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Agency Information

AGENCY : FBI  
RECORD NUMBER : 124-90102-10180  
  
RECORD SERIES : HQ  
  
AGENCY FILE NUMBER : CR 110-6-210-3011

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Document Information

ORIGINATOR : CIA  
FROM : CIA  
TO :  
  
TITLE :  
  
DATE : 07/26/1971  
PAGES : 6  
  
SUBJECTS :  
MAX LESNICK  
  
DOCUMENT TYPE : PAPER, TEXTUAL DOCUMENT  
CLASSIFICATION : Secret  
RESTRICTIONS : 1B  
CURRENT STATUS : Redact  
DATE OF LAST REVIEW : 08/13/1998  
  
OPENING CRITERIA : APPROVAL OF CIA  
  
COMMENTS : RPT

Intelligence Information Report

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SECRET

REPORT NO. CSDB-312/02121-71

*ECONOMIC MATTERS*

DATE DISTR. 26 July 1971

COUNTRY Cuba

ALL INFORMATION CONTAINED

DOI March - April 1971

HEREIN IS UNCLASSIFIED

DATE 3-27-95 BY 50668 SLD/KSR (JFK)

4-FBI/C

SUBJECT Organization of Cuban Ministry Of Transportation (MITRANS)

1. ~~Soviet advisors in MITRANS.~~
2. ~~Transfer of MITRANS offices to the Ministry of Merchant Marine and Ports.~~

Canada, Ottawa (6 July 1971)

FIELD NO. [OCO-198]

SOURCE

[redacted] from a [redacted] who worked in Cuba from 1968 to [redacted]. His reliability has not been established.

He acquired this information during the course of his normal employment.

1. (Headquarters Comment: The Cuban Ministry of Merchant Marine and Ports was created by law on 20 August 1970 with the purpose of coordinating, administering, and executing all maritime activity: At that time, it was announced that the offices within the Ministry of Transportation having to do with maritime activities would be transferred to the Ministry of Merchant Marine and Ports.)

2. As of March 1971, the Ministry of Transportation (MITRANS) was still in the process of transferring certain offices to the new Ministry of Merchant Marine and Ports, which had not yet been completely organized. Attached as page 5 is an organization chart of MITRANS as of March 71. Following is a description of the MITRANS organization:

A. Minister. [redacted] Comment: Source was still under the impression that the Minister of Transportation was Faure Chomon, although the latter had been replaced in December 1970 by Major Enrique Lussón Batlle.)

B. Office of the Minister. Piro ~~Barrero~~ Barrero was in charge of this office and the chief secretary was Barrero (fna). Both were with Faure Chomon.

Minister of Transportation, in the Directorate during the Cuban Revolution. (Field Comment: The source probably is referring to the 13th of March Revolutionary Directorate (DR)

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KP 1-27-98 SLD/KSR (JFK)

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Nat. Intell. Section

which was led by Chomon and was active during the Cuban Revolution.) Within MITRANS, Barerro and Barreto were Chomon's principal assistants. One Soviet advisor, an economist, also worked in this office. Both Barerro and Barreto were expecting to be transferred to the Ministry of Merchant Marine and Ports.

*File  
Cuba*

C. First Vice-Minister. The First Vice-Minister was G. ~~X~~ G o n z a l e z, who is also a former member of the DR. Gonzalez has general administrative responsibilities within MITRANS. (Headquarters Comment: Gumersindo ~~X~~ G o n z a l e z is the First Vice-Minister and Vice-Minister of Economy in MITRANS according to the Directory of Cuban Personalities.)

D. Second Vice-Minister. The Second Vice-Minister, A l e p u z (fnu) is also a former member of the DR. He had responsibility over the Departments of Laws and Regulations. One Soviet advisor worked in the office; he was G o r n y (fnu), a naval architect from a Leningrad ship construction institute. (Headquarters Comment: According to the Directory of Cuban Personalities, Manuel ~~X~~ A l e p u z ~~X~~ llansana is the MITRANS Vice-Minister for Regulations and Technical Standards.)

(1) Laws: The Director of this department was Joaquin de la ~~X~~ C r u z, a former member of the DR. All of this department pertaining to shipping and port laws was to be transferred to the Ministry of Merchant Marine and Ports. Within the Department of Laws, were two sections: a commission which investigated accidents, and a legal section which wrote the rules and regulations governing ship, rail, bus, and truck transportation. It also operated a driving school and issued drivers' licenses.

(2) Regulations: This department consisted of naval construction and inspection sections and was headed by Captain S i l v i o. (fnu), a former member of the DR. All of the Regulations Department was to be transferred to the Ministry of Merchant Marine and Ports.

(a) Naval Construction Section: This section, within the Regulations Department, was headed by Eduardo T a p a n e s, a Soviet-trained engineer. The section contained two offices: the dry docks office in which five Soviet engineers worked, and the shipyards section where two Soviet ship repair engineers worked. Since the beginning of 1969, Tapanes had spent the major part of his time as the MITRANS representative working in the Cuban Commercial Office in London, England. In 1968, he had an office at a shipyard on Havana Bay (AMS Series E 9210, Havana Sheet 2 UTM Grid 630697 to 635597). During this time he often visited the Soviet Naval Association for assistance. This association, composed of Soviet naval officers, had offices in a building on the block bounded by Mercaderes, O'Reilly, Obispo and Tacon Streets in Havana. In late 1970, Tapanes, a civilian, was given the naval rank of captain. [redacted] Comment: Source said that many civilian employees of MITRANS were being given military ranks when they transferred to the Ministry of Merchant Marine and Ports.)

(b) Inspection Section: This section, headed by Captain Silvio, was responsible for inspecting all non-military ships entering Cuban ports. All employees of this section were on detached duty from the Mambisas Shipping Line.

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