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Seventh Coast Guard District
Network Operations Center
Miami, Florida

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F O U O - PUBLIC AVAILABILITY TO BE DETERMINED BY 5 USC 552

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UNCLAS FOUO //N03821//
CITE: COLOP CG ICC 1-1-96.
SERIAL: IIR 4 XXX XXXX 96; MARINCEN 043/96.
COUNTRY: CUBA (CU); UNITED STATES (US).
SUBJ: IIR 4 XXX XXXX 96/POST EVENT REPORT ON TWO BROTHERS TO
THE RESCUE AIRCRAFT SHOT DOWN NORTH OF HAVANA, CUBA
WARNING: THIS IS AN INFORMATION REPORT, NOT FINALLY EVALUATED
INTELLIGENCE. THIS REPORT IS UNCLASSIFIED, FOR OFFICIAL USE
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DEPARTMENT OF TRANSPORTATION

DOI: 960224.

REQS: R-CGE-2260-01-90; R-CGE-44221.

SOURCE: MASTER, STAFF CAPTAIN, CHIEF OFFICER AND DECK
OFFICER OF THE M/V MAJESTY OF THE SEAS (NO) DURING A JOINT
~~USCG AND FBI DEBRIEFING~~, UNKNOWN RELIABILITY.

SUMMARY: ON 24 FEB 96, THE M/V MAJESTY OF THE SEAS WAS
UNDERWAY IN THE FLORIDA STRAITS IN THE PROXIMITY OF TWO
BROTHERS TO THE RESCUE AIRCRAFT WHICH WERE SHOT DOWN.
DEBRIEFINGS OF THE DECK CREW PROVIDED INSIGHT INTO THE
CIRCUMSTANCES OF THIS INCIDENT. THESE STATEMENTS PROVIDE
FURTHER CREDENCE THAT THE AIRCRAFT WERE IN INTERNATIONAL
AIRSPACE AT THE TIME OF THE DOWNING.

TEXT: 1. THE M/V MAJESTY OF THE SEAS IS A NORWEGIAN
FLAGGED, 268 METER PASSENGER VESSEL WHICH MAKES WEEKLY
EXCURSIONS FROM THE PORT OF MIAMI. AT 2000Z ON 24 FEB,
SHE WAS LOCATED NORTH OF HAVANA IN THE FLORIDA STRAITS
ON HER RETURN LEG TO MIAMI. BETWEEN 2023Z-2045Z, DECK
WATCH OFFICERS ON THIS VESSEL OBSERVED THE APPARENT
DOWNING OF TWO CIVILIAN AIRCRAFT. SEPARATE DEBRIEFINGS
OF FOUR DECK OFFICERS PRODUCE THE FOLLOWING CONSISTENT
TESTIMONY:

A. AT 2023Z, THE MAJESTY OF THE SEAS WAS LOCATED AT
23-30.9N, 082-35.1W. A SMALL EXPLOSION WAS OBSERVED.
THIS EXPLOSION WAS LOCATED ON A BEARING OF 115T AT A
DISTANCE OF 6-7NM (NOTE: THIS PLOTS AS 23-29N/82-28W,
APPROX 20NM FROM THE NORTH COAST OF CUBA). THE ALTITUDE
OF THIS EXPLOSION WAS NOTED TO BE 500-1000FT. A SMALL
60' VESSEL, PROBABLY A FISHERMAN, WAS LOCATED BETWEEN

T. CPUISE LINER AND THE CRASH SITE. AFTER THE DEBRIS STRUCK THE WATER, THE FISH G VESSEL TURNED AND HEADED TOWARDS THE DEBRIS POSITION. SHE THEN RETURNED TO A NORTHERLY COURSE. NONE OF THE WITNESSES SAW AN AIRCRAFT PRIOR TO THIS EXPLOSION.

B. AT 2027Z, A SMALL AIRCRAFT WAS OBSERVED OFF THE MAJESTY'S STARBOARD BOW. THE PLANE WAS INITIALLY ON A NORTHELY COURSE, IT THEN TURNED AND HEADED TOWARDS THE MAJESTY OF THE SEAS WEAVING BACK AND FORTH AS IT DID SO. WITNESSES WOULD NOT SPECULATE ON WHETHER THIS COULD HAVE BEEN EVASIVE ACTIVITY. AFTER A MOMENT, IT THEN RETURNED TO A NORTHERLY COURSE.

C. AT 2029, THE MAJESTY LOCATED AT 23-31.4N, 082-33.5W. THE AIRCRAFT WAS BEARING 095T AT AN ESTIMATED RANGE OF 4-5NM (THIS POSIT PLOTS AT APPROX 23-30N/082-29W AND IS ABOUT 23NM FROM THE CUBAN MAINLAND). A MILITARY JET APPEARED HIGH UP ON THE MAJESTY'S STARBOARD SIDE. THE JET WAS DESCRIBED ONLY AS WHITE IN COLOR. A MISSILE WAS FIRED TOWARDS THE CIVILIAN PLANE. IT STRUCK SECONDS LATER AND THE CIVILIAN AIRCRAFT EXPLODED INTO TINY PIECES. THE LARGEST OF THESE PIECES BURNED ON THE SURFACE OF THE OCEAN FOR ABOUT HALF A MINUTE BEFORE DISAPPEARING.

D. AT 2045Z, THE MAJESTY WAS LOCATED AT 23-32.6N, 082-29.7W. THIS WAS HER CLOSEST POINT OF APPROACH TO THE DEBRIS SITE. ALL THAT REMAINS ON THE WATER IS A THIN SLICK OF OIL. THE SLICK HAS A WIDTH OF ABOUT 10 FT AND EXTENDS BETWEEN THE BEARINGS OF 150T AND 170T AT A RANGE OF 2-3NM.

2. ALL OF THE POSITIONS REPORTED WERE OBTAINED BY GPS. THESE POSITIONS ARE AUTOMATICALLY RECORDED (ALONG WITH COURSE/SPEED AND OTHER NAVIGATIONAL DATA) BY A COMPUTERIZED COURSE RECORDER. THESE RECORDER PRODUCES A RECORD AT 5 MINUTE INTERVALS. A COPY OF THIS RECORD WAS OBTAINED AND IT CONFIRMED THE POSITIONS REPORTED ABOVE IN PARA 1. THESE POSITIONS AND EVENTS WERE ALSO RECORDED IN THE MAJESTY'S OFFICIAL LOG.

3. CREWMEMBERS WERE INITIALLY HESITANT AS TO WHY THEY DID NOT REPORT THIS INCIDENT SOONER. ALL CREWMEMBERS STATED THAT THEY INITIALLY THOUGHT THIS INCIDENT WAS A NAVY EXERCISE. THE DECK OFFICER OFFERED THAT THEY GREW MORE SUSPICIOUS AS THEY CONSIDERED THIS HYPOTHESIS SINCE IT WOULD HAVE BEEN SUCH A FLAGRANT VIOLATION OF SAFETY STANDARDS TO LAUNCH A MISSILE NEAR CIVILIAN VESSELS.

4. THE OWNERS OF THE MAJESTY WERE REPRESENTED DURING THESE DEBRIEFINGS BY SENIOR COMPANY MANAGEMENT AND THE VESSEL'S MASTER. THEY REPEATEDLY STRESSED THAT THEY COULD NOT VOUCH FOR THE ACCURACY OF THESE TIMES AND POSITIONS. NEVERTHELESS, IT BECAME CLEAR DURING THESE INTERVIEWS THAT THERE WAS LITTLE DISPUTE OVER THE MAIN DETAILS OF THIS CHRONOLOGY.

COMMENTS: THE STATEMENTS OBTAINED IN THIS IIR PARALLEL STATEMENTS TAKEN FROM THE F/V TRI LINER DURING A SEPARATE USCG DEBRIEFING.

2. THE NAUTICAL CHART AND PLOT OBTAINED DURING THIS DEBRIEFING WILL BE HELD AT THE MARINCEN PENDING DISPOSITION INSTRUCTIONS.

//IPSP: PG 2500; PG 2260; PG 2040; PG 2300; PGW2650//.

//COMSOBJ: 152; 212//.

PROJ: .

INST: U.S. YES.

PREP: 4-71107.

DISSEM: SENT TO: COGARD ICC; LANTAREA AI, AO; MSO MIAMI

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