

# ***Overstay — Extortion at the Border***

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# Introduction

This is the tale of Steven Louis Martin (MARTIN), a lowly “Overstay” according to the British Border Force (BBF). On 25 April 2024 MARTIN arrived dutifully three-hours early at *Gare du Nord* railway station in Paris in order to board Eurostar train 9031 to London. He had been a month in Paris reading at literary events — *Au Chat Noir* and *Club Culture Rapid* — and had plans to read in London in England and Swansea, Cardigan, and Carmarthen in Wales. As he was having visual problems, he approached border control via handicapped assistance. This he was later told later by an amiable BBF officer, was a mistake. BBF targets the handicapped, the officer told him. “Don’t go through with handicapped assistance unless you absolutely have to” the officer said.

A surly female officer, blond hair in tight bun in one of the those glass-metal booths, asked MARTIN a few questions: “Why don’t you have a return ticket?” MARTIN said he never buys return tickets because he never knows exactly how long he is going to be there reading. But he said he was always scrupulous to not overstay. “Do you have invitations to read at literary events?” No, he said. He was well known and didn’t need invitations. She seemed unhappy with this answer. Did she dislike poetry, the spoken word? Finally she asked, “When do you intend to go back to your ‘home country’”? MARTIN made the mistake of being light hearted in a morbid kind of way. “When my ex-wife dies or my brother”. She now seemed irate. She ordered MARTIN pulled aside and sent to BBF headquarters where he was promptly arrested. There he was interrogated in depth.

The interrogator asked why he was coming to the UK. “To read at poetry events”, MARTIN responded, “London, Swansea, Carmarthen, ... “ He felt like he was repeating himself.

Did he have an invitation, he was asked. “No,” MARTIN said. If he showed up at an event, he was asked to read. Perhaps MARTIN boasted a little bit that he was well known. He had in fact read all over the world, and had both masters and doctorate degrees from Stanford University. He had even read at Oxford University in England where William Shakespeare had read. Though his native tongue is English, he reads also in French, Spanish, German, and Chinese. He was not “on holiday” like most visitors, but he was engaged in an activity permissible for visitors. He was a “performing artist” and poetry, as far as he knew, was not a crime.

The BBF officer was not impressed by any of this literary stuff but took some sloppy notes.

“Do you have money?” he was asked in the course of the interrogation. “Do you need a loan?” he joked, then answered, “Yes” and got out his laptop computer and showed the officer that he had over a quarter of a million dollars in the bank. “Perhaps this might help your case,” the officer said. Nevertheless when a report was generated by an officer inside the BBF back office, MARTIN was shown as having only 264 USD; per the report he was virtually destitute. The final report also portrayed MARTIN as someone looking for a home. Such was hardly the case. He had a vast travel history and recently did two tours of duty in Ukraine as a journalist. He has read at literary events in San Francisco, Los Angeles, Paris, London, Ireland, Barcelona, Spain, Shanghai, China, ... He recently spent three weeks in Tunisia following events in the Mideast and two months and 10 days in Casablanca, Morocco. He is not someone looking for a home, as portrayed by the writer

of the report. He is a traveler, a poet, a journalist, and the editor of two publications: [coastnews.com](http://coastnews.com) and [limpair.net](http://limpair.net). He is attached to no one country, though he is a United States citizen, but not a very happy one with Donald Trump as president. Perhaps the writer of the report is looking for a home, thought MARTIN. Has his wife thrown him out?

MARTIN was handed a summary report written by the officer in the back office and told that he had previously overstayed in the UK and that the writer of the summary report had “no confidence” that MARTIN would leave if allowed in. This surprised MARTIN, as he was always *meticulously careful* to not overstay. He valued the privilege of visiting the UK and reading at literary events there and had deep roots in its culture, including royal heritage as mentioned below.

MARTIN asked to see the report that showed he had overstayed. He was told it was an “official document” and that he could not see it. Had he been able to see it he would have been shocked and seen at a glance that it was **fraudulent, a total fabrication**. Note: A month and half later, after paying 950 pounds, MARTIN was able to view the report. It had clearly conflated MARTIN with some other traveler who had come the day before with no luggage, and the travel history in the report showed that MARTIN had traveled only by air. In fact, MARTIN had traveled by **air, train, bus, and sea**. It also showed that MARTIN had departed the UK a number of times without ever having arrived in the UK. **Fundamental rule: *Without knowing when a person arrives it is simply impossible to determine how long a person has stayed, let alone that a person has overstayed.*** Did the back-office report writer not see this fundamental error? He must have but wrote the report anyway. Also, as MARTIN learned later, the UK immigration travel-history database had been corrupted by a new system known as *Atlas* that interfaces with the “Person-Centric Database Platform” (PCDP). There were at least 76,000 people adversely affected by this. Surely the writer of the report in the back office was aware of this and could see from the irregularities of MARTIN’s travel history that he was one of them. Why did he choose to ignore this? Did he just want to get credit for booting MARTIN out?

The report listed trips that MARTIN did not make, and it did not list many trips that he had made. (This is all documented in detail below under *Case Examination*.) No train, bus, or sea transportation was reported at all. MARTIN even had a receipt from a trip made on Sterna Lines with him and showed it to an officer. The officer would not look at the receipt and stated, falsely, that it would be in the travel history. It of course wasn’t. MARTIN also stated that the BBF had on at least three occasions simply waved arriving passengers into the UK without stamping passports or doing any checking. He had complained on one occasion that this could lead to the appearance of overstaying. On one such occasion the BBF officer shrugged her shoulders and said, “We’re not doing it today”.

Also when asked MARTIN reported that he had ancient British heritage. This was filtered out of the final report in the back office. He in fact is descended from “Robert the Bruce of Scots”, king of Scotland from 1306 to 1329, as is Queen Elizabeth II and the royal family. Why was this dropped from the report and why was MARTIN shown as virtually penniless? It would appear that the report was *contrived* to kick MARTIN out of the UK, in line with popular *anti-immigrant/visitor sentiment* these days. In popular thug vernacular, he was *dissed* by the report.

**Background:** MARTIN is also a great nephew of General George S. Patton, who was instrumental in saving the United Kingdom from invasion by Adolph Hitler in World War II. Note also that MARTIN recently visited Tunisia and Morocco, where

Patton, along with Bernard Montgomery and Eisenhower, initially defeated Hitler's army in *Operation Torch*, and he was treated with respect and allowed to enter and leave without anti-immigrant/visitor animosity. He was there as a journalist following the Mideast conflict. There are cemeteries in both countries for Americans killed fighting Hitler and for British soldiers as well (Enfidaville War Cemetery in Tunisia and Ben M'sik in Casablanca). Patton was of course a friend of Winston Churchill, who had deep respect for Patton. Patton wrote poetry and Churchill was a prolific writer. For neither was the printed or spoken word the enemy.

MARTIN, who was seventy-eight-years old at the time of his arrest by the BBF, was held for almost six hours cordoned off by a rope barrier while sitting on a bench on public display without the amenities that even a prisoner of war would have; then, following being finger-printed and photographed, he was booted out onto the streets of Paris with no place to go. Visually impaired and exhausted, MARTIN survived the night but felt the full impact of Hal's words on Falstaff when he says, "I know thee not, old man" in *King Henry IV* by Shakespeare. Fortunately MARTIN has no tattoos, is not a gang member, and was not sent to a maximum-security prison. Nevertheless, the abuse of the experience stays with him. He feels it daily.

BBF told MARTIN that Eurostar would refund his business-class Premium ticket; Eurostar would not. Also MARTIN lost the price of his hotel reservation in London at *The Jade* in Earl's Court. MARTIN was not beaten with a stick but he was falsely charged and lied to. Also, it should be noted that MARTIN came to Paris partially to recover from being assaulted and robbed in Fishguard, Wales, just a few weeks earlier. He was still somewhat traumatised by the event and not in the best of spirits; courtesy of the BBF, MARTIN's mood plunged from feeling down to deep depression. As one of the leaders of literary events in Wales said when she heard of all this, "Are you sure you ever want to come back here?"

Now MARTIN has spent almost a year piecing together the facts. When someone has scrambled a database it is a massive job for the victim to reconstruct it alone. As a result this report comes very late. It has been almost a full-time job since the events of 25 April 2024. The following includes more details. Moreover, when there is malevolent intent involved, as there seemed to be here (i.e., **anti-immigrant/visitor sentiment gone amuck in the UK and elsewhere**), the job is even tougher. Moreover the Home Office is as unhelpful as it can be, and is engaged in a scheme to force victims to hire solicitors who misinform "subjects", as they call them, about what they should do. In brief they tell subjects they need to file for a new visa when in fact they need to file an appeal to correct the fraudulent Home Office report. The Home Office is simply deflecting the blame and making a lot of money doing it. One might well argue that it is a scam (count 4).

## Note on why this appeal is late in coming:

MARTIN denies the validity of the BBF report on all grounds and has sought multiple times for remedy with no results. His complaints have been totally neglected, even his request to file an appeal. The appeal process for a pro se litigant is broken; beta software is used on the HO/BBF site that does not work (documentation of the errors is presented below in four screen shots). The HO/BBF does not respond to this, nor the software

development team. It is of course highly questionable to use beta software for such an important function. It would appear that this is deliberate to prevent pro se appeals. And appeals via solicitors, as MARTIN, has discovered, are highly suspect.

Calls to the help number go unanswered, and emails are ignored or responded to with the message stating that the help team does not provide “legal advice”. MARTIN is not seeking legal advice; he doesn’t need it. The questions are not about legal matters; they are about a broken beta software system that appears to be designed to prevent a pro se litigant from appealing.

Plaintiff MARTIN has hired several “solicitors” to help with his case, but they all appear to be pre-programmed by the HO/BBF to be as unhelpful as possible with appeals regarding false reporting by the BBF; they are pre-programmed to only file new visas involving huge fees and delays with problematic results (less than 50% success rate and delays in HO response of almost a year). (Note: One of the HO-approved solicitors shouted at MARTIN, when he showed her the errors, “You’re just wasting your time!” MARTIN was amazed with this; he thought appeals were all about finding errors, reporting them, and resolving them.) He has sought the help of a half dozen other solicitors who, when they understood that MARTIN wanted to set the record straight on his travel history, did not respond. Solicitors simply will not deal with complaints about false reporting by the BBF. The HO and BBF do not welcome the questioning of their reports, especially with the many errors caused by the Atlas database system; and that is what MARTIN’s case clearly involves. They make no money correcting errors, while they make enormous sums of money with new visas. It is Dickens’s *Bleak House* story where the house is a visa. It is in fact a large-scale scam (count 4) when you do the math. Take 76,000 victims paying the low fee of 5,000 pounds to restore their status and you get 380,000,000 pounds! Now to gain perspective here, if the UK had to pay damages to everyone it has defrauded with Atlas errors, the cost would modestly be

76,000 X 50,000 pounds = 3.8e9 or  
3,800,000,000 pounds

Or almost 4 billion pounds!

Thus the motivation for this policy is clear.

See screen shots of broken sequence that appear for a pro-se attorney attempting to appeal: [https://www.limpair.net/legal/uk/screen-shots/IMG\\_3310.jpg](https://www.limpair.net/legal/uk/screen-shots/IMG_3310.jpg), [https://www.limpair.net/legal/uk/screen-shots/IMG\\_3311.jpg](https://www.limpair.net/legal/uk/screen-shots/IMG_3311.jpg), [https://www.limpair.net/legal/uk/screen-shots/IMG\\_3312.jpg](https://www.limpair.net/legal/uk/screen-shots/IMG_3312.jpg), [https://www.limpair.net/legal/uk/screen-shots/IMG\\_3313.jpg](https://www.limpair.net/legal/uk/screen-shots/IMG_3313.jpg). Note that none of the appeal types in the fourth screen apply, thus ending the pro-se litigant’s attempt to appeal.

## Case Examination, BBF Fraud:

Let us now list the ways in which the BBF report fails to make the case that MARTIN is that nasty creature per Teresa May, an *overstay*; and let us also list the ways that MARTIN is a dedicated performing artist and not a freeloader looking for a home. Let us take to task the lack of scholarship displayed in the BBF report, the malfeasance, and the intentional fraud.

Note that the travel history presented in the SAR report contains a *caveat*: it must be checked with the carrier if it is used for an official purpose. Clearly it was not checked with the carrier by the BBF and it was used for an official purpose as stated by MARTIN'S interrogator. MARTIN's information comes from the carriers and requires no caveats.

For the following discussion see the database entries in the BBF/Home Office SAR report with caveat and see the actual travel-history database from the carriers, including air, rail, bus, and marine travel without caveat. This information may be viewed in Appendix I and II below.

## Tip-Off Missed

The report shows that MARTIN showed up at Gare du Nord a day before he was arrested by the BBF. That might have been a tip-off that something was wrong. That would be 24 April 2024. The report says he had no luggage and was sent away because it was late in the day. One would have to ask why MARTIN would leave his hotel, *Hotel Paris Gambetta*, a day early and abandon his luggage. Doesn't make a lot of sense, does it? Not unless there were two MARTINs being accessed in the BBF travel-history database. But the BBF report does not question this; it simply reports it as a fact. A good question for the BBF to ask would have been: "Are there two MARTINs here?" Is *conflation* of the database a factor? Surely they knew of the conflation issue on the 25th of April when MARTIN showed up at Gare du Nord.

But what sticks out even more is that MARTIN, per the report, only travels by air. Does he just like to fly? Is he perhaps a pilot himself? Or is there a mistake here? In fact MARTIN travels by all four carrier modes: Air, train, bus, and marine lines. And his passport is chock full of stamps from around the world. It is so full in fact that he is on his third or fourth passport book.

In fact when MARTIN was arrested by the BBF he presented one of the receipts from marine carrier Sterna Lines but, as previously mentioned, the BBF officer refused to look at it and said it would be in the report. **It was not in the report.** In fact BBF regulations state that marine carriers are not required to report marine transportation to the BBF. Why didn't the officer just say that, if the officer knew the regulations? Why tell MARTIN that it would be in the report? Did the BBF officer know the regulations? MARTIN did not know them then but he has since read them. He also knows standard port names, and he knows the difference between a train station, an airport, a bus station, and a dock. He knows airlines do not fly planes out of railway stations! This mislabeling in court would be malfeasance (count 3).

But let's go into more detail here.

See the BBF SAR report, which includes only air carriers, for this discussion; and see MARTIN's travel history that includes all carrier modes as reported to MARTIN by the carriers. Note that MARTIN can provide proof from all carriers. The BBF issues a caveat that reported information may not be accurate. In fact it is not accurate, as the discussion below will show. (See Appendix I and II below for details.)

## Devil in the Details

The BBF's SAR report lists 26 trips made by MARTIN in the period between 2017 and 2024. The actual number is higher (31). But MARTIN did not make a number of the trips listed by BBF. So the discrepancy is even greater.

It also shows numerous instances of MARTIN departing from London without ever having arrived there. **That presents a problem in the calculation of how long MARTIN stayed, and ultimately on whether MARTIN overstayed.** If you don't know when MARTIN arrived, you don't know how long he stayed, leaving you unable to determine overstay. An automatic report generator would simply stop and tell the user (BBF officer) that the calculation is not possible as the database is incomplete or corrupt. It would tell the user/report writer to fix the database. Surely the report writer saw this and decided to ignore it.

But let us look at particulars:

- Trip made by MARTIN on 21/07/2017 is missing from the BBF report. This was a bus trip made by MARTIN: Euroline, Paris Gallieni Porte Bagnolet to London Victoria Station. MARTIN read at the Poetry Society in London.
- Another missing trip was on 02/04/2018 by air: London LHR to Dublin DUB (stopover), Dublin DUB to San Francisco SFO (final destination).
- Another missing trip: 01/05/2019 by Air, San Francisco SFO to Dublin DUB (stopover); Dublin DUB to LONDON LGW (final destination).
- Another missing trip: 15/11/2019, Rail: Eurostar, Paris Gare du Nord to London St Pancras Int'l.
- Another missing trip: 09/06/2021, Rail: Eurostar, London St Pancras Int'l to Paris Gare du Nord. See Note #1 below.
- And another trip: 23/08/2021, Rail: Eurostar, Paris Gare Du Nord to Londres St Pancras Int'l.
- Another: 14/10/2021, Rail: Eurostar, London St Pancras Int'l to Paris Gare Du Nord. See Note #2 below.
- Another: 28/10/2021, Air: Paris CDG to Dublin DUB. Reading at *International Bar* in Dublin and *Over The Edge* in Galway.
- Another: 30/12/2021, Air, DUB Ireland to LHR London.
- Another: 25/05/2022, Air, Warsaw WAW, Poland, to Vienna VIE, Austria.
- Another: 16/10/2022, Rail: Eurostar, London St Pancras to Paris Gare du Nord. See Note #3 below.
- Another: 09/07/2023, Marine: Sterna Lines, Fishguard, Wales, UK, to Rosslare, Ireland.
- Another: 10/07/2023, Marine: Sterna Lines, Rosslare, Ireland, to Fishguard, Wales, UK.
- Another: 06/09/2023, Rail: Eurostar, London St Pancras to Paris Gare du Nord. See Note #4 below.
- Another: 13/09/2023, Rail: Eurostar, Paris Gare du Nord to London St Pancras.
- Another: 18/12/2023, Rail: Eurostar, London St-Pancras to Paris Gare du Nord. See Note #5 below.



- Another: 01/01/2024, Rail: Eurostar, Paris Gare du Nord to London St-Pancras.
- Another: 01/04/2024, Rail: Eurostar, London St Pancras Int'l to Paris Gare du Nord. See Note #6 below.
- And One more: 25/04/2024, Rail: Eurostar, Paris Gare du Nord to London St Pancras Int'l. See Note #7 below.

**All of the above this makes the report not credible.**

## Notes:

#1: BBF lists Air carrier, not Rail. This is in fact Rail. BBF uses *GBSPX* and *FRFHN* for terminal names. *GBSPX* appears to refer to the Folkestone railway terminal in UK. Some others do use this terminology. But BBF report shows MARTIN as flying from this railway terminal, when in fact MARTIN rode Eurostar from St Pancras Station in London. This is wrong and confusing on part of BBF. Similarly, BBF lists *FRFHN*, which appears to refer to the Calais-Fréthun station, an SNCF international railway station in the suburbs of Calais, France. But no one else uses this abbreviation and BBF should probably change it. It is highly problematic to use such non-standard abbreviations for ports. Moreover, it is not an air terminal as BBF classifies it.

#2-7: Same problem as described above. Wrong mode of transportation (air) and wrong ports even if mode of transportation were correct (rail).

Note: It is hard to have confidence in a report generated on such faulty information. And it is very hard to guess what it means and correct it.

The above is based on actual trips made by MARTIN and verifiable from carriers. But now let's look at the list of trips that the BBF reports from its database in the SAR report. (The SAR report is viewable here: <https://www.limpair.net/legal/uk/SARU-967789%20-%20FINAL.pdf>)

BBF database lists a trip made by MARTIN on 16/04/2019 from LHR to VIE. But from 15 April 2019 to 18 April 2019 MARTIN was staying at the *Europa Hotel* in San Francisco. This is verified from the records of [booking.com](https://www.booking.com). He is not shown as a *No Show* at the hotel, which means he paid for the booking and actually stayed there. This would contradict a flight made to Vienna on 16/04/2019. Indeed, there must have been two MARTINs to have accomplished such a feat. This of course suggests again *conflation* with another passenger or passengers.

Let us now consider four consecutive trips made by MARTIN between nonexistent airports in the UK, *GBSPX*, and France, *FRFHN*. All four trips are shown as by airplane from railway stations and are made without ever entering the UK. (They occur between 06/09/2023 and 01/04/2024 in the SAR database report.) How did he do this? It is truly a remarkable feat if he did. But in all likelihood he didn't. Or were there more than one MARTIN? Was "conflation" involved in this? And what about that nagging question: How do you calculate length of stay when no entry date is known? **One needs an exit date AND an entry date to do so.** The desire to get credit for nabbing an overstayer must have indeed been very great to ignore this.

The same nagging problem occurs in two other trips in the database report: MARTIN is shown leaving the rail station in the UK (GBSPX) and going to the rail station in France (FRFHN) two times (09/06/2021 and 14/10/2021) by air carrier. How did he make the second trip if he did not come back to the UK? Again, are there two MARTINs involved in this? Is that old devil conflation involved? And was this not visible to the report writer? Surely it was.

Consider next the trip that the SAR database shows as made from LHR to WAW on 16/05/2022. It shows MARTIN previously in France and yet departing from London LHR without ever having arrived in London. Nice trick if MARTIN can do it!

Consider next the 16/10/2022 trip on the SAR database from the Folkestone railway terminal in UK to the railway station Calais-Fréthun in Calais, France. There is no air carrier between these two ports, the latter one designated as *FRFHN*, a designation recognised by no one other than the BBF.

Lastly consider the last five trips shown on the SAR database: 06/09/2023, 18/12/2023, 01/04/2024, 01/04/2024 (22 minutes after the previous trip) , and 25/04/2024. These are all air-carrier trips made, supposedly, from railway stations. Notice that for the second to last entry the SAR report/database has changed the destination port designation to FRPNO, which is a recognised port, though not an air terminal which it would have to be if MARTIN had travelled by air carrier. At this point SAR seems to have a severely upset stomach and needs to see a database doctor. Knowing this, as surely the writer of the summary report did, why did he proceed to write the report? Was he completely unaware of that information-age adage, "Garbage in, garbage out!"?

## BBF Report Summary Statements:

Finally, let us consider four summary statements made by the back-office report writer:

#1: MARTIN overstayed for six months in 2021.

#2: MARTIN overstayed for nine months in 2023.

#3: MARTIN, from October 2021 to April 2024, stayed in the UK for 25 months.

#4: MARTIN, from May 2022 to April 2024, stayed in the UK for 20 months.

These are totally false statements unsupported by the corrupted database and that include only air travel, not travel by rail, marine, or bus transportation. Moreover, it is abundantly clear that the back-office report writer knew this. He then went on to use the false report to make a decision (denial of right to enter). **These constitute two separate counts of fraudulence (count 1 and 2).**

Please consider carefully the following assertions in the BBF report:

## Consider Assertion #1:

SAR database records show MARTIN in UK from 31/01/2021 to 09/06/2021, or 129 days. They show MARTIN making two trips to France (09/06/2021 and 14/10/2021) but records show no return after the first trip to France. Do we have two MARTINs here? Can't say. And cannot determine how long the real MARTIN was in the UK. I.e., no determination of overstay is possible. All that can be definitively stated is that MARTIN stayed in UK for 129 days or 4.24109 months. That is not six months and it is not an overstay!

## Consider Assertion #2:

The assertion might be correct but for the fact that the SAR database is missing two critical records. On 09/07/2023 MARTIN made a trip to Rosslare, Ireland, from Fishguard, Wales, then returned on 10/07/2023. This was with Sterna Lines, a marine carrier. And MARTIN had receipts for these trips in hand when he was arrested but BBF refused to look at them. MARTIN had anticipated there could be a problem with these two trips and kept receipt copies with his passport. What MARTIN did not know at the time was that there would be many other errors in the BBF records. Thus MARTIN observed the six-month rule and avoided overstaying. Note that the last two trips shown by BBF have to be ignored, as they are both to France and don't shown any return to the UK. MARTIN in fact made six trips in 2023, not just the 3 shown by the BBF in the SAR database records. And he read at literary events both in the UK and France.

Consider the four trips as follows:

10/01/2023 LUZ to LTN  
09/07/2023 Fishguard to Rosslare  
10/07/2023 Rosslare to Fishguard and  
06/09/2023 St. Pancras to Gare du Nord

The first two trips calculate as 180 days. This is not an overstay;

Now the next two trips above calculate as 58 days. We can add that two the following two trips:

13/09/2023 Gare du Nord to St. Pancras and  
18/12/2023 St. Pancras to Gare du Nord

for an additional 96 days. Thus we have  $58 + 96 = 154$  days in the second period. That is 5.06 months.

Note that above, had the SAR report been correct *without* the missing Rosslare trips, then the length of stay would have been 239 days or 7.85783 months for the period of 10/01/2023 to 06/09/2023, but this is not so *with* the unreported trip to Ireland. Note also: it is troubling to see the report rounding off to even numbers of months, even if the number of months is wrong. There is a general lack of precision in this and it is very harmful to what are called the *subjects* of the report. It appears intentional.

Please also see below *UK Is Not MARTIN's Home* for 2023. It show a list of the 62 hotels that MARTIN stayed at in the UK for 2023. Martin was there for the *legitimate visitor purpose* of performing as an artist.

## Consider Assertion #3:

This cannot be determined because of the faulty SAR database showing two sets of trips (not made) from GBSPX to FRFHN and without returns. The dates are

09/06/2021 and 14/10/2021 and  
06/09/2023 and 18/12/2023

However, ignoring this the following two trips can be considered:

30/05/2022 VIE to LHR and  
30/06/2022 LHR to WAW

They indicate 31 days spent in the UK.

Also these two trips can also be considered:

08/08/2022 WAW to LHR and  
16/10/2022 GBSPX to FRFHN

They indicate 69 days in the UK .

Note above that **carrier mode (air) and port designation (GBSPX and FRFHN) are incorrect.**

Two other trips can also be considered as shown by SAR database:

10/01/2023 LUZ TO LTN and  
06/09/2023 GBSPX to FRFHN

However there is a problem here that goes beyond the incorrect port and carrier mode indicated by BBF SAR database:

Two trips have not been included between the above dates. They are the two trips, as noted earlier, to Rosslare, Ireland, and back. They were made on these dates:

09/07/2023 Fishguard Wales to Rosslare Ireland and  
10/07/2023 Rosslare Ireland to Fishguard Wales

The length of stay from 10/01/2023 to 09/07/2023 is calculated as 180 days;  
the length of stay from 09/07/2023 to 10/07/2023 is calculated as 1 day but not included as the country stayed in is Ireland;  
and the length of stay from 10/07/2023 to 06/09/2023 is calculated as 58 days.

Thus the total in the whole period is 31 + 69 + 180 + 58 days, or 338 days (11.1123 months).

The entire period, as designated by the back-office report writer, is 913 days (October 2021 to April 2024) . Thus the percent of time spent in the UK is only 37%, and never is there more than 180 consecutive days spent in the UK.

The calculation made by the back-office BBF writer is 25 months or 760.418 days. How did he come up with this figure?

## **Consider Assertion #4:**

The assertion is that “MARTIN, from May 2022 to April 2024, stayed in the UK for 20 months”.

The period under consideration is the follows:

01/05/2022 to 01/04/2024 (not including the last date)

During this period of interest the SAR database does not show when MARTIN arrived in UK.

ON 14/10/2021 MARTIN is shown in the train station in Calais, France, (not quite correct as we already know) but nothing indicates an arrival in UK to make the duration of stay calculation possible. We don't know when or how he got there! How did the BBF report writer do this and come up with an even 20 months?

What we can say is this:

Between 30/05/2022 and 30/06/2022 31 days were spent in UK.

Between 08/08/2022 and 16/10/2022 69 days were spent in UK.

Next we have the same problem as with Assertion #3 above. Two trips are missing between UK and Ireland.

See above. With addition of missing trip, the number of days is 238 between 10/01/2023 and 06/09/2023. But note that there is no more that 180 days spent in UK during that period. The 180 day limit was observed.

The total days for this whole period is  $31 + 69 + 238 = 338$ , or 11.1123 months and not 20 months as stated by the BBF report writer. This is  $338/701$  or 48% of time spent in the UK.

Note: The repeated trips between GBSPX and FRFHN have to be excluded, as there is no indication when MARTIN came to the UK to make another such trip. And again there is the port names and carrier mode problems. The database is sick!

Finally, one has to ask the question: Are overstay calculated only in even units of months? Not likely. Real overstay are calculated in days, which might occasionally add up to even-month units. The lack of precision here is suspect.

In summary: All four statements made by the BBF back-office writer are false.

MARTIN can almost hear the Defendant (back-office report writer) say, “Well, I did my best estimates.”

Plaintiff MARTIN’s response to this is quite simple: “No, you didn’t. You lied.”

## **UK Is *Not* MARTIN’s Home:**

Note: MARTIN stayed entirely in hotels in the UK in 2023, as he does in other countries, and moved around according to poetry readings/performances in London, Swansea, Carmarthen, Cardigan, Fishguard, Oxford, and Brighton. He did the same as he does in France, Spain, China, Ireland and the United States to attend literary events.

For example, here is a list of the hotels stayed at in 2023 in France, Poland, the United Kingdom, and Ireland:

Mercury (Poland)

Jade (London)

Dolphin (Swansea)

Spilman Hotel (Carmarthen)

JJ Hamilton (Fishguard)

Rose & Crown (Carmarthen)

Dolphin (Swansea)

Spilman (Carmarthen)

Ivy Bush (Carmarthen)

Dolphin (Swansea)

Spilman (Carmarthen)

Ivy Bridge (Fishguard)

Angel Hotel (Cardigan)

Spilman (Carmarthen)

Dolphin (Swansea)

Spilman (Carmarthen)

JJ Hamilton (Fishguard)

Angel Hotel (Cardigan)

Rose & Crown (Carmarthen)

Dolphin (Swansea)

Boar's Head (Carmarthen)

JJ Hamilton (Fishguard)

Falcon (Carmarthen)

Dolphin (Swansea)

JJ Hamilton (Fishguard)

Angel Hotel (Cardigan)

Llefty Teifi (Cardigan)

JJ Hamilton (Fishguard)

Falcon (Carmarthen)

JJ Hamilton (Fishguard)

Dolphin (Swansea)

JJ Hamilton (Fishguard)

Falcon (Carmarthen)

Coast Rosslare (Ireland)

Dolphin (Swansea)

Mercure (Swansea)

Dolphin (Swansea)

Falcon (Carmarthen)

Dragon (Swansea)

Mercure (Swansea)

JJ Hamilton (Fishguard)

Dragon (Swansea)

Mercure (Swansea)

Dolphin (Swansea)  
Abergwuan (Fishguard)  
Dragon (Swansea)  
Jade (London)  
Perdrix Rouge (Paris)  
Gambetta (Paris)  
Jade (London)  
Spilman (Carmarthen)  
JJ Hamilton (Fishguard)  
Dolphin (Swansea)  
Glenndower (Fishguard)  
Falcon (Carmarthen)  
Jade (London)  
Dolphin (Swansea)  
Glenndower (Fishguard)  
JJ Hamilton (Fishguard)  
Dolphin (Swansea)  
Jade (London)  
Gambetta (Paris)

That is **62 hotels stayed at in 365 days**. The average length of stay is 5.88 days, hardly enough time in each to call the hotel “home”.

Most hotels in Wales have no refrigerators and limited heating. Note that this is the typical pattern of all MARTIN’S stays. Performance in London were at the *Poetry Society* and *Spice of Life*; performances in Swansea were at the *Copper Bar* and *Elysium*; performance in Carmarthen were at *CWRW Bar*; performance in Cardigan were at *Castle Cafe* cellar; and performance in Fishguard were at *West Wales Art Centre*. MARTIN has also performed at Oxford University (*Kings Arms*) and Brighton in England.



Rent is about 3,750 GBP per month.

+ Transportation costs

+ Food

On a yearly basis rent is about 45,000 GBP in the UK and about 43,680 Euros in France and Spain. This is not cheap. And it not what a renter living at “home” would pay. It is a serious vocational cost.

**THOUGH MARTIN HAS DEEP CONNECTIONS TO THE UK — AND IT IS HIS ANCESTRAL HOME — PERFORMING IN THE UK IS NOT HIS HOME! IT IS A CAREER REQUIRING EXCEPTIONAL DEDICATION AND FUNDING.**

Paris is a little more hospitable than the UK — “homey”, if you will — and a little more central. MARTIN’s stage name there is “Papis” and he is a respected performer. The food is delicate, subtle, and tasty and the wine is without parallel. Spain is wonderful and warm and friendly. Tapas bars are everywhere on the *Gran Via* in Madrid and the Tempranillo Rioja wine warm, delicious, and friendly. MARTIN has performed there in Barcelona. China is intriguing and exotic. MARTIN has performed at *Madam Mao’s Dowry* in the old French quarter of Shanghai (Xuhui and Luwan districts), and has visited Nanjing as a journalist to write about the *Rape of Nanjing* in WWII. He has also visited Xian and Shenyang and has a 10-year visa for China. The juicy pot-sticker dumplings are an extraordinary treat. MARTIN can stay as long as he wants and even has a Bank of China checking account. He is what is known as an *old China hand*. MARTIN used to teach English at Jiao Tong University. And Ukraine would be lovely too if it were not for the war and all the air alerts and missile attacks that MARTIN endured there as a journalist on two tours of duty. He misses to this day the Whiskey Corner in Kyiv and *Raz* the bartender there who explained to him *Bushmill* Irish Whiskey with its faint tase of cinnamon and apple. MARTIN has never been accused by any of these countries of overstaying or trying to make the country his “home”; rather, he has been encouraged to come back more often. But the United Kingdom has its greatness too, and it is probably found in its language, literature, and writers. Its literature is unparalleled. Chaucer, Shakespeare, Wordsworth, Dickens, Eliot, Orwell ... And it still dominates the theatre. But it is a sad day when it throws out visiting writers as political sport in response to anti-immigrant and anti-visitor sentiment. It bloodies its reputation.

Note that in Ukraine border control stops the train for two hours on entry and collects all passports for examination. Poland does the same when exiting, though for a shorter period of time. Never do they tell passengers: “We’re not doing it today”. They are friendly but thorough.

One year later this tale ends with no corrections having been made by the HO or BBF to the corrupted UK travel-history database; nor have any relevant updates or notifications been received by MARTIN. The line of communication with the Home Office and the BBF seems to have gone dead. The good news: Pembrokeshire Police have filed criminal charges against MARTIN’s three assailants. The bobbies are “on the job” in Pembrokeshire. Hale bobbies!

Sincerely,

Dr. Steven Louis Martin

## APPENDIX 1

This is the UK BFF SAR travel-history for Steven Louis Martin, along with its caveat about use for an official process. It was used for an official process but no checking was done. And note that it includes only air carriers, not rail, marine, or bus.

**\*\*Caveat\*\***

The accuracy of the information contained within this report is dependent on the quality of the data submitted by the carrier to the Home Office.

Any travel history provided should be interpreted as an intention to travel and not as proof of travel.

The carrier should be approached directly if the information is required for an official process.

Orders, immigration and citizenship: privacy information notice - GOV.UK ([www.gov.uk](http://www.gov.uk))

Forename	Surname	Date of Birth
STEVEN LOUIS	MARTIN	17/08/1945

  

Departure Date / Time	Voyage Code	Departure Port	Arrival Port	Nationality	Document No.
05/09/2017 13:00:00	Air	LGW	OAK	USA	556796347
11/02/2019 14:20:00	Air	LGW	BCN	USA	556796347
25/03/2019 18:50:00	Air	BCN	LGW	USA	556796347
01/04/2019 13:30:00	Air	LGW	SFO	USA	556796347
16/04/2019 10:00:00	Air	LHR	VIE	USA	556796347
24/04/2019 15:45:00	Air	VIE	LHR	USA	556796347
30/06/2019 16:40:00	Air	LGW	BCN	USA	556796347
01/10/2019 18:30:00	Air	SFO	LGW	USA	556796347
11/11/2019 10:30:04	Air	GBSPX	FRFHN	USA	556796347
19/12/2019 12:55:00	Air	LGW	SFO	USA	556796347
11/02/2020 18:10:00	Air	LAX	LGW	USA	556796347
31/05/2020 09:55:00	Air	LHR	LAX	USA	556796347
31/01/2021 20:35:00	Air	ORD	LHR	USA	556796347
09/06/2021 14:32:05	Air	GBSPX	FRFHN	USA	556796347
14/10/2021 10:52:46	Air	GBSPX	FRFHN	USA	556796347
16/05/2022 14:10:00	Air	LHR	WAW	USA	556796347
30/05/2022 17:15:00	Air	VIE	LHR	USA	556796347
30/06/2022 14:00:00	Air	LHR	WAW	USA	556796347
08/08/2022 15:30:00	Air	WAW	LHR	USA	556796347
16/10/2022 12:03:17	Air	GBSPX	FRFHN	USA	556796347
10/01/2023 10:10:00	Air	LUZ	LTN	USA	556796347
06/09/2023 12:07:35	Air	GBSPX	FRFHN	USA	556796347
18/12/2023 13:08:35	Air	GBSPX	FRFHN	USA	556796347
01/04/2024 10:09:15	Air	GBSPX	FRFHN	USA	556796347
01/04/2024 10:31:00	Air	GBSPX	FRPNO	USA	556796347
25/04/2024 11:11:00	Air	FRPNO	GBSPX	USA	556796347

The table is not a “proper job”.

## APPENDIX 2

The following table shows the UK travel history for Steven Louis Martin for the same time period (2017 to 2024). It has been vetted with the travel carriers and it includes all four modes of transportation: Air, rail, marine, and bus. It uses standard, recognised port names and does not confuse railway stations with airports.

Note that the last trip in the table below was not made due to the arrest of MARTIN by the BBF. The SAR report above shows it as made, even though the BBF surely must have known that it was not made since they arrested MARTIN.

Departure Date	Carrier Mode	Departure Port	Arrival Port
21/07/2017	Bus	Gallieni Porte Bagnolet	London Victoria Station
05/09/2017	Air	London LGW	Oakland OAK
02/04/2018	Air	London LHR	Dublin DUB (stop over)
		Dublin DUB	San Francisco SFO
11/02/2019	Air	London LGW	Barcelona BCN
25/03/2019	Air	Barcelona BCN	London LGW
01/04/2019	Air	London LGW	San Francisco SFO
01/05/2019	Air	San Francisco SFO	Dublin DUB (stop over)
		Dublin DUB	LONDON LGW
30/06/2019	Air	London LGW	Barcelona Spain BCN
15/11/2019	Rail	Paris Gare du Nord	London St Pancras Int'l
19/12/2019	Air	London Gatwick LGW	San Francisco SFO
31/05/2020	Air	London LHR	Los Angeles LAX
31/01/2021	Air	Chicago ORD	London LHR
09/06/2021	Rail	London St Pancras Int'l	Paris Gare du Nord
23/08/2021	Rail	Paris Gare Du Nord	Londres St Pancras Int'l
14/10/2021	Rail	London St Pancras Int'l	Paris Gare Du Nord
28/10/2021	Air	Paris CDG	Dublin DUB
30/12/2021	Air	DUB Ireland	LHR London
25/05/2022	Air	Warsaw WAW, Poland	Vienna VIE, Austria
30/05/2022	Air	Vienna VIE	London LHR
30/06/2022	Air	London Heathrow LHR	Warsaw, Poland, WAW

Departure Date	Carrier Mode	Departure Port	Arrival Port
08/08/2022	Air	Warsaw, Poland, WAW	London Heathrow LHR
16/10/2022	Rail	London St Pancras	Paris Gare du Nord
10/01/2023	Air	Lublin, Poland, LUZ	London Luton Apt LTN
09/07/2023	Marine	Fishguard, Wales, Uk	Rosslare, Ireland
10/07/2023	Marine	Rosslare, Ireland	Fishguard, Wales, UK
06/09/2023	Rail	London St Pancras	Paris Gare du Nord
13/09/2023	Rail	Paris Gare du Nord	London St Pancras
18/12/2023	Rail	London St-Pancras	Paris Gare du Nord
01/01/2024	Rail	Paris Gare du Nord	London St-Pancras
01/04/2024	Rail	London St Pancras Int'l	Paris Gare du Nord
25/04/2024	Rail	Paris Gare du Nord	London St Pancras Int'l