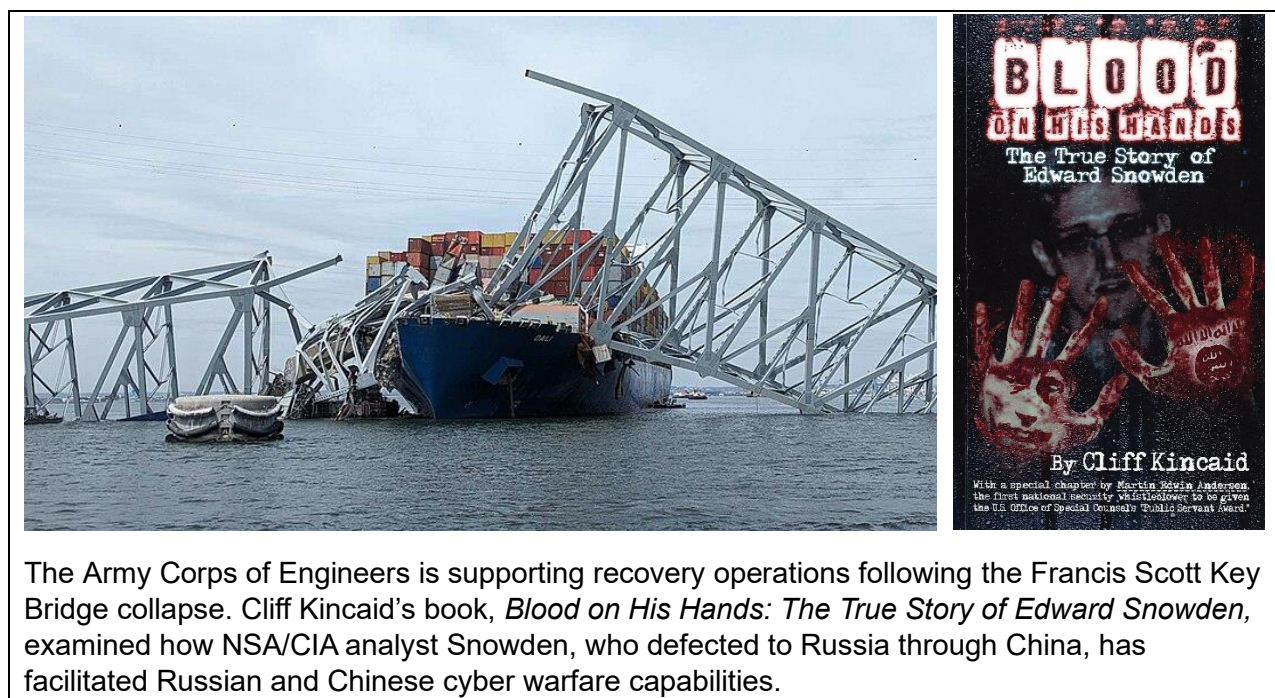


Biden's War with Iran Comes to Baltimore

By Cliff Kincaid - March 28, 2024 ©

The coincidences just keep piling up. One month ago, according to several news outlets, the U.S. conducted a cyberattack against an Iranian military ship that had been collecting intelligence on cargo vessels in the Red Sea and the Gulf of Aden. Then, on Tuesday morning, a cargo ship crashes into the Francis Scott Key bridge, after mysteriously losing power, causing the collapse of the bridge, loss of life, and an economic catastrophe costing tens of billions of dollars.



The Army Corps of Engineers is supporting recovery operations following the Francis Scott Key Bridge collapse. Cliff Kincaid's book, *Blood on His Hands: The True Story of Edward Snowden*, examined how NSA/CIA analyst Snowden, who defected to Russia through China, has facilitated Russian and Chinese cyber warfare capabilities.

Democrat politicians, including the governor of Maryland, Wes Moore, and the mayor of Baltimore, rushed out for face time with the press to claim credit for a quick response to the disaster. The response of that mayor, Brandon Scott, was to demand that the media stop using the video of the bridge collapse because it's "traumatizing our community."

The "authorities" are admitting the obvious -- that the pilot of the cargo freighter had radioed for tugboat help, issued a Mayday, and reported a "power loss" minutes earlier. Video of the disaster seems to confirm this, apparently showing the lights on the cargo ship flashing on and off. But no help arrived and the ship veered into the bridge. Officials are claiming they saved a few lives by shutting down the bridge just seconds before the crash.

There is an assumption in the coverage of the Baltimore bridge collapse that the federal government will figure out what happened and tell us the truth. But I think a cover-up is underway, in the same way we saw various federal agencies, including the FBI, CIA, and the NTSB (National Transportation Safety Board), conclude that a mysterious fuel tank explosion brought down TWA 800 in 1996.

In the crash of TWA Flight 800, which resulted in the deaths of 230 passengers and crew on July 17, 1996, federal “investigators” and the FBI and CIA blamed a fuel tank explosion when eyewitnesses saw missiles hit the plane. To discredit them, the CIA produced a video showing the huge nose-less jet ascending like a rocket, an aeronautical impossibility, supposedly after the fuel tank exploded.



Bill Clinton’s CIA lied about the destruction of TWA 800 by producing a video showing the huge nose-less jet ascending like a rocket, an aeronautical impossibility.

After the phony Russia-gate charges against Trump, writer William F. Marshall [commented](#) in a 2018 article, when Trump was president, “The FBI’s willingness to participate in such outrageous cover-ups and falsely predicated investigations, and ignore a mountain of evidence contradicting the official government line, should prompt President Trump to revisit what I believe is one of the other great cover-ups in American history, also involving the Clintons: the destruction of TWA Flight 800 on July 17, 1996.”

The purpose of the cover-up was to “ensure that a Clinton [Bill] won an upcoming presidential election.”

In the Baltimore bridge case, the purpose of the cover-up is to save Biden’s presidency at a time when an undeclared war with Iran is underway.



It is time for truth in the TWA 800 case and the Baltimore bridge disaster.

The Rise of Cyber Warfare

From the perspective of an observer noting a geopolitical situation deteriorating day by day, with two “official” wars underway in Europe and the Middle East, the bridge collapse looks like retaliation by Iran during a war-time situation through cyber warfare. This is a reasonable conclusion based on public statements by U.S. officials and agencies with knowledge of cyber warfare capabilities by Russia, China, and Iran, as well as the fact that an undeclared war against Iran is underway.

What we can see with our own eyes is that, without a declaration of war by Congress, Joe Biden is waging war on Iran and its proxies but Iran is not waving the white flag of surrender. Yet Biden said Trump could only go to war with Iran by first getting congressional approval.

In regard to the report of a cyber-attack against an Iranian military ship (some reports say two Iranian military ships were hit), three U.S. officials confirmed the hacking operation, as [reported](#) by the publication Maritime Executive. Such attacks alarmed the shipping industry.

It is reasonable to conclude that Iran has hit back hard. Claims about an “accident” should not be taken at face value, when there is overwhelming evidence that cyber-attacks are already being used by Russia, China, and Iran, and the U.S. is using them against Iran.

We are in a state of war with Iran but relevant officials, from Biden on down, want the American people to be in the dark. Hence, we can expect officials to raise safety concerns about the ship or even blame a mechanical malfunction, without scrutinizing what the CIA and FBI knew in advance.



The CIA was brought into the investigation of the crash of TWA 800 to discredit eyewitnesses to a missile attack. In the Baltimore bridge case, the CIA and FBI can be expected to focus attention on factors other than cyber warfare. Prior to September 11, 2001, Islamic al Qaeda terrorists were training on American soil, even using American planes to practice their attacks. The CIA and FBI didn't notice until it was too late and nearly 3,000 people were dead.

Less than a month ago, the Justice Department “unsealed an [indictment](#) charging an Iranian national with involvement in a cyber-enabled campaign to compromise U.S. governmental and private entities, including the U.S. Departments of the Treasury and State, defense contractors, and two New York-based companies.”



In this case, the Iranian hacking group’s private sector victims were identified as defense contractors and other companies that support U.S. Department of Defense programs.

Biden’s Illegal War

I had [warned](#) in a January 29 column on Biden’s illegal war, “Five Americans have already died during Biden’s war with Iran and dozens have been wounded. More carnage is on the way...”

In economic terms, the damage done to the Port of Baltimore, because of the bridge collapse, amounts to tens of billions of dollars. In 2023, the port was responsible for 52.3 million tons of foreign cargo and \$80.8 billion in foreign cargo value.

But there’s more.

On February 15, at the Munich Security Conference, FBI Director Christopher Wray [warned](#) about Chinese, Russian, and Iranian cyber warfare capabilities, noting a 2022 cyber-attack by an Iranian-sponsored group on a children’s hospital in the United States. Wray called it a callous and despicable attack on “the safety of the most vulnerable among us.”

Is there any doubt that such a regime could and would target a cargo ship using cyber warfare capabilities?

When U.S. officials talk about hackers backed by the Chinese, Russian, or Iranian governments targeting U.S. infrastructure, they are referring to water treatment plants, electrical grids, and maritime ports.

Indeed, just five weeks ago, it was reported that the Biden Administration was [preparing](#) “new cyber directives aimed at defending ports” and investing billions in new port “infrastructure,” according to CNN.

How’s that for another coincidence?

CNN reported, “The new directives are also aimed at protecting a key artery of the economy” – U.S. maritime ports which generate trillions of dollars in economy activity each year. Anne Neuberger, deputy national security adviser for cyber and emerging technology at the White House, was quoted as saying. “A cyberattack can cause just as much, if not more, damage than a storm or another physical threat.”

CNN then added this information: “Suspected foreign government-backed hackers in August 2021 breached a computer network at the Port of Houston, one of the largest ports on the US Gulf Coast, but early detection of the incident meant the intruders weren’t in a position to disrupt shipping operations, according to a Coast Guard advisory previously obtained by CNN. The advisory did not identify the foreign government.”

A [report](#) in 2023 from a federal U.S. Maritime Trade and Port Cybersecurity team found that “Physical-cyber infrastructure, such as port operational equipment, may provide attackers opportunities to conduct cyber-attacks that physically disrupt port operations if vulnerabilities are found.” A subsequent congressional [hearing](#), “Port Cybersecurity: The Insidious Threat U.S. Maritime Ports,” was held on February 29, 2024.

Biden on February 21 [issued](#) the “Executive Order on Amending Regulations Relating to the Safeguarding of Vessels, Harbors, Ports, and Waterfront Facilities of the United States.”

In other words, the Biden Administration saw this coming. Nevertheless, Biden declared after the incident, “Everything so far indicates that this was a terrible accident. At this time we have no other indication, no other reason to believe there was any intentional act here.”

In the planned cyber-attack on Boston Children's Hospital and other targets, FBI Director Christopher Wray [referred](#) to “the broader threat posed by cyber actors affiliated with the Government of Iran who have actively targeted victims in the United States including critical infrastructure.” This announcement was made in 2022.

The Office of the Director of National Intelligence’s [2023 Annual Threat Assessment](#) states that “Iran’s growing expertise and willingness to conduct aggressive cyber operations make it a major threat to the security of U.S. and allied networks and

data. Iran's opportunistic approach to cyber-attacks makes critical infrastructure owners in the United States susceptible to being targeted..."

It is not necessary to defer to the "authorities" on the source of the power outage on the ship when they were supposed to be preparing for such an incident. Now that the disaster has occurred and they have ruled out terrorism, they can't be expected to admit they were wrong. So they launched a cover-up.

The FBI had reason to believe that Iran would launch such an attack and was caught unprepared. The vaunted "surveillance state" that is up for review by Congress failed us again. And this explains why most of the media won't even mention the possibility that cyber warfare disabled the cargo ship's communications and navigational controls. It means that the FBI and CIA are making the same "mistakes" all over again that gave us the 9/11 terrorist attacks, in which al Qaeda terrorists learned how to fly airplanes on American soil and then crashed them into the World Trade Center, killing nearly 3000 people.

In addition to this outrage, al Qaeda terrorists obtained anthrax from a U.S. lab on American soil and then mailed it, causing more economic disruption and loss of life, and then escaped responsibility for what they had done, as the FBI shifted blame to scientists at Fort Detrick in Maryland.

In this case, which we covered in detail, we learned that federal operatives from the FBI, and perhaps other agencies, were deployed to frame patriotic American scientists for the post-9/11 anthrax attacks carried out by al Qaeda terrorists with anthrax stolen from a U.S. lab. One scientist, Steven Hatfill, would collect millions of dollars from the Department of Justice in damages over his harassment, while another, Bruce Ivins, would end up dead after being persecuted by federal agents under the direction of then-FBI Director and future Russia-gate special counsel Robert Mueller.

Mueller, the FBI Director on the day of 9/11, would later become the Russia-gate prosecutor targeting President Trump, only to come up empty. The Durham investigation found that the Russia-gate hoax originated with Russian intelligence sources.

Interestingly, just one day after the Baltimore bridge collapse, the U.S. Department of State's Rewards for Justice (RFJ) program [offered a reward](#) of up to \$10 million for information "leading to the identification or location of any person who, while acting at the direction or under the control of a foreign government, engages in certain malicious cyber activities against U.S. critical infrastructure in violation of the Computer Fraud and Abuse Act (CFAA)."

But wait: on Wednesday, also one day after the bridge collapse, the FBI [announced](#) an indictment "charging seven nationals of the People's Republic of China (PRC) with conspiracy to commit computer intrusions and conspiracy to commit wire fraud for their involvement in a PRC-based hacking group that spent approximately 14 years targeting

U.S. and foreign critics, businesses, and political officials in furtherance of the PRC's economic espionage and foreign intelligence objectives.”

Clearly, China and Russia have the same cyber warfare capabilities and have probably passed on some of their expertise to Iran. Russia, a sponsor of Iran's nuclear program, benefitted enormously from the defection of NSA/CIA analyst Edward Snowden, now a Russian citizen. Our book, [*Blood on His Hands: The True Story of Edward Snowden*](#), explains the damage he did. This book was published in 2015 and advertised as an examination of the disclosures from the former CIA and NSA employee “that put America and its allies in danger of further Russian aggression, Islamic terrorism, and Chinese cyber warfare.”

Yet, despite this evidence, the FBI quickly ruled out terrorism and the Baltimore Police Commissioner Richard Worley stated “unequivocally” that “there is absolutely no indication that there's any terrorism, or that this was done on purpose.”

In fact, there is absolutely no indication that they had conducted any kind of investigation into the source of the “power loss” on that cargo ship.

“From the start,” declared one of the “fact-checking” websites, “authorities have described the crash as an accident.” True. But where were the facts behind their claims?

These officials, most of them affiliated with the Democratic Party or dependent on Biden for their jobs, don't want the American people to understand that the United States is at war with Iran, an illegal war without congressional approval, as we suffer under a president who ex-Defense Secretary Robert Gates [said](#) was “wrong on nearly every major foreign policy and national security issue over the past four decades.”

Iran launched a war on Israel on October 7 and then used its proxies to attack U.S. bases and international shipping in the Red Sea. Now, international shipping has been attacked in the Port of Baltimore.

A personal note from Cliff Kincaid:

On October 23, 1983, Russia-backed Iran ordered and carried out the suicide bombing of the U.S. Marine barracks in Lebanon, killing 241 American military personnel. An Iranian drove the car bomb into the barracks. I attended and covered the 2003 trial in which the detailed evidence of the Iranian role in this bombing was presented in detail. The trial involved a case brought against Iran by attorneys Steven Perles and Thomas



Fortune Fay on behalf of the families of the Marines who were killed. Under a U.S. law passed in 1996, victims of terrorism can sue state sponsors of terrorism and collect damages from the assets that the terrorist regime may hold in the U.S. The trial featured a videotaped deposition of a former terrorist insider named “Mahmoud,” who described in detail how Iran ordered the terrorists to attack the U.S. Marines and French troops in Lebanon, and revealed that the driver of the truck carrying the bomb was himself an Iranian.

In a videotaped deposition, former CIA officer Robert Baer testified that there was no doubt, based on the best intelligence information, that Iran was behind it. Baer said this bombing, and a previous bombing of the U.S. embassy in Beirut, Lebanon, were “acts of war.”

Dr. Reuven Paz of Israel testified via videotape that before the Marine barracks bombing Israel had intercepted a message from the government of Iran to its Ambassador in Syria, calling for military attacks on the foreign forces in Lebanon, including the Americans. Paz, who worked for the Israeli security service known as Shin Bet, said the intercepted message was provided to the CIA. Admiral James Lyons, who was Deputy Chief of Naval Operations at the time, testified that he received a copy of the message, which described the need for a “spectacular action” against the Marines. But he received the message two days after the bombing.



Sergeant Steve Russell, who was guarding the embassy on that fateful day, said he had been warned about a possible car bombing of the barracks literally hours before it happened. He warned others, and stayed alert. But, as a “peacekeeper” under restrictive rules of engagement, he carried an unloaded gun and the compound was surrounded only by concertina wire. The car bomber drove through all of this into the barracks.

This evidence was accepted by U.S. District Judge Royce Lamberth, who found Iran liable for billions of dollars in damages.

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