

**JFK ASSASSINATION SYSTEM
IDENTIFICATION FORM**

AGENCY : NARA
RECORD NUMBER : 176-10036-10062
RECORD SERIES : National Security Files
AGENCY FILE NUMBER :

ORIGINATOR : CIA
FROM :
TO :
TITLE : CIA Information Telegram
DATE : 8/8/1963
PAGES : 3
SUBJECTS :
DOCUMENT TYPE :
CLASSIFICATION :
RESTRICTIONS :
CURRENT STATUS :
DATE OF LAST REVIEW : 9/10/2000
OPENING CRITERIA :
COMMENTS : National Security Files, Box 58: Cuba Subjects Shipping 8/63-9/63. Box

TELEGRAM INFORMATION REPORT TELEGRAM

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	JAPAN / CUBA / CHINA	REPORT NO.	TDCS-3/555,764
SUBJECT	CUBAN ATTEMPT TO PERSUADE JAPANESE SHIPPING FIRMS TO RESUME DIRECT SERVICE BETWEEN JAPAN AND CUBA	DATE DISTR.	8 AUGUST 1963
DATE OF INFO	LATE JUNE TO EARLY AUGUST 1963	PRECEDENCE	ROUTINE
PLACE & DATE ACQ.	JAPAN, TOKYO (3 AUGUST 1963)	REFERENCES	IN 95378
APPRAISAL	SEE BELOW	FIELD REPORT NO.	FJT 9363

THIS IS UNEVALUATED INFORMATION. SOURCE GRADINGS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

SOURCE: A JAPANESE BUSINESSMAN (C) ASSOCIATED WITH LEFTIST BUSINESS CIRCLES, FROM UMEHARA HIROYUKI, AN OFFICIAL OF THE JAAEC SECRETARIAT.

APPRAISAL: UMEHARA'S ACCOUNT OF REVUELTA'S INTEREST AND ATTEMPTS IS PROBABLY FACTUAL AND ACCURATELY REPORTED.

SUMMARY: A CUBAN SHIPPING OFFICIAL HAS BEEN IN JAPAN SINCE LATE JUNE 1963 TRYING TO PERSUADE THE FIVE JAPANESE SHIPPING LINES THAT HAD DIRECT SERVICE BETWEEN JAPAN AND CUBA BEFORE THE UNITED STATES QUARANTINE TO RESUME THEIR OPERATIONS. IN VIEW OF THE PRESENT SMALL VOLUME OF EXPORTS TO CUBA, THE JAPANESE SHIPPING LINES ARE SHOWING NO INTEREST IN THE CUBAN PROPOSAL. THE LATEST MOVE BY THE CUBAN OFFICIAL WAS A SUGGESTION THAT A TRIANGULAR ROUTE LINKING JAPAN, CUBA, AND CHINA BE ESTABLISHED AND SERVICED BY JAPANESE SHIPS. AN OFFICIAL OF A LEADING JAPANESE SHIPPING COMPANY COMMENTED THAT THE PROPOSAL WOULD

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GROUP 1
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FORM 104-1 (15-20-44-47)

BE WORTH CONSIDERATION IF CHINA COULD PROVIDE SUFFICIENT CARGO TO MAKE THE CHINA-JAPAN LEG OF THE ROUTE PROFITABLE.

BERNARDO DE REVUELTA, AN OFFICIAL OF "CUBA FREIGHT" (SIG) WHO ARRIVED IN JAPAN IN LATE JUNE AND LATER WAS ASSIGNED TO THE SHIPPING DEPARTMENT OF THE CUBAN TRADE MISSION IN TOKYO, TOLD JAPAN ASIA-AFRICA ECONOMIC COUNCIL (JAAEC) OFFICIALS THAT CUBA IS DISSATISFIED WITH THE CURRENT ARRANGEMENTS OF ROUTING SHIPMENTS TO CUBA VIA NAKHODKA, AND THAT CUBA WANTS JAPANESE SHIPPING LINES TO RESUME DIRECT SERVICE BETWEEN JAPAN AND CUBA, EITHER BY JAPANESE SHIPS OR BY CUBAN-CHARTERED, THIRD-COUNTRY SHIPS MANNED BY JAPANESE CREWS.

2. THE FIVE JAPANESE SHIPPING LINES THAT HAD REGULAR AND DIRECT

SERVICE BETWEEN JAPAN AND CUBA BEFORE THE UNITED STATES QUARANTINE

HAVE THUS FAR SHOWN NO INTEREST IN THE CUBAN SUGGESTION SOLELY BECAUSE

THE PRESENT MONTHLY VOLUME OF 2,000 TONS WOULD NOT MAKE OPERATIONS

PROFITABLE AND NOT BECAUSE OF POLITICAL CONSIDERATIONS.

3. REVUELTA SAID HE COULD CHARTER IN LONDON SHIPS THAT HAVE BEEN

BLACKLISTED BY THE UNITED STATES BUT EXPRESSED DOUBT THAT THE ORIGINAL

CREWS WOULD BE WILLING TO WORK THESE SHIPS. HE SAID MANNING OF THESE

SHIPS WITH CUBAN CREWS WOULD BE DIFFICULT BECAUSE OF A SHORTAGE OF

SHIPHANDS IN CUBA. THEREFORE HE SAID HE PREFERRED TO BRING THE

SHIPS TO JAPAN TO BE MANNED BY JAPANESE CREWS. JAAEC OFFICIAL UMEHARA

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HIROYUKI TOLD REVUELTA THAT RECRUITMENT OF JAPANESE CREWS WOULD BE FEASIBLE IF THE CONTRACT TERMS WERE ATTRACTIVE.

4. THE LATEST PROPOSAL SUBMITTED BY REVUELTA TO JAAEC OFFICIALS CALLS FOR A TRIANGULAR ROUTE LINKING JAPAN, CUBA, AND CHINA. UNDER THIS PROPOSAL, A JAPANESE SHIP WOULD CARRY JAPANESE EXPORTS TO CUBA, LOAD SUGAR IN CUBA FOR SHIPMENT TO CHINA AND JAPAN, PROCEED TO CHINA TO UNLOAD SUGAR FOR CHINA AND LOAD CHINESE EXPORTS TO JAPAN, AND THEN RETURN TO JAPAN.

5. WHEN UMEHARA TOLD A MITSUI LINE OFFICIAL OF REVUELTA'S LATEST PROPOSAL, THE SHIPPING OFFICIAL COMMENTED THAT THE IDEA WAS INTERESTING. HE THOUGHT THAT THE VOLUME OF SUGAR SHIPMENTS TO CHINA AND JAPAN WOULD BE ENOUGH TO OFFSET THE SMALL VOLUME OF CARGO BETWEEN JAPAN AND CUBA, BUT EXPRESSED DOUBT OVER THE AVAILABILITY OF SUFFICIENT CARGO TO MAKE THE CHINA-JAPAN LEG OF THE TRIANGULAR ROUTE PROFITABLE FOR JAPANESE SHIPPING COMPANIES.

6. FIELD DISSEM: CINCPAC PACFLT PACAF ARPAC STATE ARMATT
NAVATT AIRATT USFJ USARJ COMNAVJ 5AF 6499SG D046/OSI 5001CG,
CINCSO, CINCLANT.

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