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P 041410Z AUG 93 ZUI ASN-D01216001456  
FM CCGDONE BOSTON MA//OLE//  
TO M9/COGARD MIO NEW YORK NY  
P 301747Z JUL 93 ZUI ASN-D01211002092  
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TO COMLANTAREA COGARD NEW YORK NY//AI//  
INFO COGARD INTELCOORDCEN WASHINGTON DC  
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UNCLAS E F T O FOUO //N03840//

SUBJ: POST SEIZURE ANALYSIS-M/V GOLDEN VENTURE

1. THIS MESSAGE PROVIDES THE INITIAL ANALYSIS RELATING TO INFORMATION GLEANED FROM CREW/PASSENGER DEBRIEFINGS, D1 REVIEW OF EVIDENCE TAKEN FROM THE VESSEL, DISCUSSIONS WITH INS PERSONNEL AND NUMEROUS INFORMATION EXCHANGES WITH THE AUSA'S OFFICE IN NEW YORK CITY. INTERVIEWS WITH OVER 100 PASSENGERS ARE CURRENTLY ONGOING. ON 01 JULY 1993, THE CAPTAIN AND CREW OF THE VESSEL WERE INDICTED FOR CONSPIRACY TO SMUGGLE ALIENS INTO THE UNITED STATES (8 USC 1324). AN OCTOBER TRIAL DATE IS ANTICIPATED. ADDITIONAL RELEVANT DATA RELATING TO THE COORDINATION AND CONTROL OF THE EVENT IS EXPECTED AS THE LEGAL PROCESS CONTINUES.

2. CHRONOLOGY OF EVENTS

A. ON 6 JUNE 1993 (APPROX 0145), M/V GOLDEN VENTURE RAN AGROUND OFF FORT TILDEN, ROCKAWAY, NY. THREE HUNDRED FIVE (305) INDIVIDUALS WERE ESTIMATED TO BE ONBOARD (13 CREW MEMBERS/292 ILLEGAL ALIENS). THE GOLDEN VENTURE IS A 230 FT LONG COASTAL FREIGHTER OF HONDURAN REGISTRY. THE HOMEPORT INDICATED ON THE STERN IS SAN LORENZO. COUNTRY OF REGISTRY HAS BEEN VERIFIED BY THE ICC DETACHMENT, SUITLAND, MD. OWNER OF THE VESSEL IS REPORTED TO BE MR. [REDACTED]. HIS SHIPPING AGENT IS ROSSON SHIPPING SINGAPORE, PACIFIC PTE. LIMITED. A MR. [REDACTED] OF ROSSON SHIPPING WAS NOTED AS HAVING RECRUITED A NUMBER OF THE CREW FOR THIS VOYAGE. INTERNATIONAL CALL SIGN FOR THE VESSEL WAS HQVX-3.

B. DURING MID-JANUARY OF 1993, THE GOLDEN VENTURE, THEN KNOWN AS THE M/V "TONG SERN" (PANAMANIAN REGISTRY), DEPARTED SINGAPORE FOR BANGKOK, THAILAND. A MR. [REDACTED], THE ORGANIZED CRIME VOYAGE COORDINATOR, JOINED THE CREW PRIOR TO DEPARTURE FROM SINGAPORE. THE TONG SERN REMAINED IN BANGKOK FOR APPROX ONE MONTH, DEPARTING OOA 14 FEBRUARY 1993. PROVISIONS TAKEN ONBOARD IN BANGKOK WERE REPORTEDLY GUARDED BY TWO THAI MILITARY NCO'S. SHORTLY AFTER DEPARTURE, ILLEGAL MIGRANTS WERE ONLOADED IN AN AREA KNOWN AS PATTAYA, APPROX. ONE HOUR SOUTH OF BANGKOK. AN ESTIMATED TOTAL OF NINETY-ONE (91) PRC ALIENS WERE EMBARKED USING UP TO TEN SPEEDBOATS WHICH MADE MULTIPLE TRIPS TO THE VESSEL. THIS EVENT TOOK PLACE UNDER THE COVER OF DARKNESS. TWO DAYS AFTER ONLOADING, THE SHIPPING AGENT DIRECTED THE VESSEL'S NAME BE CHANGED TO "GOLDEN VENTURE" WITH HONDURAN REGISTRY. (NOTE: PRIOR OWNER OF TONG SERN WAS HIAP HOE PVT. LTD, SINGAPORE)

C. FOLLOWING A FIVE (5) DAY TRANSIT, THE GOLDEN VENTURE MOORED IN THE VICINITY OF SINGAPORE (AREA KNOWN AS SULTHAN SHOAL) FOR APPROX TWELVE (12) DAYS. DURING THIS TIME, THE VESSEL'S



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GENERATOR AND REVERSE OSMOSIS WATER PURIFICATION SYSTEM SYSTEM WERE REPAIRED. THE VESSEL CONTINUED EN ROUTE MOMBASSA, KENYA AFTER A BRIEF STOP IN THE VICINITY OF AN UNKNOWN INDONESIAN ISLAND (LOCATED IN THE STRAIT OF MALACCA) TO PURCHASE CIGARETTES AND BEER.

D. THE GOLDEN VENTURE ARRIVED IN THE MOMBASSA AREA OOA 26 MARCH 1993. WHILE AT SEA OFF THE COAST OF MOMBASSA, APPROX 200 PRC NATIONALS WERE ONLOADED FOR FURTHER SHIPMENT TO THE US. TWO VESSELS (NFI) WERE INVOLVED IN FERRYING MIGRANTS TO THE GOLDEN VENTURE. PASSENGER DEBRIEFS HAVE INDICATED SOME OF THESE INDIVIDUALS WERE STRANDED IN KENYA WHEN THE M/V NADJJ II WAS UNABLE TO COMPLETE ITS VOYAGE. REPORTEDLY, MIGRANTS STRANDED BY THE NADJJ WERE EITHER PLACED ONBOARD THE GOLDEN VENTURE OR AFFORDED "OTHER TRANSPORTATION AND REACHED GUATEMALA" (NFI). INS/CGI INTERVIEWS HAVE ALSO INDICATED A KENYAN POLICE BOAT WAS INVOLVED IN RESUPPLY OF THE VESSEL OFF MOMBASSA.

E. FROM KENYA, THE VESSEL TRANSITED TO THE VICINITY OF CAPE INFANTA, SOUTH AFRICA (3428S/2052E). WHILE IN THIS AREA THE VESSEL WAS DIRECTED TO ONLOAD AN ADDITIONAL FIFTY (50) TO EIGHTY (80) MIGRANTS. THE CAPTAIN REPORTEDLY REFUSED TO ACCEPT ADDITIONAL PASSENGERS DUE TO HIS CONCERN FOR THE "POTENTIALLY INHUMANE CONDITIONS" THAT WOULD RESULT. IT IS MORE LIKELY VESSEL SEAWORTHINESS WAS THE ISSUE.

F. AFTER ROUNDING THE CAPE OF GOOD HOPE, THE VESSEL CONTINUED UP THE WEST COAST OF THE CONTINENT EN ROUTE THE OPEN OCEAN. A TRANSIT DELAY WAS EXPERIENCED DUE TO HEAVY STORM ACTIVITY IN THE AREA. LAST EST POSITION ON THIS LEG OF THE JOURNEY WAS 0000N/1959W ON 03 MAY.

### 3. APPROACH TO THE UNITED STATES

A. ACCORDING TO CREW MEMBER STATEMENTS, A MOTHERSHIP OPERATION WAS PLANNED UTILIZING SMALL BOATS FOR OFFLOADING OF MIGRANTS AT SEA. INS BELIEVES US-BASED FISHING VESSELS WERE TO BE INVOLVED. MR. ██████████, IN HIS CAPACITY AS ENFORCER FOR THE ORGANIZED CRIME ELEMENT, ATTEMPTED TO COORDINATE TWO SEPARATE RENDEZVOUS ATTEMPTS, NEITHER WAS SUCCESSFUL. ALL COORDINATING COMMUNICATIONS THROUGHOUT THE VOYAGE WERE CONDUCTED USING HF RADIO/MARINE OPERATORS. A MR. ██████████ (RESIDING IN TAIWAN) WAS REPORTEDLY THE OVERSEAS CONTROLLER OF THE EVENT.

B. TO DATE, THE AUSA AND INS HAVE BEEN UNABLE TO DETERMINE RENDEZVOUS SPECIFICS SUCH AS LOCATION AND NAMES OF VESSELS INVOLVED. D1 ANALYSIS OF NAVIGATION CHARTS FOUND ON THE VESSEL AND THE 04 JUNE SEER SUBMITTED BY AIRSTA CAPE COD, HOWEVER, INDICATE ONE RENDEZVOUS POINT MAY HAVE BEEN LOCATED APPROX 72NM SE OF NANTUCKET ISLAND. GOLDEN VENTURE'S NAV CHARTS INDICATE IT WAS LOCATED IN POSITION 4004N/6935W AT 0800 ON AN UNSPECIFIED DATE. THE CG AIRCRAFT SIGHTED THE VESSEL DIW IN POSITION 4004N/6938W AT 0805 ON 4 JUNE. THE VESSEL REMAINED IN THIS SAME AREA FROM AT LEAST 0400-1600 THAT DAY (BASED ON CHART PLOTS). THE SAME CHART HAD A RED INK CIRCLE WITH A DIAMOND INSIDE WRITTEN IN THE VICINITY OF POSITION 4037N/7110W (APPROX 53NM S/SW OF NEW BEDFORD). THIS MAY HAVE BEEN THE SECOND RENDEZVOUS LOCATION. BOTH OF THESE POINTS WOULD BE CONSISTENT WITH THE INFORMATION RECEIVED BY D1 (OLE) IN APRIL INDICATING THE STRONG POSSIBILITY OF A SMUGGLING EVENT IN THE BOSTON AREA DURING THIS TIMEFRAME.



OF NOTE: THE PROBABLE MOTHERSHIP/OFFLOAD VESSEL RDZV POINT FOR THE F/V LUEN HING CASE (SEPT 92/NEW BEDFORD) WAS LOCATED IN THE VICINITY OF 3923N/6830W.

C. AT SOME POINT IN THE FINAL STAGES OF THE VOYAGE (AFTER THE ABORTED OFFLOAD ATTEMPTS), MR. LEE AND SOME OF THE CREW DETAINED THE CAPTAIN AND TOOK CONTROL OF THE GOLDEN VENTURE. THE DECISION WAS SUBSEQUENTLY MADE TO GROUND THE VESSEL IN THE VICINITY OF ROCKAWAY BEACH. THE CREW WAS TOLD TO PREPARE FOR THIS EVENT PRIOR TO ITS OCCURRENCE. MAKESHIFT FLOTATION DEVICES WERE CREATED FOR USE IN BRINGING THE MIGRANTS ASHORE. SIGNIFICANT DELIBERATE DAMAGE WAS DONE TO THE ENGINEERING PLANT AFTER THE VESSEL RAN AGROUND. THE MANNER IN WHICH THE VOYAGE COORDINATORS WOULD CONTROL THE ILLEGAL ALIENS (AND ULTIMATELY THE ASSOCIATED PROFIT PER HEAD) WHEN THEY REACHED SHORE REMAINS UNKNOWN. THIS EVOLUTION WOULD CLEARLY REQUIRE A SIGNIFICANT LEVEL OF SHORESIDE SUPPORT (ADDITIONAL ENFORCERS, TRANSPORTATION, ETC.). NO EVIDENCE HAS BEEN RECOVERED RELATING TO PLANS FOR AN OPERATION SUCH AS THIS. FILLING THIS INFORMATION GAP MAY SHED ADDITIONAL LIGHT ON RECENT UNSUBSTANTIATED REPORTING (SOURCE: INS HONG KONG) INDICATING THE GROUNDING OF THE GOLDEN VENTURE MAY HAVE BEEN A DECEPTIVE TACTIC DESIGNED TO DRAW CG ASSETS AWAY FROM THREE OFFLOADS CONDUCTED FURTHER UP THE COAST.

#### 4. COMMUNICATIONS/ELECTRONICS GEAR

A. THE FOLLOWING EQUIPMENT WAS RETRIEVED FROM THE GOLDEN VENTURE:

- KODEN GPS NAVIGATOR; MODEL KGP-95
- KODEN FACSIMILE RECEIVER; TYPE FX-7200, SN: 720380
- ICOM HF TRANSCEIVER; MODEL IC-M700, SN: 23140
- KING VHF TRANSCEIVER; MODEL 7001, SN: 019913
- SUPERSTAR CB RADIO; MODEL SUPERSTAR 240
- HAND-HELD 2 CHANNEL VHF TRANSCEIVER; MODEL SONY ICB 61H

#### B. RADAR GEAR INCLUDED:

- INDICATOR UNIT: OKI BRAND, MODEL ONX-3-4, UNIT #1641L-7, MANUFACTURED BY NIPPON HAKUYO, SN: 4564, DATE OF MAN.-11/1983
- ANTENNA UNIT: UNIT #1611D-X4, MAN. #456-4

C. THE GPS NAVIGATOR WAS EXAMINED BY GROUP NY PERSONNEL. WHEN ENERGIZED, THE LAST RECORDED WAY-POINT VISIBLE ON THE MONITOR EQUATED TO THE LOCATION OF THE VESSEL GROUNDING. THERE WERE NO ADDITIONAL POINTS STORED IN THE UNIT'S MEMORY. THE FACEPLATE HAS BEEN PUNCTURED BY A SHARP INSTRUMENT (POSS A SCREWDRIVER) INDICATING A DELIBERATE ATTEMPT TO DAMAGE THE EQUIPMENT. ASIDE FROM THE SUPERFICIAL DAMAGE NOTED ABOVE, THE UNIT APPEARED RELATIVELY NEW AND IN EXCELLENT CONDITION.

D. THE HF RADIO WAS ALSO ENERGIZED AND EXPLOITED WITH TEST EQUIPMENT. OF THE SIXTEEN (16) CHANNELS IN ITS MEMORY, FIFTEEN (15) WERE SET TO A MARINE RADIO OPERATOR LOCATED IN MANAHAWKIN, NJ. THE REMAINING CHANNEL WAS RESERVED FOR INTERNATIONAL DISTRESS AND CALLING. CGI, IN CONJUNCTION WITH THE AUSA, IS WORKING WITH THE AT&T MARINE RADIO OPERATOR TO ENSURE A THOROUGH TELEPHONE TOLL ANALYSIS IS COMPLETED. THE CONDITION OF THE RADIO (DENTED BOTTOM, VOLUME KNOB MISSING, FREQ TUNER SMASHED) INDICATES AN ATTEMPT WAS MADE TO RENDER IT USELESS AS WELL.

E. NOTHING OF INTEREST WAS EXTRACTED FROM THE VHF RADIO.



F. THE RADAR UNIT RECENTLY ARRIVED AT THE RAO NY OFFICE ON GOVERNORS ISLAND. GROUP NY ET'S ARE IN THE PROCESS OF GATHERING THE DATA NECESSARY TO SATISFY PREVIOUSLY STATED REQUIREMENTS/TASKING. A REPORT OF THEIR FINDINGS WILL BE TRANSMITTED WHEN THE ANALYSIS IS COMPLETED.

5. GENERAL COMMENTS

A. IT IS BELIEVED GUO, LIANG QI (AKA AH KAY) WAS ULTIMATELY THE COORDINATOR OF THIS SMUGGLING EVENT. INS BOSTON BELIEVES THE FAILED RENDEZVOUS ATTEMPTS EXPERIENCED BY THE GOLDEN VENTURE CAN BE DIRECTLY RELATED TO THE 24 MAY MURDER OF AH KAY'S TWO BROTHERS IN TEANECK, NJ.

B. THE REVERSE OSMOSIS FRESHWATER MAKER WAS MANUFACTURED BY ADVANCED H-TWO-O SYSTEM PTE. LTD, TIONG BAHRU INDUST. ESTATE, SINGAPORE. IT APPEARS TO BE A RELATIVELY NEW MACHINE (IN SPITE OF THE NEED FOR REPAIRS OFF SINGAPORE). IN LIGHT OF THE CRITICALITY OF MAINTAINING A LIFE SUSTAINING FRESH WATER SUPPLY ONBOARD THESE VESSELS, THE OVERSEAS COORDINATOR OF THESE EVENTS MAY HAVE PROCURED A QUANTITY OF REVERSE OSMOSIS SYSTEMS FOR THIS ACTIVITY. THIS MAY BE WORTH RESEARCHING.

C. THE GENERAL CONDITION OF THE MIGRANTS' HEALTH WAS RATED AS GOOD. THEY WERE REPORTEDLY CHRONICALLY SEASICK THROUGHOUT THE VOYAGE AND NOT FED ADEQUATELY ON MANY DAYS. THERE WERE SOME MINOR PHYSICAL INJURIES AND A FEW CONFIRMED CASES OF TB.

D. CONCEALMENT OF THE PASSENGERS WAS RESTRICTED TO THE MAIN HOLD AREA OF THE VESSEL. THE HOLD WAS MODIFIED BY LAYING PLYWOOD DECKING ON CROSS-TIES BETWEEN FRAMES OF THE SHIP. THIS ARRANGEMENT CREATED THREE LEVELS OF TEMPORARY BERTHING.

E. STABILITY CHARTS AND LINE DIAGRAMS OF THE M/V HIPPO WERE FOUND ONBOARD. THESE DOCUMENTS WERE DATED 25 APRIL 1969.

F. A MALAYSIAN FLAG WAS TAKEN FROM THE VESSEL.

6. ADDITIONAL INFORMATION RELATING TO THE M/V GOLDEN VENTURE WILL BE DISSEMINATED AS SOON AS IT IS RECEIVED.

7. DRAFTED: ██████████, CCGDONE (OLE) INTELLIGENCE SECTION.

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