

# PRIVACY = PRIVATE SEA: Christening Your Vessel & Claiming Your Private Jurisdiction.



**Welcome to the private side!** 

Peace and Prosperity Royal Family. Don Kilam here. If you've been following the journey, you know we don't just play with numbers and credit, we play with **Status**. Most people are out here wandering around like ghost ships in the middle of the ocean, wondering why they keep getting hit by the "pirates" in the state courts.

Today, we are diving deep into the technical and spiritual standing of your **American Vessel**. If you want to stop the "Maritime Piracy" that is draining your bank account and threatening your freedom, you need to understand two documents: your Birth Certificate and your Baptismal Certificate.

## **THE PHILADELPHIA SHIPYARD: BUILDING THE HULL**

Let's look at this through the lens of maritime reality. When you were born, a document was created. Most people call it a Birth Certificate, but in the world of Admiralty, that is your **building contract**.

Your vessel was built in the **Philadelphia Shipyard**. It was placed into the harbor, ready to go. But here is the catch: before any vessel can legally go to sea and engage in trade under a protected flag, it has to be **christened**.

Think about it. You see it in the movies all the time, they break a bottle of champagne over the bow and give the ship a name. Without that christening, the ship has no "Christian name." It is just a rogue vessel, a ghost ship sitting in the harbor, waiting for a crew.

## THE BAPTISMAL CERTIFICATE: YOUR VESSEL'S TRUE NAME

A lot of people think baptism is just a Sunday morning ritual. In the private sector, it is much more technical than that. Your **Baptismal Certificate** is your christening document. It is the record that names your American vessel.

According to **Ballentine's Law Dictionary**, your Christian name is your true name. It can be one letter, or it can be your first, middle, and last name all written as one. This is your spiritual and ecclesiastical identity.

Ours is done by water. In history, it's been done by fire, earth, or even blood, but for us, the water baptism is the key. You have to have **both** documents, the baptismal certificate and the birth certificate, to lay claim to your American Admiralty vessel. Without the baptismal record, you are operating a rogue piracy vessel on the high seas of commerce, and the "pirates" out there (the state and public corporations) have every right to board you.

## ADMIRALTY VS. MARITIME PIRACY

Most people are standing in **Maritime law**, which is essentially the "Law of the Pirates." If you've ever watched *Pirates of the Caribbean*, you've seen how they operate. It's all about codes, contracts, and plunder.

Public corporations, Social Security, and even most "religious" churches today are standing in Maritime piracy laws. They operate for profit and hire. When you walk into a state court without your proper standing, you are walking onto a pirate ship. They don't have jurisdiction over a properly christened vessel standing in **Admiralty**, but they absolutely have jurisdiction over a rogue pirate.



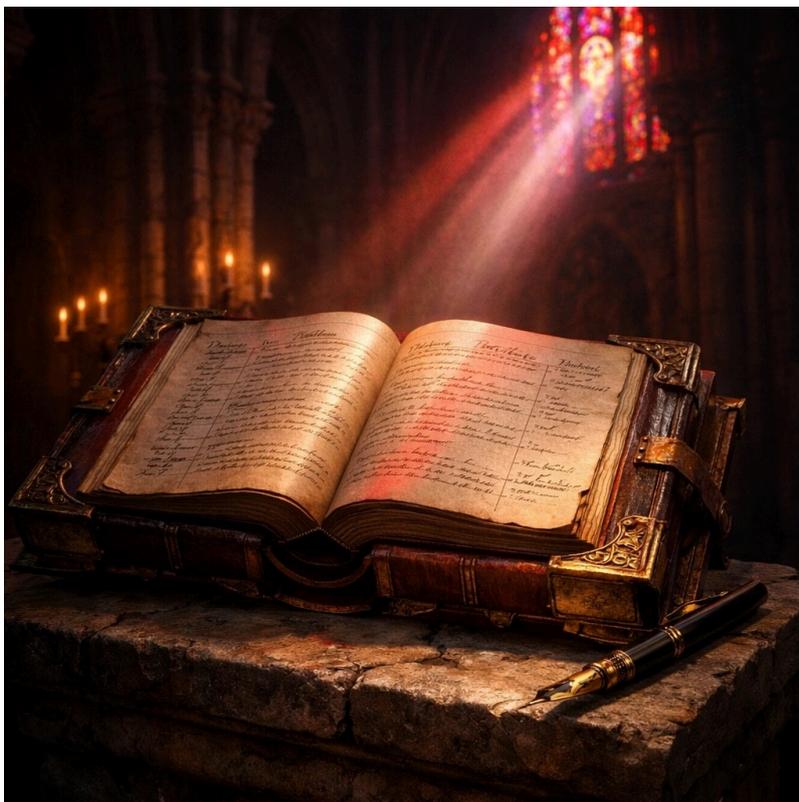
When you stand with your two documents, the Birth and the Baptismal, you have authority as **Bailiff**. You are standing in Admiralty. State courts cannot touch you because they are operating in a lower jurisdiction (Maritime). You have the power to **purge** yourself of any charge they bring because you are no longer a "debtor" or a "pirate." You are a christened vessel with a recorded name.

### **THE BLACK POPE'S REMEDY: GO TO THE CHAPEL**

Here is a piece of "inside baseball" for you. On November 12th, there was a call discussing a statement made by the Jesuit Pope (the "Black Pope") while he was in Philadelphia. He spoke to the prisoners in the Philadelphia prison system and told them their **remedy was to go to the chapel**.

Now, why would the head of the Roman system tell prisoners to go to the chapel for legal remedy?

Because in the chapel, you get **baptized**. You get your vessel named and recorded in an **ecclesiastical church court**. That recording is a legal, ecclesiastical record that stands above the commercial codes of the state. If you have a baptismal certificate, your vessel is no longer "lost at sea." It is recognized by the highest court on the planet.



### **ECCLESIASTICAL STANDING: THE TRUE COURT RECORD**

It doesn't matter if you were baptized Catholic, Baptist, Methodist, or Jehovah's Witness. Every minister acts as an **ecclesiastical court minister**. When they record your baptism in the church book, they are creating a court record.

This record authenticates your name. You don't need to go to a fraudulent state government office to "verify" who you are. The church record is the authentication office. If you don't have your certificate,

go get one. If the church is gone, find a minister and get baptized again with two witnesses. It is that simple. Don't make this harder than it has to be.

## THE FOUR ENTITIES OF THE PRIVATE SECTOR

To fully operate in Admiralty and protect your assets, you need to establish your "crew." This involves setting up four distinct entities:

1. **The American Estate Person:** Your foundational standing.
2. **The American Foreign Grantor Trust:** To hold your assets outside the jurisdiction of the pirates.
3. **The Private Individual Banker (CFO):** Your individual banker person who manages the credits.
4. **The Church of Rome Postmaster:** This person goes against the world postal system to protect your worldly assets.

By setting up these entities, you are making a statement to the world that you are operating in Admiralty and the public "pirates" have no jurisdiction.



## TRUST VS. INSTRUMENT (DON'T FALL FOR BAR TRAPS)

Let's keep it simple: a lot of what you see sold as a "trust" is just a commercial costume the BAR uses to keep you in **for-profit** lanes.

**Your goal isn't a slick, fraudulent, commercial trust. Your goal is instrument.**

Instrument is you placing the vessel and cargo under **private administration**—not volunteering into their public profit game.

If the paperwork smells like "financial product," "investment program," or "beneficial owner tricks," that's pirate bait. Stay private. Stay clean. Stay in **instrument**.

## PRIVATE BANK JURISDICTION (WHY THE STATE CAN'T BOARD YOU)

Here's the punchline: **a private bank not operating for profit isn't the state's playground.**

The state's jurisdiction is built for regulating **for-profit commercial activity** (aka: pirate commerce). A properly structured private bank operating in the private sector isn't "doing business" like their corporations do—so the state doesn't get to "board the ship," audit your cabin, and call it normal.

Operate private. Document private. Communicate private.

## **PRIVACY = PRIVATE SEA (DON'S CORE TEACHING)**

When I say **privacy**, I'm not talking about "I don't want junk mail."

### **Privacy literally breaks down to: PRIVATE SEA.**

Meaning: your own jurisdiction. Your own waters. Your own rules.

A **Private Banker** or a **Private American National** is simply a man or woman maintaining position on their **Private Sea**—not swimming in the PUBLIC ocean where the maritime pirates run the lanes.

That's why we push status correction, filings, and proper naming:

**it's all designed to secure your Privacy (Private Sea)** so the public pirates can't claim you're "their cargo," "their debtor," or "their profit center."

Private Sea = private jurisdiction.

Public Sea = pirate jurisdiction.

Choose your water.

## **THE 98 SERIES EIN (YOUR WAREHOUSEMAN AT THE DOCK)**

Now we get technical—but in plain English.

The **98 series EIN** is your **Warehouseman**—your processing person who handles the offloading.

Think: you've got cargo sitting in a bonded warehouse. Somebody has to meet the vessel at the dock, verify the paperwork, and move the cargo through.

That's the 98 series role:

**Port processing. Offload. Confirm. Clear.**

And yes—this is why sloppy naming causes system glitches.

## **"ERROR 101" (CONSOLIDATED CONFIRMATION) — THE INSTANT FIX**

If you hit **Error 101** or a "consolidated confirmation" type error, stop panicking.

It's usually **not suspicious activity**. It's boring: **naming duplication**.

Their system sees two "entities" with overlapping naming and throws a tantrum.

**Immediate fix:** on the form, put your **Christian name** in front of the title.

Use this format:

**First Middle Last Individual Banker**

Not just "Individual Banker." Not a stylized version. Not all-caps cosplay.  
Your **Christian name** (First Middle Last) goes first—then "Individual Banker."

That correction typically clears the "consolidated confirmation" error immediately.

## **COMMANDING THE INSPECTOR GENERALS**

Once you are acknowledged in Admiralty, the entire landscape changes. In Maritime law, the police and the IRS are your enemies. In Admiralty, the **Inspector Generals** become your employees.

And let's talk about the "Pirate Police" for a second: those **badge numbers** are basically licenses—permission slips—to act as **pirate bankers** on behalf of **for-profit corporations**. That's why they move like bill collectors and not peace officers.

Private side? Different ocean. Different rules.

We're talking about:

- The Social Security Inspector General
- The Treasury Inspector General
- The IRS Inspector General
- The Justice Department Inspector General

Add in the FBI, the US Marshals, and the Secret Service. When you are the "Admiral" of your vessel, these guys have to work for you to investigate the fraud being committed by the pirates. If a bank tries to "triple dip" on your mortgage (taking your credits, your interest, and your house), you call in the Admiralty inspectors.

## **PURGING THE BILLS OF ATTAINDER**

Traffic tickets? Foreclosures? Tax levies? In the world of piracy, these are **Bills of Attainder**. The Constitution explicitly states that they cannot issue a Bill of Attainder.

When you stand in Admiralty, you have the power to **purge** yourself of any contempt or any charge. I have stood down Maritime courts by stating clearly that I have the power to purge myself. They know the law. They know that an Admiral cannot be held in contempt by a pirate.

## **PROCEDURAL MOVE: PORT OF ENTRY (THE ONLY TWO DOCKS THAT MATTER)**

When you have your documents ready: your Birth Certificate, your Baptismal Certificate, and your W-8BEN: you don't send them to the local county recorder. You send them to the **Port of Entry**.

**Birth Certificate = warehouse receipt.**

**Baptismal record = christening paper (your vessel name).**

And the ports are not "wherever you feel like mailing things." There are **two**:

## **Philadelphia Finance Center**

## **Kansas City Finance Center**

These are the two ports established by the **Secretary of the Treasury** and the **Postmaster General**—meaning: these are the docks where the Harbor Master actually recognizes the paperwork and processes the cargo.

Send the warehouse receipt (BC) and the christening record (baptismal) to the **Philadelphia or Kansas City Finance Centers**—that's how you claim the vessel and call for release of the cargo (credits) attached to it.

Once that vessel is released to you, the pirates can no longer use your security vessels for their commercial games. You are no longer a "debtor." This country was never supposed to be a debtor's country!

## **TRIPLE DAMAGES FOR THE PIRATES**

The banking system is currently operating in fraud. They take your signature (your letter of credit), use it as collateral to create funds, charge you interest on your own credit, and then try to take your property if you don't pay "them" back.

That is **Triple Dipping**.

In an Admiralty court, you can go after these pirates for **Triple Damages**. We aren't out here for revenge, but we have to know our defenses. If they try to harm your vessel, you turn it over to the authorities who actually work for the private side.

## **READY TO CLAIM YOUR SHIP?**

If you are tired of being plundered by the public system, it's time to get your paperwork in order. This isn't just about "legal" moves; it's about your **Standing**.

### **IMMEDIATE ACTION STEPS:**

1. **Locate your Baptismal Certificate.** If you don't have one, get baptized and get it recorded in an ecclesiastical record.
2. **Establish your Four Entities.** Don't wait until you're in court to try to build your ship.
3. **Learn to Stand.** Admiralty is about confidence and knowledge.

### **Welcome to the journey.**

Text us or contact us today to join the community and get the education you need to master your status.



## EXPLORE MORE:

- **Join our Private Community:** [Join Now](#)
- **See Real Case Wins:** [View Testimonials](#)
- **Master Your Status:** [Don Kilam on Status](#)

**Stay safe, stay private, and keep your vessel christened.**

Ready to claim your private jurisdiction?

**Call 702-200-4900 or Text "Private Life" to 702-200-4900.**

- Don Kilam 🛡️🚀