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JFK Assassination System  
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DATE: 11-14-2017

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MAY 1962 EDITION  
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5010-107-02

UNITED STATES GOVERNMENT

# Memorandum

~~CONFIDENTIAL~~ SECRET

TO : DIRECTOR, FBI (113-7-210) ~~[REDACTED]~~

FROM : SAC, MIAMI (105-2878) (P)

SUBJECT: MILITARY AND NAVAL MATTERS - CUBA

DATE: MAY 25 1965

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~~3-2-94~~  
Classified by ~~05EMB/ST~~  
Declassify on: ~~OADR JTK~~

~~4-3-76~~  
Classified by ~~Multiple Sources/ST~~  
Declassify on: ~~OADR 1/16/98~~

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EXCEPT WHERE SHOWN  
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ReBulet, 5-3-65.

Transmitted herewith are nine copies of a LHM,  
dated and captioned as above.

Sources concealed by T symbols are identified  
as follows:

MM T-1 is MM 492-S  
MM T-2 is MM [E15]s  
Bulet enclosed concerning the defiance of FIDEL CASTRO in Nuevitas, Camaguey, Cuba. MM [E15]S independently reported concerning this same matter and one of his sources was ELIESER VILLAMONTES. CIA source was not furnished except as INS #A 13 3522-264. This source was identified at INS by SA EDWIN L. SWEET as JOSE VILLAMONTES GONZALEZ, address in Puerto Rico set forth in enclosed LHM.

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Jm 6-18-97

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The incident referred to undoubtedly occurred, but experienced observers do not regard the small port town of Nuevitas as offering any more opportunity for open rebellion against CASTRO than many others, where

- 2-Bureau (Enc. 9) (RM)
- 2-San Juan (Enc. 2) (RM)
- 2-Miami

(1-105-2878)  
(1-116504 Economic Matters-Cuba)

EES/al

Copy to: CIA/State/DAO, USA  
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by routing slip for info.  
Date: 6-7-65 by RAM

56 JUN 8 1965

REC-9

BAV  
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MAY 28 1965

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ACTION

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

SECRET

DATE: 11-14-2017

280-10107

SECTION  
OFFICE  
ADDRESS  
SEE REVERSE

DATE: JUN 4 11 12 AM '69

CC TO: NACC  
REC'D: 11-13-69  
NOV 28 1969  
ANS.  
BY: JAK TS

REC'D  
DOM INTELL DIV ECONOMIC MATTERS (S-102-5818)

AK Nallo Milian

S-WTSWT  
S-280 INSN (ENC. 5) (EM)  
S-280 INSN (ENC. 3) (EM)

TO: [ ]  
FROM: [ ]  
SUBJECT: [ ]

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as follows:  
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SVC' NIAMI (102-5818) (5)  
DIRECTOR' FBI (113-1-510)

IN THIS DOCUMENT  
RELEASE OF CIA INFORMATION  
REGISTRATION NUMBER  
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UNITED STATES DEPARTMENT OF JUSTICE  
FEDERAL BUREAU OF INVESTIGATION

In Reply, Please Refer to  
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105-2878

Miami, Florida  
MAY 25 1965

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RE: MILITARY AND NAVAL MATTERS - CUBA

DECLASSIFIED ON 2/17/94 BY 9803 RAN/EA JFK

Cuban Merchant Marine

MM T-1, widely acquainted with pro and anti-CASTRO activities and who maintains contact with numerous Cuban news media, on April 5, 1965, furnished information from the Cuban magazine "Bohemia", dated at Havana, Cuba, March 12, 1965. The article was in effect a eulogy of the Cuban Merchant Marine, pointing out that the tonnage had more than doubled within the last five years.

The crews of the Cuban ships increased from 584 men in 1959 to 1107 in September 1964. The article noted that in 1959 Cuban ships called mainly at the ports of New Orleans, Tampa, Pensacola, Philadelphia, New York, Baltimore, and Guayquil, Ecuador. In 1965, the ports most frequently visited by Cuban ships are Montreal and St. John, Canada, Rotterdam, Holland, Antwerp, Belgium, London, England, Barcelona, Spain, Algiers and Stettin. It was stated that at the present time Cuban ships were in almost all important Spanish ports, including Alicante, Gijon, Cadiz, Palma de Mallorca, and Tenerife. It was also noted that the Cuban flag flies in Naples, Le Havre, and Georgetown, British Guiana.

Merchant Marine cadets are trained at the Naval Academy at Mariel as well as the Pilots and Machinists School

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ENCLOSURE

113-7 210-3742

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RE: MILITARY AND NAVAL MATTERS - CUBA

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of the Merchant Marine.

"Bohemia" stated ten 13,000 ton ships are under construction for Cuba and two special refrigerator ships are being built with a capacity of 60,000 cubic feet. Two 725 ton ferries with capacity of 500 passengers each are allegedly under construction to handle the maritime traffic between Cuba and the Isle of Pines.

#### Difficulties Between Cuba and the Isle of Pines

MM T-2, ~~a~~ source with many years' experience as both a private and police investigator, who maintains contact with some sources still in Cuba, ~~is~~ advised on April 26, 1965, that maritime communication between the ports of Nueva Gerona, Isle of Pines, and Batabano, southern port in the Province of Havana, is being handled at the present time by five ships but with considerable irregularity. Three of these ships, "Isla del Tesoro", "Pinero", and the "William J. Mills", are ferries and carry passengers and vehicles. Two ships, "Bongos Uno" and "Bongos Dos", transport cargo only. (u)

All of these vessels are in very poor condition and are continually having to be towed to port from the middle of their crossing because of serious break-downs in their machinery. Repairs needed are urgent but it is impossible to effect them immediately because of the lack of replacement parts. The one most frequently experiencing break-downs is the largest, "Isla del Tesoro", which is used by the government to transport troops between Nueva Gerona and Batabano. This ferry can carry 900 to 1000 passengers and up to 30 vehicles depending on their size. There are also two planes assigned to handle cargo and passengers between the airports of Nueva Gerona and/or Siguanea. The airport of Siguanea is approximately

2.

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