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NPIC/R-175/65

May 1965

PHOTOGRAPHIC INTERPRETATION REPORT

DARIEN (LU-TA) SHIPYARD LU-TA, CHINA



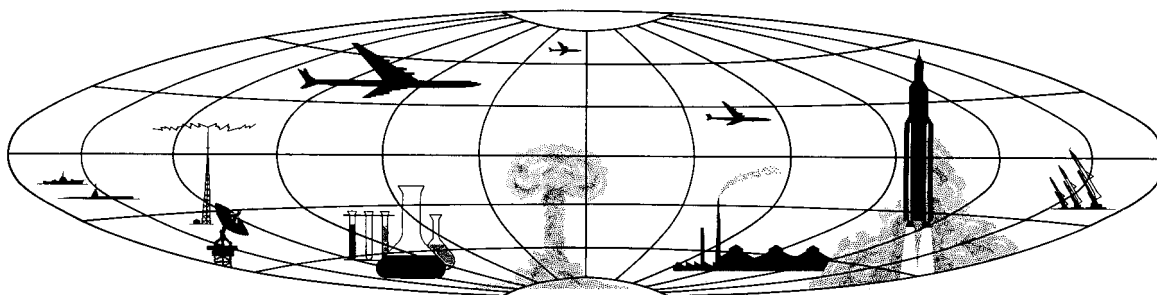
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NPIC/R-175/65

DARIEN (LU-TA) SHIPYARD, LU-TA, CHINA

INTRODUCTION

This is one of a series of reports on Chinese Communist Shipyards and Port Facilities observed on aerial photography.

The Darien (Lu-ta) Shipyard is located on the northeast outskirts of Lu-ta, China, on the southern shore of Ta-lien Bay at 38-55-52N 121-38-20E (Figure 1). Lu-ta is also known as Ta-lien and Darien. This shipyard is listed in the Bombing Encyclopedia as Ta-lien Shipyard Port Arthur Darien.

DESCRIPTION

The shipyard (Figure 2) is road- and rail-served, secured by a wall, and derives its elec-

trical power from a thermal electric powerplant located immediately south-southwest of the shipyard. Facilities include 3 building ways, 1 building area on a mole, 2 graving docks, 1 L-head pier, 9 piers, and 2 quayed areas for the fitting out of vessels. Vessels are moored to the piers in the NW section of the yard even though the entire area is quayed. Vessels are end launched from the 3 building ways and crane launched from the building area. Handling facilities include 4 tower hammerhead cranes and 6 tower jib cranes.

Significant construction activity during the period of photographic coverage used for this study was that of a G-class SSB submarine on building way B3.

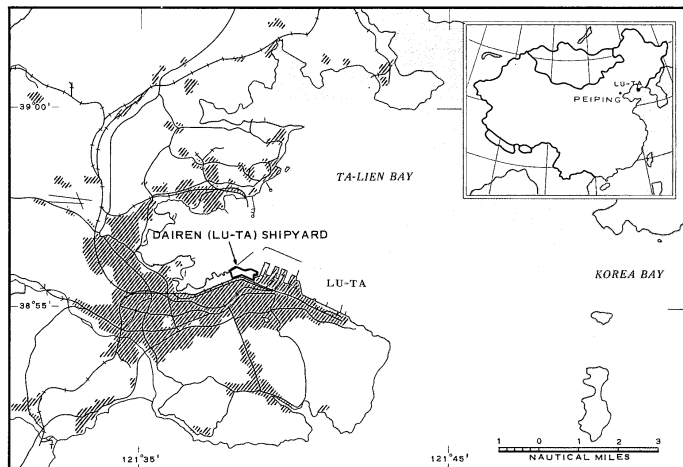


FIGURE 1. LOCATION OF DARIEN (LU-TA) SHIPYARD.

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25X1

NPIC/R-175/65

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A possible submarine was observed in an early stage of construction [redacted] and a G-class SSB was observed in an advanced stage of construction [redacted]. [redacted] a G-class SSB was observed at Lu-ta Port Facilities, immediately east of this shipyard. Vessels are listed in Table 2, which reflects a transition from predominately commercial to predominately naval activity dur-

ing the [redacted] period.

Photography [redacted]

[redacted] reveals minor changes in construction and razing and renovation of facilities. Photography [redacted] reveals the addition of one probable tower jib crane on craneway C1. Photography [redacted] reveals the removal of one tower hammerhead crane and the addition of one tower jib crane on craneway C3.

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Table 1. Vessels (Keyed to Figure 2)

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Location	Identification	Size (Ft)/ Configuration/ Hatches	Status	Identification	Size (Ft)/ Configuration/ Hatches	Status
B1	U/I hulls (2)	70 x 20	U/C	U/I hulls (2)	70 x 20	U/C
B2	Merchant	550 x 80/ KKFKK/6	U/C	Merchant	550 x 80/ KKFKK/5	U/C
B3	U/I		Shed-covered	Possible SS		U/C, Shed-covered security screens
B4	Merchant	390 x 50/ KFK/4	U/C	Merchant	390 x 50/ KFK/4	U/C
End of C4 Ends of C3 & C4				Tug Floating Crane Merchants (2)	490 x 60/ KKFK/5	Fitting out
				Merchant	435 x 60/ KFK/4	Fitting out
End of C5 End of C6	Lighters (2) Tug			Probable tug Utility barge Tugs (2) Utility barges (2)		
D1	Tug Probable floating cranes (2) Lighter			Possible small tanker	125 x 20	
				U/I (2)	130 x 25	
D3	Merchant	380 x 50/ MFM/4	Fitting out	U/I (2)		
				Merchant	295 x 50/ MFKM/4	Off loading
	Merchants (3)	435 x 60/ KFMK/5	Fitting out	Merchant	435 x 65/ KFK/4	Fitting out
	Merchant	550 x 80/ KKFKK/6	Fitting out	Merchant	550 x 80/ KKFKK/6	Fitting out
	Tugs (4)			Gordyy-class ODD		
	Probable floating crane			Probable floating cranes (2)		
	U/I (2)	70 x 20		Tug		
	U/I	40 x 10		Dredge U/I (2)	70 x 20	

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NPIC/R-175/65

Table 1. Vessels (Keyed to Figure 2) Continued

25X1C

Location	Identification	Size (Ft)/ Configuration/ Hatches	Status	Identification	Size (Ft)/ Configuration/ Hatches	Status
D4	LST Possible OPF Tug	345 x 55 230 x 30	Fitting out Repair	Probable tanker U/I (3)	345 x 55/ [REDACTED]	Fitting out
E1	Merchant U/I	435 x 60/ MMFM/4 [REDACTED]	Fitting out/ repair U/C or re- pair	Merchant U/I	435 x 60/ KKFKK/4 [REDACTED]	Fitting out U/C or re- pair
E2	Merchant U/I hull	320 x 35/ --/4 120 x 20	U/C U/C	Possible OPF U/I	230 x 30 120 x 20	Repair U/C

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A1				MK-6-class LCM (8)		U/C
B2	Shanghai-class		U/C	MK-6-class LCM (2)		U/C
	Probable Shanghai- class PTF		U/C	Shanghai-class PTF (7)		U/C
	MK-6-class LCM (2)		U/C	Tugs (2)		U/C
B3	Tugs (2)		U/C			
	Possible G-class SSB		U/C	G-class SSB		U/C
B4	Merchant	390 x 50/ KFK/4	U/C			
End of C3	Possible OPF	230 x 30	Repair	Possible OPF	230 x 30	Repair
	U/I	120 x 20	U/C	U/I (2)	190 x 20	Repair
Ends of C3 & C4	Tug Kronshtadt-class PC (2)	[REDACTED]	Repair	Lighter		
	U/I	165 x 25	Repair			
End of C5	U/I	[REDACTED]				
D1	Merchant	250 x 35/ KFK/4	Fitting out	Tug		
	MK-6-class LCM (8)			Floating cranes (3)		
	Tugs (2)			Lighters (2)		
	Small tanker	120 x 20/ MF		Utility barges (2)		
	Utility barges (5)					
	Lighter					
	Floating crane					
	U/I (2)	130 x 25				
	U/I (2)	[REDACTED]				
D3	Merchants (2)	290 x 50/ MFKM/4	Off loading	Merchants (2)	290 x 50/ MFM/4	
	Merchants (4)	435 x 60/ KFKM/4	Fitting out	Merchant	385 x 60/ KFK/4	

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25X1

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Table 1. Vessels (Keyed to Figure 2) Continued

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Location	Identification	Size (Ft)/ Configuration/ Hatches	Status	Identification	Size (Ft)/ Configuration/ Hatches	Status
D3	Merchant	550 x 75/ KKFKK/5	Fitting out	Merchants (2)	435 x 65/ KFKK/5	Fitting out
	Merchant	230 x 40/ MF		Merchant	540 x 80/ KFKK/5	
	Utility barges (3) U/I (3)	70 x 20		U/I	170 x 20	
D4	Floating crane	300 x 45/ MFM/4	Fitting out/ repair	Merchants (3)	450 x 60/ KKFK/5	
	Merchants (4)		Fitting out/ repair	Lighter		
E1	Merchant	435 x 60/ KKFKK/5	Fitting out	Merchant	430 x 65/ MMFM/4	Fitting out
	U/I	KFMK/4	U/C or repair	U/I (2)		Fitting out/ repair
	U/I		U/C or repair			
E2	Possible OPF U/I	230 x 30 120 x 20	Repair U/C	Merchant	320 x 45	Repair

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B1	Probable MK-6- class LCM (9)		U/C			
B2	Shanghai-class PTF (8)		U/C	Shanghai-class PTF (4)		U/C
	Tug		U/C	Tug		U/C
B3	Shanghai-class PTF (3)		U/C	Shanghai-class PTF (5)		U/C
	Probable tugs (3)		U/C	Tugs (4)		U/C
	U/I hull	70 x 25	U/C			
	Tug		U/C			
	U/I hull	35 x 35	U/C			
B4	Possible motor- ized crane boat	90 x 30	U/C			
				Merchant hull sections (2)	95 x 35 (fwd) 120 x 35 (aft)	U/C
End of C3				MK-6-class LCM (5)		Fitting out
End of C4				Lighter Tug U/I (2)	75 x 15	
Ends of C3 & C4	W-class SS		Repair			
End of C5	Tugs (2) Motorized crane	90 x 30	Fitting out	Motorized crane boats (2) Tugs (3) Lighter	90 x 25	Fitting out

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NPIC/R-175/65

Table 1. Vessels (Keyed to Figure 2) Continued

25X1D

Location	Identification	Size (Ft)/ Configuration/ Hatches	Status	Identification	Size (Ft)/ Configuration/ Hatches	Status
D1	MK-6-class LCM (8)		Fitting out	Probable MK-6 class LCM (10)		Fitting out
	Probable MK-6-class LCM (2)		Fitting out	Possible LCVP (4)	60 x 15	Fitting out
	Small tanker	135 x 30		Small tanker	135 x 30/	
	Probable floating crane			Motorized crane boats (3)	90 x 30	
	Lighter			Floating cranes (2)		
	Utility barges (2)			Lighter		
	Motorized crane boats (3)	90 x 30		Tug		
D3	Probable small tanker	190 x 35/		U/I (4)	70 x 10	
	Merchant	KKFKK/5	Off loading	Gordyy-class ODD (3)		
	Floating cranes (3)			W-class SS		Repair
	U/I	60 x 15		Shanghai-class PTF (3)		Fitting out
	Utility barges (2)			Floating dry dock	190 x 80	
	Tugs (6)			Tugs (3)		
	Gordyy-class ODD (2)			Floating crane		
D4	Shanghai-class PTF		Fitting out	Utility barge		
	Gordyy-class ODD		Repair	Large tanker	350 x 50/	Repair
	Merchant	435 x 60/ KFK/4	Probable repair			
	Floating dry dock	190 x 80				
	Tug					
E1	Lighter			Merchant	410 x 60/ MFM/5	Repair
				U/I	120 x 25	Repair
E2				U/I	90 x 20	Repair
				Small tanker	135 x 35	Repair

25X1D

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25X1

NPIC/R-175/65

REFERENCES

PHOTOGRAPHY

25X1D

25X1C

MAPS

DIA. US Air Target Chart, Series 200, Sheet 0381-10HL, 2d ed, Aug 63 (SECRET)

ONI. Port Plan 21143, Jun 58 (SECRET)

DIA. Town Plan 39872, Apr 64 (SECRET)

DOCUMENTS

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REQUIREMENT

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NPIC PROJECT

12037/64 (partial answer)

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