

DATE: 11-14-2017

JFK Assassination System
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MM 105-7054

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of Justice to make a prosecutive opinion.

Copies of this report have been furnished locally to U. S. Customs, INS, U. S. Border Patrol, U. S. Coast Guard, CIA, ONI, G-2 and OSI.

- INFORMANTS -

IDENTITY

LOCATION

* MM T-1 is ELIAS D. REES
CIA, Miami.

S-1 (u)
Class for CIA
10/11/84
declas per CIA
7/8/91 letter

Instant report,
page 2

MM T-2 is MM 492-S.

Miami file 134-44-Sub A

MM T-3 is LUIS BALBUENA,
908 S. W. Fifth Avenue, Miami.

Instant report, page 104

MM T-4 is a confidential source
abroad known to the Bureau and
furnished by the Bureau to
Miami.

Bureau airtel 4/4/63,
instant case

This report is being classified "secret"
in view of the references contained herein to CIA.

(u)
per CIA's
7/8/91 letter

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speedboat then left the scene and rendezvoused with the "Alisan" at Dog Rock in the Bahamas at about 6:00 A.M. the same day and then separately returned to Miami. The raiders claimed they had no guns or explosives on board either boat upon their departure from or return to the U. S. and that these materials had been obtained from islands in the Bahamas where they had been previously stored for this operation. The two newspapermen were JOHN THOMAS DUNKIN of Moore Haven, Fla., and ANDREW ST. GEORGE, who allegedly took photographs for "Life" magazine during this operation. DUNKIN admitted his participation. CUESTA stated that the entire operation cost about \$7,000, which was raised over a 5 months period, during which time the 11 participating Cubans individually donated their labor and money and solicited funds from sympathetic Cuban exiles. CUESTA stated that the raiding party did not notify U. S. Customs or INS of their departure or return to U. S. as they were following the same pattern previously set when such operations were carried out with the assistance and cooperation of the U. S. Government. He claimed that if a responsible U. S. official had so requested, he would have refrained from making this raid. He stated that the action of the U. S. Government in opposing this raid came as a complete surprise to him and his companions in view of official statements and previous actions of the U. S. Government with regard to the Cuban situation. U. S. Coast Guard took aerial photographs of the "Alisan" in the Cay Sal area several days prior to the attack. U. S. Customs, Miami, searched and seized the "Alisan" at Rama Marine Docks, North Miami Beach, Fla., on 3/31/63. U. S. Customs found on board a ship's log reflecting various movements of this boat during the pertinent period, a 20 mm. cannon, a quantity of ammunition, explosives, sea charts and a code. On 3/28/63, FIDEL CASTRO issued statement from Havana Radio Station CMQ denouncing the 3/27/63 attack on the Soviet cargo ship "Vaku," which was carrying sugar to the Soviet

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DATE: 11-14-2017

FD-302 (Rev. 1-25-60)

FEDERAL BUREAU OF INVESTIGATION

Date

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3/28/63

Lieutenant AARON ROGERS, Assistant Intelligence Officer, U. S. Coast Guard, Pan American Bank Building, Miami, Florida, was contacted in the office of Commander G. D. CLIZBE, Intelligence Office, U. S. Coast Guard. Commander CLIZBE was present at the time of contact.

Lieutenant ROGERS advised that on Saturday, March 23, 1963, a U. S. Coast Guard plane, flying out of St. Petersburg, Florida, on routine search and rescue flight, located a yacht at an unnamed key in the Cay Sal Bank between Damas Cay and Anguila Cay. He pointed out that the location of the yacht was, at that point, approximately 75 miles north-northwest of the Port of Caibarien on the northern coast of Cuba. Lieutenant ROGERS stated that the Coast Guard plane, on March 23, 1963, took a photograph of the yacht which, he stated, has been identified by the Coast Guard as the Yacht "Alisan." Lieutenant ROGERS displayed a copy of the Coast Guard photograph of March 23, 1963, and it was noted that the "Alisan" appeared to be lying at anchor, and had tied to its stern an inboard motorboat which appeared to be about 20 feet in length, and which had a rather long whip antenna projecting from the location of the boat's windshield. Also tied behind the "Alison," as noted from the photograph, was a rubber, balloon-type boat which appeared to be 5 to 6 feet in length, and which contained a cylindrical object which was about 4 feet in length and had the general appearance of a depth bomb or underwater mine. Tied on, behind the rubber craft, was a rowboat about 12 feet in length with no motor observed on the transom.

Lieutenant ROGERS advised that on Sunday, March 24, 1963, a Coast Guard plane flying out of Miami spotted the same craft, the "Alisan," described as about 50 feet in length, in the same location as it was observed by the Coast Guard plane on March 23, 1963. Lieutenant ROGERS stated that he, himself, was aboard that flight, and that the Coast Guard

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On 3/28/63 at Miami, Florida File # Miami 105-7054

by Special Agents JAMES J. O'CONNOR and Date dictated 3/28/63
PETER J. NERO:GK/pmc

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photographer took four photographs of the "Alisan," which still had the three small craft tied on behind. He stated observation and the photographs were made at approximately noon on March 24, 1963.

Lieutenant ROGERS displayed the four photographs and it was noted that in the photographs there could be observed approximately eight individuals aboard the boats, two of whom were taking pictures of the Coast Guard plane at the time the photographs were being taken from the Coast Guard plane.

Lieutenant ROGERS stated that again on March 25, 1963, the "Alisan" and the small boats tied to it were reported by the Coast Guard plane flying out of St. Petersburg, Florida, to be observed in the same location where they had been observed on the two previous days. He stated no photographs were taken on March 25, 1963, however, and the report of the "Alisan's" position was made by radio message.

Lieutenant ROGERS stated that all the islands of the Cay Sal Bank, with the exception of Cayo Sal, itself, are not permanently inhabited and none has any water supply, other than Cayo Sal, itself, so that the Coast Guard, in making its flights, considers anyone found in these islands to be marooned, unless it is obvious they are not experiencing any difficulty. He said there had been no signal of distress from the individuals aboard the "Alisan" at the times the Coast Guard plane flew over the yacht.

He stated there was no evidence of any weapons aboard the "Alisan" at the time he, himself, observed the craft on March 24, 1963.

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Lieutenant ROGERS advised that the Coast Guard did not make a flight on March 26, 1963, to the location where the "Alisan" had been observed on the previous days, due to the fact that the plane was deferred to another area on a search and rescue mission.

Lieutenant ROGERS pointed out that with respect to the message received by his office relative to the sighting of the "Alisan" by the Coast Guard plane on March 25, 1963, in the area between Damas Cay and Anguila Cay, it was not specifically stated that the vessel sighted was the "Alisan," but from the description of the craft there appeared little doubt but that the vessel described was, in fact, the "Alisan."

Lieutenant ROGERS located a copy of the message pertaining to the March 25, 1963, observation which was received from the St. Petersburg, Florida, station of the Coast Guard on March 26, 1963. The message stated:

"Sighted 50 foot cabin cruiser, white hull, tan cabin, blue foredeck, at 23-42 N, 79-44 W, anchored at 1:10 P.M., name not discernible, five persons on board."

Lieutenant ROGERS furnished copies of the Coast Guard photographs of the "Alisan" and accompanying craft which had been taken on March 23 and 24, 1963.

Lieutenant ROGERS furnished a crew list of the United States Coast Guard planes that sighted the "Alisan"

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on March 23, 24 and 25, 1963, and who took the photographs on March 23 and 24, 1963, as follows:

Crew of Coast Guard Air Station, St. Petersburg, Florida, plane, March 23, 1963:

Lieutenant F. F. SILVIA, Pilot
Lieutenant J. G. STOELTJE
JOHNSON, AD1
STRIFF, AT3
ROGERS, SNAE

Crew of plane from Coast Guard Station, Miami, Florida, March 24, 1963:

Lieutenant T. J. HOWARD, Pilot
Lieutenant J/G W. S. PAWLEY
R. F. THURK, AD2
(Lieutenant AARON ROGERS was on this plane also.)

Coast Guard Air Station, St. Petersburg, plane, March 25, 1963:

Lieutenant Commander WOLFARD, Pilot
Lieutenant J/G J. M. BOWEN
ELKINS, AD2
GRIMES, AD2
CAPPS, AT

Lieutenant AARON ROGERS advised that R. F. THURK, AD2, was the photographer on the March 24, 1963,

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plane, and he assumes those with ratings of "AD1" or "AD2" on the other planes were photographers, although he did not recall the exact rank designated by the single "AD".

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FD-302 (Rev. 1-25-60)

FEDERAL BUREAU OF INVESTIGATION

Date April 8, 1963

Lt. J/G TIMOTHY J. HOWARD, U. S. Coast Guard Reserve, U. S. Coast Guard Air Station, Miami, Florida, advised as follows:

On March 24, 1963, Lt. HOWARD was the pilot of a U. S. Coast Guard plane designated as the HG 16, on routine Key Patrol from Dinner Key, Miami, Florida, along the Florida Keys, South to Anguila Key in the Bahamas and then North through the Bahama Keys and back to Miami.

Lt. HOWARD recalled sighting the approximately 50-foot boat "Alisan" at approximately noon on March 24, 1963, and his records show that the Coordinates at the place of sighting were 23-43-N and 79 42-W. Lt. HOWARD recalled the sighting as 17 miles Northwest of Point Alfa or the Southern tip of Anguila.

Lt. HOWARD upon sighting the "Alisan", thought it was a suspicious boat in view of the auxiliary boats behind it and asked R. F. THURK, AD2, a photographer on board, to take photographs. Lt. HOWARD went low over the boat several times, giving THURK an opportunity to take photographs. HOWARD did not notice anything aboard the "Alisan", except men and canvas. He cannot recall noting anything in the auxiliary boats.

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On 4/3/63 at Miami, Florida File # Miami 105-7054
 by SA PETER J. NERO :j11 Date dictated 4/4/63

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DATE: 11-14-2017

FD-302 (Rev. 1-25-60)

FEDERAL BUREAU OF INVESTIGATION

April 8, 1963

Date

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ROBERT F. THURK, AD2, (Aviation Machinist Mate, 2nd Class), U.S. Coast Guard Air Station, Miami, Florida, advised he was a member of the crew of a U. S. Coast Guard plane of which Lt. HOWARD was the pilot on March 24, 1963 on routine Key Patrol from Miami to the Bahamas.

THURK stated he acted as photographer aboard this plane and he took 4 photographs of a suspicious-appearing boat about 50 feet in length, which he was told was the "Alisan". The photographs taken by THURK were taken from approximately 75 feet above the water while the plane was at a speed of approximately 150 knots per hour. THURK stated he did not notice anything except the occupants of the boat and canvas on the boat, inasmuch as he was pre-occupied taking the photographs.

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On 4/3/63 at Miami, Florida File # Miami 105-7054
SA PETER J. NERO :j11 4/4/63
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1.

With regard to the information furnished by SANTIAGO ALVAREZ RODRIGUEZ on March 29, 1963, to the effect that at Cay Sal, Bahamas, there is a Negro by the name of (first name unknown) THOMPSON, who is cooperative and sympathetic, and has been of help to ALVAREZ in the past by warning him of the arrival of the British Bahamas Police boat in sufficient time for arms to be unloaded and hidden, with THOMPSON's help, the following is set forth: *RU*

On April 3, 1963, MM T-4, a confidential source abroad, advised THOMPSON lives at Cay Sal, Bahamas, and described him as a tide waiter employed by the Customs Department of the Nassau Government. *RU (S)*

With regard to the 23-foot speedboat used by the raiders in this case, on April 3, 1963, MM T-1, employed by a Federal agency which conducts intelligence investigations, reported that a source who is the United States owner of a marina which is intimately connected with maritime matters in the Florida Keys, had advised it was possible that the boat in this case is a 22-foot vessel bearing Florida registration FL0320F. MM T-1 said this boat has a blue hull, golden deck, a white canvas top, and is registered to ISIDRO BORGAS, a Mexican national tourist who resides at 2165 Arch Creek Drive, North Miami, Florida. *RU*

Handwritten notes:
~~classified per~~
~~ex 1/19/81~~
~~letter~~

Mexico

Class per CIA to
dtg 10/11/84

With regard to ANDREW ST. GEORGE, a professional photographer who participated in this raid, on April 3, 1963, Mr. GLENN R. ADAMS, Immigration and Naturalization Service (INS), Miami, advised the real name of ANDREW ST. GEORGE is ANDRES SZENTGYORGYI, pronounced ST. GEORGE,

Para 4 does not warrant classification
Per INS Letter 4/19/83
SP-1 GSK/RBG 6/25/83

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