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On or about 24th September 1960 Frank WILLIAMS (see Appendix A) was approached in Marathon, Florida Keys, by a man called "Julio" who asked him to take a load of petrol to refuel another boat at sea. WILLIAMS is the owner of the diesel-engined converted L.C.V.P. the SUNSPORT registered in Florida with licence No. FL45285A. WILLIAMS was offered \$100 a day for this job which he accepted. He subsequently loaded the SUNSPORT in Miami with twenty drums of high test gasoline amounting to 1,100 gallons.

2. ^{Bahamas} On 26th September ^{9:00 AM} the SUNSPORT with WILLIAMS as Captain and accompanied by Paul HUGHES (see Appendix A) left Biscayne Bay near Miami to keep a rendezvous with a fast P.T. boat, the ALADINO, at Mira por vos Cays about fifteen miles southwest of Castle Island lighthouse. (Castle Island is immediately south of Acklins Island in the Bahamas). ^{Board 10-9-28 - ATLANTA, GA}

3. The ALADINO is believed to belong to Rolando MASFERRER a supporter of the ex-Batista government in Cuba. This vessel, with twenty-seven anti-Castro revolutionaries on board, had left Miami at about the same time as the SUNSPORT. The Captain was a Cuban called GONZALEZ-PADRON and the engineer another Cuban MARRERO-ORTEGA (See Appendix A). The original intention was that the ALADINO should go straight to Cuba and then return to the Castle Island rendezvous where she would be refuelled from the SUNSPORT. Owing to incompetent navigation she ran aground several times on her outward journey through Bahamas waters and ran out of fuel. By the time ALADINO reached Castle Island lighthouse on about 1st October her engines were in poor condition and it was not safe for her to proceed any further. The invasion party of twenty-seven men was transferred to the SUNSPORT and on about 4th October were landed at a point one and a half miles southeast of Baracoa light in Oriente Province, Cuba where according to WILLIAMS they were given a hearty welcome by the villagers.

4. The SUNSPORT then returned to Castle Island and found that the ALADINO had gone aground near the lighthouse, the anchor having broken. She is likely to become a total wreck. After a day's delay GONZALEZ and MARRERO were taken aboard the SUNSPORT with five carbines, one rifle and twenty-two rounds of assorted .30, .38 and .45 ammunition which did not fit the guns. According to HUGHES these weapons were withdrawn from the invasion party (who were armed with carbines, rifles and revolvers) because of their doubtful serviceability.

5. The SUNSPORT then set course for Nassau but as she was running out of fuel put in to Georgetown, Great Exuma where she arrived on 7 October. By this time the Bahamas police had got wind that something was going on and the four men were taken into custody. WILLIAMS and HUGHES were subsequently allowed to return to the U.S.A. on about 8th October.

6. HUGHES ^{one of} ~~was~~ ^{was} working with Rolando MASFERRER. He said he was ~~going~~ ^{going} to return to Miami in order to make arrangements for further supplies to be delivered to the twenty-seven men in Cuba. He said he had the promise of 800 sten guns from some sympathisers in South America to help further invasions of Cuba and that he intended to operate off the Cuban coast with a boat about the size of the ALADINO but which was more economical in fuel. HUGHES alleged that the U.S. authorities boarded the ALADINO after she left Miami but asked no questions about the large number of men on board, declined to search for arms, and wished them good luck and allowed them to proceed.

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7. While the SUNSPORT was at Castle Island either on its outward journey or on its return from Cuba, (it is not clear which), it was contacted by an aeroplane piloted, so WILLIAMS believes, by Julio. Messages were dropped asking if they were in trouble and if the men had been put ashore in Cuba.

8. On 11th October WILLIAMS returned to Nassau to claim the SUNSPORT. Among the documents found on the SUNSPORT was a letter addressed to Senor Santiago Alboréz, 701 S.W. 8th Street, Miami.

9. According to subsequent Press reports fifteen at least of ^{Al Cuba} the twenty-seven men put ashore in Cuba have been captured and executed. ^{U.S.} Three of these were Americans, Anthony ZARBA, Dale THOMPSON and Robert O. FULLER. Press reports also say that HUGHES himself has been arrested, so he must have returned to Cuba after leaving Nassau on 8 October.

10. In January 1960 HUGHES, together with a man called Matthew DUKE, used the airstrip at Great Exuma as a jumping off point for a fire-raising raid on some Cuban sugar fields. In May 1960 DUKE was killed in Cuba while trying to exfiltrate someone from that country.

20th October 1960.

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APPENDIX A

*700
 BANA 2302
 ISLANDS*

Paul Joseph HUGHES

Born: 8 October 1928 Atlanta, Georgia.

Nationality: U.S. citizen

Address: 425 Harold Avenue, N.E. Atlanta Ga
also 524 Teckwood Drive, N.W. Atlanta. Ga

Claims he participated in revolution in Cuba at end of 1958 with anti-Communist group liaising with Castro to overthrow Batista's government; was smuggled out of Cuba in August, 1959 after being in jail for anti-Communist activities and since that time has helped organise anti-Castro Cubans in Florida.

700

Fank WILLIAMS

Born: 11 September 1913 Daytona Beach, Florida.

Nationality: U.S. citizen.

Address: 117 N. Flaegler Avenue, Homestead, Florida.

Occupation: Fisherman and owner of SUNSPORT.

Horatio GONZALEZ PADRON

Born: 27 June 1910 Havana Cuba.

Nationality: Cuban.

Address: c/o Coinmar Lines 2974 N.W. River Drive, Miami, Florida.

Occupation: Boat captain.

Claims he has been working with Moody's towing and dredging company in Miami for the past two years. Produced a U.S. driving licence and a paper from U.S. Immigration Service dated 11th August, 1959 giving him conditional permission to remain in the U.S.A. Claims he was engaged to sail crash-boat 'Aladino' for one trip only - apparently took job for mercenary reasons.

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Abelardo MARRERO ORTEGA

Born: 6 May 1928 Havana Cuba.

Nationality: Cuban

Address: Filling station at junction of 6th Street and 8th Avenue, S.W. Miami.

Occupation: Merchant shipping mechanic.

Claims he left Cuba 2 months ago after serving jail sentence for anti-Communist activities. Escaped to Miami on a fruit boat; jumped ship in Miami and went to U.S. Immigration Office where he was given conditional permission to remain temporarily. The document issued by the Immigration Authorities was lost when the engine room of crash-boat 'Aladino' was flooded after she ran aground. Took job as mechanic on crash-boat 'Aladino' to help in overthrowing the Castro regime.

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