



## MARINE CRIME PREVENTION

IT'S TIME...

to turn the tide on marine crime





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CATCHING A WAVE  
WE'RE  
CATCHING  
A THIEF

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## Turning the tide on marine crime

### A message from the Chief Constable of Hampshire Constabulary

**Paul R Kernaghan QPM**



Boating is a popular leisure activity enjoyed by young and old alike in Hampshire and the Isle of Wight.

Yet every year, thefts of and from boats cause heartache, inconvenience and considerable expense to boat owners and users across the two counties.

Hampshire Constabulary is committed to turning the tide on marine crime, with a specialist police unit established specifically to investigate such offences.

But crime is not just a matter for the police. Every member of the community can play their part in the fight against criminals by taking sensible security precautions, looking out for others and reporting any suspicious activity to the police immediately.

This booklet contains crime prevention advice from the Constabulary's Marine Unit and includes information on how to join Marine Watch – a scheme based on the excellent principles of Neighbourhood Watch, which seeks to bring those involved in boating together to tackle marine crime.

By following the advice given in these pages, joining Marine Watch and supporting the officers in the Marine Unit, you can help make the waterways and coastline of Hampshire and the Isle of Wight safer for everyone.

While the fight against marine crime may never be plain sailing, working together we can make a difference.

**Lock it Mark it Alarm it**





## Turning the tide... on marine crime

### Marine policing in Hampshire – a long and proud history

The two counties of Hampshire and the Isle of Wight have around 253 miles of navigable coastline, which is policed by Hampshire Constabulary's Marine Unit using three high-tech Mitchell 31 launches.

The Marine Unit covers from Highcliffe in the west to Emsworth in the east, 40 miles as the crow flies.

Officers from the Unit are responsible for protecting the estimated 50,000 pleasure craft which use the Solent from crime. These vessels alone have a total value of around £2.1 billion – a floating fortune for the avaricious thief.

In addition, officers keep a watchful eye on the estimated 1.1 million commercial ship movements each year at the busy ports of Portsmouth and Southampton. The high-value cargoes often carried by these vessels make them a tempting target for marine crime.

Much of the Marine Unit's time is spent investigating and trying to prevent thefts from boats, thefts of boats and thefts of outboards. Fortunately, theft of large boats is a very rare occurrence.

Since its inception, the unit has been involved in the arrest of a large number of major boat thieves and the recovery of hundreds of thousands of pounds worth of equipment.



The unit is highly proactive in its approach to crime and targets resources at offences committed in the area and at active criminals working in the two counties, as well as internationally.

All Marine Unit personnel are experienced police officers who have successfully completed an intensive year-long training course before being accepted onto the unit. In addition to solving crimes which have occurred, the unit encourages boat owners and users to take steps to reduce crime and carries out regular preventative patrols.

The Marine Unit also polices major events such as Cowes Week, the Global Challenge and Volvo Ocean races, the Tall Ships event and many more.

Officers investigate marine incidents, working alongside Her Majesty's Customs and Excise and the Maritime and Coastal Agency (MCA). Co-ordinated search and rescue operations are also undertaken in support of the Coastguard.

Policing the coastline has come a long way since the first Hampshire police launch was purchased by the then Southampton City Police for the sum of £1,300. She was named 'The Versatile' and had a top speed of 10 knots. Her crew were responsible for the policing of Southampton Water.

In 1971 'Ashburton' was commissioned as the new police launch. This Nelson 40 had twin 205hp Cummins diesels, with a top speed of 18 knots. Built by Auto Marine Engineering at Bembridge, Isle of Wight, the Ashburton was stationed at Cowes and covered the whole of the Hampshire and Isle of Wight coastlines.

In 1994, the Ashburton was decommissioned and the Marine Unit was reorganised into three geographical areas. Three launches were commissioned from Seaward Marine of Guernsey, 25-foot-long vessels, they were powered by twin 100hp Yanmar diesel engines and had a design speed of 20 knots.

In 2001, they too were replaced with three current Mitchell 31 launches, built by JS Mouldings in Essex. The new launches were specifically designed to fit police needs, with extra strengthening and watertight compartments. They are powered by twin Sabre Perkins 215hp commercially-rated engines, have a design speed of 25 knots and are fully equipped with the latest navigational and safety equipment.

The 'Sir James Scott', based at Gosport, is responsible for the policing of the Eastern Solent from Hill Head to Chichester Harbour.

The 'Earl Mountbatten Of Burma', which operates from Town Quay, Southampton, patrols Southampton Water, The Hamble and Itchen.

The 'Lord Ashburton', based at Cowes, covers the Isle of Wight and Western Solent to the Dorset border.



Lock it Mark it Alarm it

## Turning the tide on marine crime

### Turning the tide on marine crime – safeguarding your boat

*There is a very simple principle to crime reduction. The more difficult you make life for the criminal, the more likely he or she is to leave your property alone.*

Thieves are attracted to all kinds of things on boats. If it can be taken, it will be. They will steal your outboard motor, life raft and expensive marine equipment as well as anything else that takes their fancy – radios, tools, personal items and even the boat itself.

To keep your boat safe, take three simple steps –

**LOCK IT**  
**MARK IT**  
**ALARM IT**

#### LOCK IT

##### Boats

Fitting good quality locks is essential – you would not protect your house with a 50p lock bought from the market so why lock your boat up with one?

Experience shows that boats fitted with surface-mounted barrel locks or cheap padlocks are more likely to attract the thief. We recommend that you fit a good quality padlock and hasp 'n' staples secured by stainless steel nuts and bolts to all hatches and deck lockers. Choose your locks carefully to ensure

they are suitable for the marine environment. Manufacturers such as Yale, Chubb and Ingersol all produce such products.

Loose equipment such as anchors and oars should be secured by wire rope, or chain and locks. Outboards should be fitted with one of the many locks made specifically for this purpose which are now widely available.

##### Trailers

Boat trailers are frequently targets for thieves.

You should fit a quality trailer lock to the hitch and a wheel clamp to ensure you do not fall victim to this kind of marine crime, or better yet, fit a detachable hitch and remove it.

If you are storing the trailer for any period of time, it is worth removing the wheels. Consider having an eyebolt fitted in concrete and chain the trailer to it.

##### Dinghies

Large numbers of dinghies are stolen each year. It is important to use a good quality padlock and chain or wire rope to secure your dinghy every time you leave it. Make sure you lock the oars and paddles up as well.

#### MARK IT

Every year, property worth hundreds of thousands of pounds is recovered by the police and not returned to its rightful owners, simply because it cannot be identified.

There are many ingenious methods of marking your property, from electronic tags to microdots, complete with unique numbers. These all have their place but one of the simplest methods is postcoding.

Your postcode plus your house number (or house name) provides a simple, cheap and unique way of identifying your property. There are many methods of marking your property e.g. engravers, etching, die stamping, identification paint. Engraving your postcode onto items of equipment provides the most permanent and visible deterrent to the thief. We would recommend this for all your equipment.

Items such as dinghies and inflatables should be marked with your postcode using paint or a permanent visible marker pen in large letters. Anoraks and other items of clothing should be marked using a permanent marker pen.

One of the most commonly used methods is an ultra violet marker pen. The use of such pens should be limited to items kept in the dry as sunlight and the seawater have been found to degrade

the marking.

The first line of defence against the thief is to make sure that you record all details of your property and boating equipment. Use the lists in this booklet to record details of all items of equipment and write the serial number next to it. **Store this list safely at home. Should you be unfortunate enough to become the victim of crime you will have details required by the police to hand.**

#### Boatmark scheme

HPI Ltd is working with British Marine Federation and the Home Office to tag both new and second-hand boats under the new Boatmark scheme. The electronic tags are programmed with the unique 14-character Hull Identification Number (HIN), introduced as a standard feature of all new boats in 1998. Once the number has been put on the boat, it is very difficult to destroy the boat's original identity tag.

The tags will be fitted by people who build new boats or by their owners. In both cases, the boat's identity and specification will be linked to the information carried by the tag and recorded on the Boatmark database, allowing both the police and buyers to find out if a boat has been stolen.

You can get more information about Boatmark by phoning **01722 413346**

**Lock it Mark it Alarm it**



## Turning the tide on marine crime

### ALARM IT

Simply fitting an alarm to your boat and advertising that you have done so is a very good deterrent.

Installing an alarm is not necessarily expensive or difficult - a very basic system can be bought for as little as £100.

The most simple system will only make a lot of noise, whereas the more complicated systems will also do this but will inform a central monitoring station that your boat has been broken into.

*No matter how simple or complex, all alarm systems are made up of the following:*

#### Control box

The 'brains' of the unit

#### Sensors

Magnetic contact switches, passive infrared detectors, pressure pads, guard wires

#### Alerting services

Strobe, siren

Most alarms have spare terminals for adding extra sensors. The minimum protection required is a sensor on a hatch with a Passive Infra-red (PIR) beam in the main cabin area.

Additional sensors could also be fitted to deck lockers and engine covers and a

pressure mat under a cockpit grating could deter a thief before he gets the chance to cause damage to hatches.

Guard wires made from PVC-coated stainless steel wire, which activate the alarm if the wire is cut, can be used to protect dinghies and outboards - even the vessel itself can be protected by passing a guard wire through the mooring eye.

Sirens should be fitted inside the cabin to disorientate criminal intruder and we would recommend fitting strobes to the highest point on the mast.

Some alarms have internal batteries, while others utilise the battery of the boat.

With a little ingenuity, cheap garage and shed alarms with an internal battery can be utilised. These are available from DIY stores for as little as £15-£20.

Car alarms may also be suitable, but consideration should be given to the amount of current being drawn from your battery.

There are also a number of commercially available boat alarms available nowadays, although these can be expensive.

### SECURITY CHECKLIST

*In addition to following the LOCK IT, MARK IT, ALARM IT rule, make sure you go through the following security checklist before leaving your boat:*

Never leave anything valuable on display, however small and insignificant it may seem. Thieves steal first and think about value later;

- Don't leave anything loose in the cockpit or on the deck;
- Take your personal and vessel papers with you - don't leave them on board
- Don't leave your home address on show;
- Don't leave your keys in the ignition - always take them with you;
- Keep your boat keys separate from your engine keys;
- Make sure your curtains are closed so no-one can look in;
- Ensure all unused ropes, fenders and other items are out of sight in your cockpit lockers and cupboards;
- Make sure that your life raft and outboard motor are secure, as these are valuable and attractive to boat thieves.

#### Simple rules for the lay up

- Remove electronics;
- Remove auxiliary engines;
- Remove life rafts;

- Remove rigging;
- Keep the boat locked;
- Lock loose ladders up in the yard;
- Check out the contractors working on your boat (ask for references);
- Pick a yard with good security, lights, patrols and CCTV;
- Lock boarding ladders in position;
- Remove tools when you leave your boat;
- Get someone to check your boat on a regular basis.

### MARINE WATCH

Based on Neighbourhood Watch, Marine Watch was developed jointly by Hampshire Constabulary and Sussex Police to help combat marine crime and to build a close working relationship with yacht clubs, boatyards, marinas and other members of the boating community. The objective of the scheme is to encourage boat owners to perform the necessary crime reduction measures and to build on the community spirit which enables water users to enjoy their environment free from the fear of crime. Setting up Marine Watch in your club or organisation could not be easier. It really does take very little work on behalf of the organiser and the community spirit probably already exists.

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Lock it Mark it Alarm it



## Turning the tide on marine crime

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The scheme encourages boat-owners to get to know others in their marina and to work together to keep the marina secure by:

- Keeping an eye on other boats, as well as your own;
- Reporting any strangers at the marina to the harbour master or the yardmaster;
- Not giving your marina access card or key to other people;
- Never telling anyone else the access code to the marina;
- Not letting strangers into the marina, however genuine they may seem;
- Keeping the marina gate closed at all times.
- Contact your local Hampshire Constabulary Marine Unit office - they will be pleased to offer you advice on how you go about setting up the scheme.

### REPORTING INCIDENTS TO THE POLICE

If you see something or someone suspicious, dial **999** immediately.

If you are unable to phone, then contact the Coastguard on **Channel 16** and ask them to pass the message on for you. You will be asked for information such as descriptions of vehicles including registration numbers and location, so

make sure you have this to hand when you call.

If it is simply a matter of informing the police of a marine incident that does not require a prompt response, or obtaining information about marine matters, then contact your local police station in the area the crime occurred.

Make sure you take as much information - such as serial numbers - as possible with you when you report the crime.



## In a coastal emergency dial 999 and ask for Coastguard or call vhf channel 16

Whether you are a Boardsailor too exhausted to reach the shore or a walker that slips from the scenic cliff path, cruising on a luxury superliner that loses rudder control or crew aboard a container ship battered by freak waves, fallen sick on a racing yacht or trapped on a burning oil rig, HM Coastguard can ensure that the most able rescuers are sent to your aid. They can summon lifeboats, helicopters, towing vessels or cliff rescuers. It is no matter that you are a hundred miles along the coast from their watchroom or far over the horizon. Satellite communications enable Coastguards to hear the distress calls of seafarers and coastal users who less than a hundred years ago would have hoped in vain that their feeble flares or cries might be seen or heard.

Her Majesty's Coastguard is part of the Maritime and Coastguard Agency (MCA) and co-ordinates all civil maritime search and rescue in the UK. HM Coastguard no longer thinks only of rescue. Despite handling thousands of incidents every year, improved efficiency has freed officers to take part in safety campaigns. Each year these target the most common causes of accidents at sea.

Going to the seaside is one of our oldest and favourite pastimes. Every year more

than 25 million holidays and 110 million day trips are taken at the British seaside. The UK has 10,500 miles of coastline - that's a staggering 14,549km of seaside to choose from.

Seaside holidays are all about having fun but every year there are many accidents that could so easily be prevented by following some basic safety rules. Please use the following information to help you enjoy your holiday or day trip at the coast by making you aware of some of the things to avoid doing, and some of the things you can do, to make your holiday trouble free.

### When you're at the beach:

- Always tie inflatables to the shore and make sure children are in easy reach at all times - lilos, rubber rings and inflatable boats can easily drift miles out to sea with just a light breeze.
- Keep clear of any cliff edges as they can be slippery when they get wet - cliffs around the UK are very high and do sometimes give way under foot.
- Always swim close to the beach in line with the shore.

**Lock it Mark it Alarm it**





## Turning the tide on marine crime

- Don't drink and drown - eating and drinking before swimming may give you cramps while you're in the water - you may then be unable to get back to the shore.
- Check the weather and tides before you leave home - then you won't get swept away.



- Check the beach when you arrive and beware of rocks and breakwaters.
- Look out for warning signs and flags - red flag means it's dangerous to swim, a red and yellow flag means lifeguards are on patrol and you should swim in the area between flags, a black and white flag means it's an area used by surfers zone and is not suitable for swimming.
- Avoid rip tides and strong under surface currents which can carry you out to sea - calmer waters between areas of surf usually means dangerous rip currents.

### When you're at sea:

- Plan your trip carefully - remember to leave your trip details with friends or family ashore if you're then overdue there is someone to alert the Coastguard!
- Triple check the weather, safety equipment and your boat before you set sail - make sure you have a correct lifejacket on board for each person and that each person wears the life jacket at all times.
- Always carry spare fuel or a paddle, water and food - just in case you are caught short.
- Sail within your limits and ability.
- Make sure everyone on board knows how to use the boat's safety equipment.
- Ensure you have an appropriate means of communication should the worst happen and you find you need to contact the Coastguard.
- For safety and weather advice before you head out to sea, remember you can contact the local Coastguard. They'll be able to tell you both the short and long term weather forecasts and advise you on the tide times for the area. National directory enquiries have the telephone numbers for all the local Coastguard stations around the UK. The local paper for the area should also print daily tide time tables.
- In a coastal emergency dial 999 and ask for Coastguard or call vhf channel 16

## Summary of Solent Byelaws

### 1 Keyhaven

(New Forest District Council)

- Speed Limit - 4 knots
- Jet Skiing - Prohibited
- Water Skiing - Prohibited

### 2 Lymington

(Lymington Harbour Commissioners)

- Speed Limit - 6 knots
- Jet Skiing - Prohibited
- Water Skiing - Prohibited
- Windsurfing - Prohibited

### 3 Beaulieu

(Beaulieu River Management)

- Speed Limit - 5 Knots
- Jet Skiing - Prohibited
- Water Skiing - Prohibited
- Windsurfing - Prohibited

### 4 Southampton

(Associated British Ports)

- Speed Limit - 6 knots (north of Hythe Pier)
- Jet Skiing - Observe speed limit north of Hythe Pier, also not to exceed 6 knots within 200metres of either shore north of Fawley.

- Water Skiing - Allowed only in designated areas and a minimum of 200 metres from the shore
- Windsurfing - Prohibited in shipping channels

- Fawley and Hamble Jetties - Navigate a minimum of 130 metres from jetties
- Moving Prohibited Zone - Stay a minimum of 1000 meters ahead and 100 metres from the sides of large commercial vessels navigating within the shipping channel between Cowes and Southampton Water. (Refer to your charts for details of prohibited zones).

### 5 Hamble

(Hampshire County Council)

- Speed Limit - 6 knots
- Water Skiing - Prohibited

### 6 Portsmouth

(Queens Harbour Master)

- Speed Limit - 10 knots within the main harbour and within 1000 yards of shore

elsewhere (5 knots within Wootton Creek). Numerous restrictions around warships and relating to entering crossing and leaving harbour check with Queens Harbour Master for full details.

- Jet Skiing - Banned from Town Camber
- Water Skiing - Prohibited within harbour or 1000 yards of shore, except in designated areas

- Windsurfing - Prohibited in main harbour approach and shipping channels
- Small Boat Channel - Vessels under 20 metres keep to west of harbour entrance. (Refer to your charts for details). Always use your engines through entrance.

### 7 Langstone

(Langstone Harbour Board)

- Speed Limit - 10 knots (5 knots in Southsea Marina Channel)

- Jet Skiing - Only by permit - details from the Harbour Master
- Water Skiing - Allowed only in designated areas with the permission of the Harbour Master

### 8 Chichester

(Chichester Harbour Conservancy)

- Speed Limit - 8 knots
- Water Skiing - Prohibited

### 9 Yarmouth

(Yarmouth Harbour Commissioners)

- Speed Limit - 4 knots (6 Knots outside)

### 10 Cowes

(Cowes Harbour Commissioners)

- Speed Limit - 6 knots
- Jet Skiing - Prohibited outside of main channel
- Water Skiing - Prohibited
- Windsurfing and Swimming - Prohibited in main channel, approaches and around berthing facilities.

### 11 Bembridge

(Bembridge Harbour Improvements Co.)

- Speed Limit - 6 knots
- Jet Skiing - Prohibited
- Water Skiing - Prohibited
- Windsurfing - Prohibited

Lock it Mark it Alarm it



## Turning the tide on marine crime

### Harbour Master Contact Numbers

(Correct 2004)		6 Portsmouth	023 9282 2351
1 Keyhaven	01590 645695	7 Langstone	023 9246 3419
2 Lymington	01590 672014	8 Chichester	01243 512301
3 Beaulieu	01590 616200	9 Yarmouth	01983 760321
4 Southampton	023 8033 0022	10 Cowes	01983 293952
5 Hamble	01489 576387	11 Bembridge	01983 872828

#### Always:

- Observe local bye-laws, including speed limits
- Get trained. Phone RYA: 0845 345 0400
- Observe the rules of the road
- Keep your distance from other water users

Hampshire Constabulary's Marine Unit is dedicated to the prevention and detection of marine crime, and has launches operating throughout the Solent and its harbours. Should you require any help whatsoever with regards to boat security, don't hesitate to call.

**Eastern Solent – PL Sir James Scott**  
Office: 023 9289 1769 Mobile: 07774 684330

**Isle of Wight/Western Solent – PL Lord Ashburton**  
Office: 01983 538583 Mobile: 07774 684327

**Southampton & River Hamble – PL Earl Mountbatten of Burma**  
Office: 023 8023 6753 Mobile: 07774 684317

For more information on Marine Watch contact any of the Marine Unit offices.

#### For your safety, always:

- Carry sufficient life-jackets, and ensure that children and non-swimmers wear them at all times
- Carry safety equipment as recommended by the Coastguard
- Establish weather conditions before setting out and inform someone of your passage plan
- If planning a voyage, join the Coastguards Yacht Safety Scheme
- Know and abide by the International

- Regulations for the Prevention of Collisions at Sea – contact the Royal Yachting Association for copies
- Display correct navigation lights – wrongly displayed lights are confusing and can be dangerous
  - Observe speed limits – look behind and check your wash

#### Never

- Overload your boat – especially small dinghies – a common cause of accidents
- Go to sea unless you are sure your craft or crew can cope with the conditions
- Take charge of a vessel whilst under the influence of drink or drugs – you are a danger to yourself and others and you could be prosecuted.
- Operate water craft or water-ski near swimmers – always use designated areas

These are basic guidelines only – we recommend you receive proper instruction from a Royal Yachting Association recognised sailing school or through the governing body relevant to your particular sport.

#### Useful telephone numbers:

British Sub Aqua Club 0151 350 6200  
Hampshire Constabulary (Call Handling Centre) 0845 045 45 45  
HM Coastguard (Solent) 023 9255 2100  
Personal Watercraft Part. 01725 513775  
RNLI Sea Safety 01202 663174  
Royal Yachting Association (inc. windsurfing & jet-skiing) 0845 345 0400

### Vessel Details

Make of vessel	
Model	
Name	
Length	
Colour of hull	
Colour of topsides	
Hull number	
Reg No & type (if applicable)	
Engine type & serial number	
Auxiliary engine (make & serial No.)	
Sail number	
Liferaft (make & serial No.)	
Radar (make & serial No.)	
GPS/Plotter (make & serial No.)	
Sounder (make & serial No.)	
Radio	
Binoculars	

Any other identifiable equipment:

It may be useful to keep a copy of this form at your club or marina with the details of your boat. Where possible take photographs of equipment for use by insurance companies and the Police.

Lock it Mark it Alarm it