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Origin: Field Notes (A. Goodwin)

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Status: Active Observation

### Personal Brief — Cape Town Corridor (Cape Anchorage)

This document is not for the archive. If it ends up in the wrong hands, it will be denied as fabrication. Still, I am writing it because the operation is growing too quickly for verbal passing.

The coastal base of operations remains anchored around the **Port of Cape Town**, specifically the activity bands near **Cape Anchorage**. The harbor traffic provides ideal cover: legitimate exports in the day, “maintenance” movements by night, and a rotating cast of third-party crews that makes attribution difficult. Customs are handled downstream.

A portion of the logistics team is locally recruited (dock labor, convoy drivers, documentation runners). The rest are **Cosmic Components Co.** personnel running under non-standard titles. They behave like shipping clerks and port coordinators, but they are not.

**Key context:** The primary figure financing and directing the network is believed to operate from **Mallorca**. I do not have a confirmed address, only repeated patterns: calls routed through short windows, courier pickups aligned with island ferry schedules, and high-level introductions that always “trace back” to that region. Whoever he is, he is insulated by layers of intermediaries and favors.



### Operational Method

We ship *apparent cargo that is conform* while also hiding contraband of restricted tech parts in the **hull of the ship**.

That single idea is the entire business model. Everything else is just process.

They structure each run as two shipments moving under one voyage: a compliant load in plain sight, and a second set of restricted components riding with it—sealed into dead space so it reads as part of the vessel rather than part of the freight. The legitimate cargo isn’t just cover; it’s a shield they can gesture at when questions start.

Most checkpoints are already *settled*. A familiar signature, a routine stamp, and the convoy keeps moving. On the rare occasions someone outside the arrangement gets suspicious, the response is always the same: point to the clean cargo, invite them to count boxes, re-check labels, verify the obvious—keep their hands busy with what’s visible while the other shipment remains unspoken.

## Forward Movement: Off-World Logistics

Once clear of port scrutiny, the shipments are staged and redistributed toward multiple **launch-adjacent takeoff zones**. I am not naming them here. The geography changes often and so do the routes. What does not change is the rhythm:

- **Low profile** movement from docks to inland storage.
- **Short dwell time** (hours, not days).
- **Split convoy** handoffs to reduce single-point interception.

Personnel footprint is larger than I expected: at least **two dozen** active participants on rotation in Cape Town alone, plus outside handlers and “fixers.” Contacts include freight brokers, customs officers with quiet appetites, and a small set of high-profile intermediaries that can make problems vanish with a phone call. The amount of leverage here is unsettling.

### Access Note (Internal Portal)

I was able to create an account on their **secret website**. Use the following credentials exactly as written:

AlexGoodwin  
Pine123

The interface presents itself as operational planning (maps, dispatches, registries). It is more than that. Treat it as a door, not a destination.

There is an **internal network** used to store their most hidden information. It is not meant to be reachable from the outside world, and it is not advertised in any user-facing navigation. If you want the *sealed truth* behind this operation, you will need to **find that network** and learn how they route requests into it.

I have seen references to inventory nodes, relay checks, and “stock” queries that do not behave like normal public resources. The structure is there. The trail is there. The rest is patience.