All large ocean-going ships have salt water intake valves and piping. These ships need salt water for deck-cleaning, fire-fighting, and for cooling their massive diesel engines. There are no air-cooled diesel engines out at sea. Usually, the coolant radiator from the diesel engine is bathed in a steady stream of cool sea water. The best way to find the sea water intake valve is to *follow the piping*. Ocean-going ships typically will have four or five different types of plumbing. Fresh water, salt water, fuel oil, engine oil, and hydraulic fluid. The salt water pipes are generally the widest. The sea water intake valve is almost always located in the engine room. The trick is to keep following the pipes to the thickest one that appears to be attached to the side or the bottom of the ship. It is at this point that the sea water enters the ship.

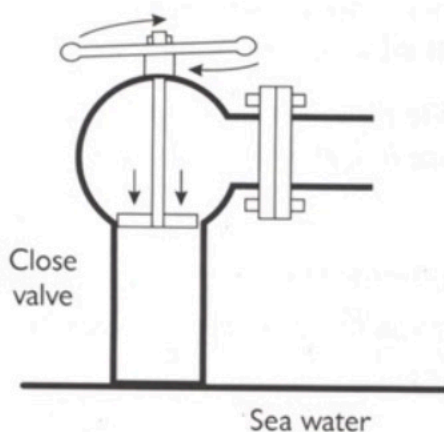


The sea water intake typically is at the bottom of the ship, but it can be on the side.

There is one exception that I should mention now, that of ships with keel-cooling systems. Keel-cooling ships are ships that pump their engine coolant directly into cooling pipes attached to the keel (outside) of the ship. They do not use internal heat exchange with salt water. Keel-cooling ships typically just stay in colder waters. Norwegian whalers use keel-cooling systems. But ships with keel-cooling systems still have salt-water intake systems. They still need sea water for deck-cleaning and firefighting. Their sea water intakes are not as large as those on non-keel-cooling ships, but they are still plenty adequate for scuttling. When we sank the Norwegian pirate whaling ship the *Nybrena* on December 27th, 1992, it had a keel-cooling system.

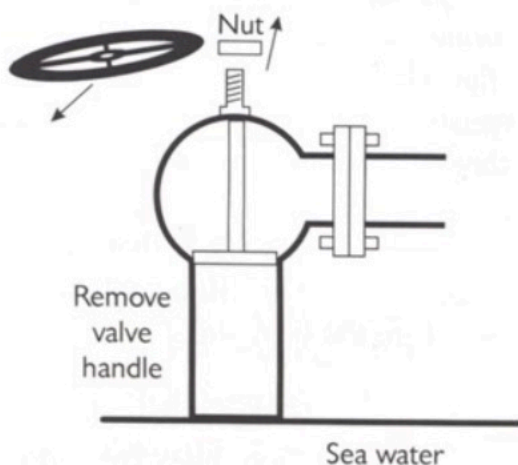
STEP 3 CLOSE THE SEA WATER INTAKE VALVE.

This is the master valve that controls the entrance of all the sea water coming into



the ship. You need to close this so that you can cut off the pressure to the piping. If the ship is in dock for any amount of time, they should have closed the valve already. But we have boarded ships and found the valve left open. We have had to shut the valve, do our work, and then reopen the valve to sink the ship.

STEP 4 REMOVE THE HANDLE FROM THE VALVE.

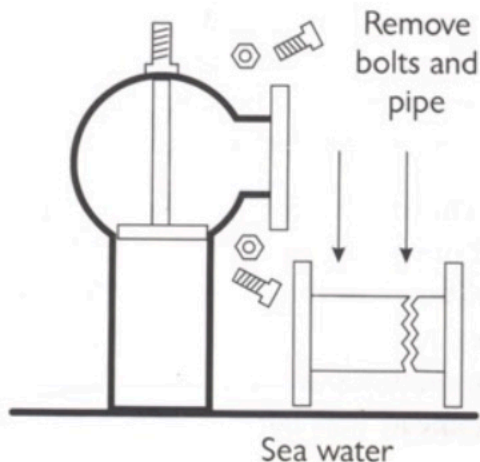


The valve handle may look either like a steering wheel or a lever type handle. Take it off. You will probably have to remove a retaining bolt that is holding the handle on. Do it and then pull the handle off. Hide the handle somewhere away from the valve stem. When you are done, we should just have a valve stem protruding outward from the valve.

We take the handle off so that if they find the ship in the process of sinking, they cannot easily shut off the valve.

STEP 5 NOW DISCONNECT THE PIPING COMING OUT OF THE VALVE.

Now that you have closed the valve, you have removed the water pressure from the system and you can work more easily. You must now use your pipe wrench, crescent wrench, and perhaps vice grips to remove the pipe or plating that is near to the intake valve. The larger the pipe you remove, the better. You will have to improvise here. Study the pipes and find one that you can take off. As you are taking the bolts off, do not be surprised



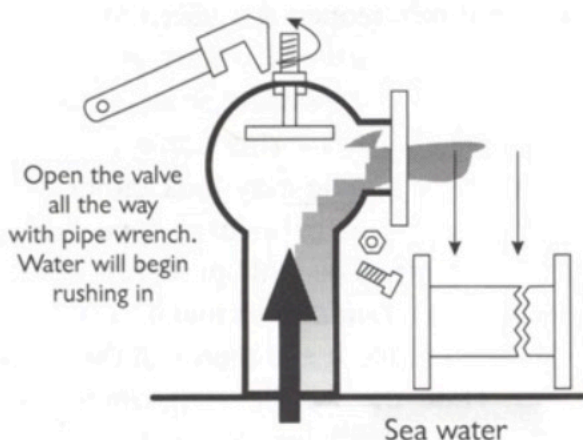
if water starts spraying out. This is water that is already in the system and you are now bleeding it out. It will stop draining shortly.

Please note: *Remove the pipe.* Do not just loosen it. Take your time and take all the bolts off and *remove it.* Carry the pipe away from where you disconnected it. You are getting close.

STEP 6 GATHER UP ALL YOUR TOOLS AND PUT THEM BACK IN YOUR BAG.

Gather up *everything that you brought aboard.* Everything. You want to be ready to make a quick exit.

STEP 7 NOW OPEN THE SALT-WATER INTAKE VALVE WITH YOUR PIPE WRENCH



This is the moment you have been waiting for. Put your pipe wrench on the valve stem and open the valve.

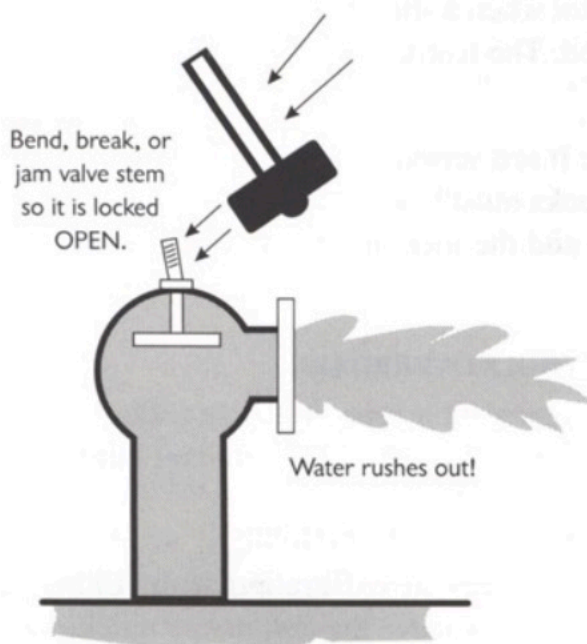
Salt water should begin spraying all over the place. Keep turning the valve stem until the valve is fully wide open. The ship has now hit the fan. Then lean on the pipe wrench and push it as hard as you can. Try to break the valve while it is locked wide open. We give bonus points for this. We want to jam that valve so tight that no one will be able to close it before the boat sinks.

Please note: This is the 'high pucker factor' part of the action. Don't be surprised at this point if your arse, in and of its own volition, bites five kilos of metal right out of the scaffolding that you are sitting on. If so, we excuse you.

STEP 8 BASH THE VALVE STEM WITH THE PIPE WRENCH.

Hit it *hard* with the pipe wrench to try to bend it out of 'true' and further lock the valve wide open. Do whatever you can to further jam the valve in a wide-open position. While you are doing this, water will be flying all over the place and the engine room will be flooding right in front of you. Stay calm if you can—it is possible—and *just do it.*

The ship is now sinking. We advise you to spend a few extra minutes to cut and break things. You should now take your boltcutters and cut all the injection nozzles to the diesel engines. We want salt water in the engine heads and cylinders. They tend not to run very well when they are filled with sea water. The metal also oxidizes quickly. Then take a mallet and smash all the gauges that you see. Go ahead and cut any pipes and hydraulic lines that you can. You may find



yourself with extraordinary adrenalized energy and strength at this moment. If so, cutting, smashing, and breaking things can be the *perfect* way to work it off. We have found this 'bashing' period to be a time of great, albeit somewhat frantic, fun. Please enjoy this 'sinking feeling.'

STEP 9 TAKE EVERYTHING YOU BROUGHT WITH YOU OUT OF THE ENGINE ROOM.

Leave no material evidence.

STEP 10 IF YOU HAVE A TEAR-GAS CANISTER, JUST BEFORE YOU STEP OUT OF THE ENGINE ROOM DOOR, OPEN THE CANISTER AND SET IT UP HIGH SOMEPLACE.

Do *not* throw the tear gas canister into the incoming salt water. The salt water will considerably reduce the effects of the teargas. Just trigger the canister and set it near the door. Needless to say, you should shut your eyes and hold your breath while you do this. Or put on a gas mask. Then quickly shut the engine room door.

If you cannot obtain teargas, try using some other nauseating, but non-poisonous substance. There are numerous recipes for such mixtures in other books.

STEP 11 PUT A HEAVY-DUTY, LONG-HANDLED LOCK ON BOTH THE ENGINE ROOM AND THE MAIN ENTRANCE DOOR.

We may have broken their locks while entering their ship, so we feel it is only proper that we should replace their damaged property. We're not scoundrels. We also feel it to be rather improbable that *their* keys would fit *our* locks.

If they discover their ship in the midst of sinking, they will try to board it and try to pump it out. We use the locks and tear gas to buy as much time as possible.

There is a certain point when a ship gets so full of water that it hits a critical mass and cannot be rescued. The tear gas and locks help us to buy time to get the ship to that point.

Please note again: It is a serious crime to travel on air flights with tear gas. Do *not* do it. Also, the locks must have a long locking loop on them. These doors are made of thick metal and the locking arm will have to travel through thick metal before it can catch.

STEP 12 DITCH THE TOOLS OVERBOARD.

Ease them into the water with a rope on the bag. Do *not* throw them in because someone could hear the splash of a thirty-kilo bag hitting the water.

STEP 13 G.T.F.O. GET THE FUCK OUT!!!!!!

You have two basic choices in exfiltration here. Either go underground immediately at a safe house, or leave the country as quickly as possible.

It has been our experience that it is best to leave as quickly as possible. It may take twelve hours for them to figure out that someone has sabotaged them. In the meantime, you can be long gone.

As soon as you are safely away from the ship, we advise you to take off and completely dispose of everything that you have worn onto the ship. This includes your shoes. Then wash yourself off. Remove all of the diesel fuel and salt water that you may have gotten on yourself. Then put on a clean change of clothes. We think that you should now 'dress for success'. We would not want anyone to get the wrong impression about us ecoteurs as we are leaving their country.

"Bye bye, and have a *NICE* day!"

GENERAL NOTE:

If you have not used explosives or violence against people (both of which I am totally opposed to) then generally, it will be difficult for the site country to extradite you. But they may try. Each case is different. In the past, countries have not even tried because of the potential embarrassment of a media trial. They want to keep their eco-crimes quiet. It is your personal choice whether you want to further embarrass the country where you did your scuttling by participating in such a trial. Some scuttlers have turned themselves in after the fact. Others have not. I personally want you to live on to become the '*serial sinker*'. I well understand that it is the healthy reaction of any wild animal not to knowingly enter a cage. And who wants to bother with a international legal system when their laws don't protect ecosystems anyhow? But of course, it is your choice.

HAPPY HUNTING!!!

Agent #013