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Thursday, August 24, 1967

EO 12958 3.4(b)(1)>25Yrs
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TEXT OF CIA REPORT

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The bombing of the Doumer Bridge across the Red River by U. S. pilots on August 11, 1967, was very accurate and the bridge will never be able to carry either heavy rail or truck traffic without major reconstruction. While the dropping of one span about 300 meters from the Gia Lam District was important, the crucial damage was done to the structure itself by the impact of at least three high explosive bombs hitting on the remainder of the bridge leading to Hanoi City. The impact of the explosions loosened or broke large rivets that are vital to the structural design of the bridge and completely dislodged many of the braces where the spans are connected.

After the raid on August 21, heavy smoke and fire were noted northeast of the city of Hanoi in the direction of the Yen Vien Railyard for at least three hours. On the August 22 raid, one bomb either hit or hit near the East German Hospital and killed one Vietnamese doctor. Another bomb fell one block south of the French Delegation and the impact shattered glass in unspecified buildings of the French compound. One U. S. aircraft was destroyed by a missile and the plane was seen falling in the Gia Lam District.

In the late afternoon of August 22, it took members of the International Control Commission, who had priority, between three and four hours to get from Hanoi City to Gia Lam by crossing the Red River by ferry, because of extremely heavy traffic. Only two ferries are operating and they can accommodate six to eight vehicles, depending on the size of the vehicles. The ferries are towed by small boats.

On August 22, most of Hanoi City and all of Gia Lam District were blacked out. On the Hanoi side, there

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DATE: MAR 2001

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-2-

were only a few lights in the Hai Ba District and no lights in the area surrounding the train station. A few scattered lights were seen along the Red River bank close to the Doumer Bridge on the Hanoi side. Gia Lam Airport was lighted.

On August 22, neither the Pont des Rapides Bridge across the Canal nor the recently-constructed metal bridge about 100 meters south was operating. One span of the new metal bridge was knocked out and dropped into the river. Immediately north of the Pont des Rapides there is a pontoon bypass which can probably support light trucks.

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