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## INTELLIGENCE MEMORANDUM

FOREIGN SHIPPING TO NORTH VIETNAM IN OCTOBER 1966

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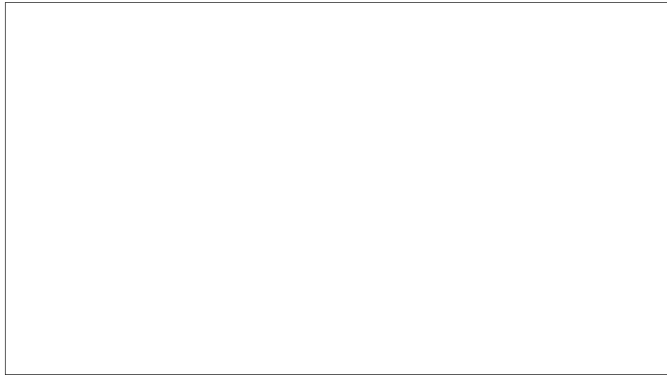
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FOREWORD

The data in this memorandum are preliminary and subject to modification as additional information becomes available. Significant changes may occur in data on ship arrivals and cargoes from Communist China and, to a lesser extent, in data on cargoes carried by ships of the Free World. All data on cargoes carried are expressed in metric tons. Data on Soviet and Eastern European ship arrivals and cargoes and on Free World ship arrivals are not likely to be changed significantly. As required, changes will be reported in subsequent memoranda.

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FOREIGN SHIPPING TO NORTH VIETNAM IN OCTOBER 1966\*Summary

A new procedure for Soviet petroleum shipments, a significant recovery of exports of coal and pig iron, and an increase in Chinese Communist and Eastern European shipping highlighted foreign shipping to North Vietnam in October. Calls by Soviet and Free World ships remained below the monthly average for the earlier months of this year, as shown in the following tabulation:

	<u>Monthly Averages</u>			
	<u>1966</u>			
	<u>1965</u>	<u>January-September</u>	<u>September</u>	<u>October</u>
Total	<u>44</u>	<u>31</u>	<u>26</u>	<u>30</u>
Communist	<u>23</u>	<u>24</u>	<u>22</u>	<u>28</u>
USSR	7	10	7	8
Eastern Europe	4	3	5	7
Communist China	12	11	10	13
Free World	<u>21</u>	<u>7</u>	<u>4</u>	<u>2</u>
United Kingdom	11	5	2	0
Other	10	2	2	2

\* This memorandum was produced by CIA. It was prepared by the Office of Research and Reports, and information on ship arrivals was coordinated with the Office of Naval Intelligence; the estimates and conclusions represent the best judgment of the Directorate of Intelligence as of 18 November 1966.

For details on ship arrivals and the type and distribution of cargo, see Figure 1 and Tables 1, 2, 3, and 4.

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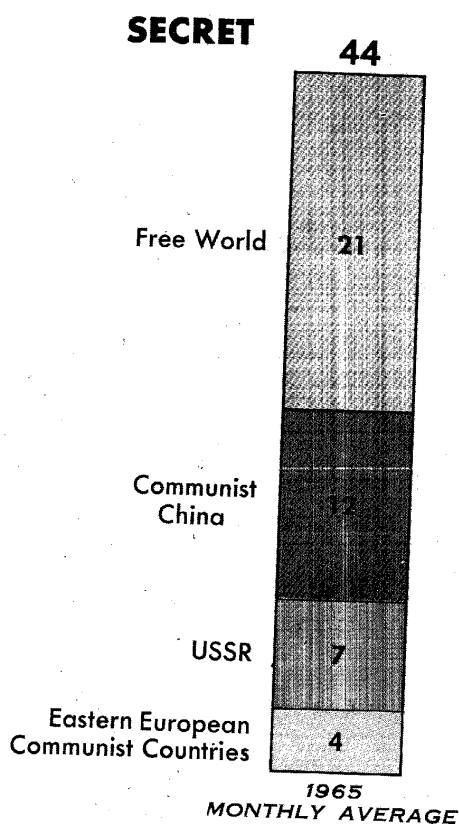
Soviet ships carried about 45 percent of identified seaborne import cargoes. The volume of identified seaborne imports was the lowest since September 1965 because of unusually small shipments of miscellaneous and general cargoes and of petroleum, as shown in the following tabulation:

<u>Seaborne Imports</u>	<u>Monthly Averages</u> <u>(Thousand Metric Tons)</u>	
	<u>1966</u>	
	<u>October</u>	<u>January-September</u>
Total	<u>56.8</u>	<u>78.2</u>
POL	5.1	17.7
Miscellaneous and general cargoes	25.7	35.6
Other	26.0	24.8

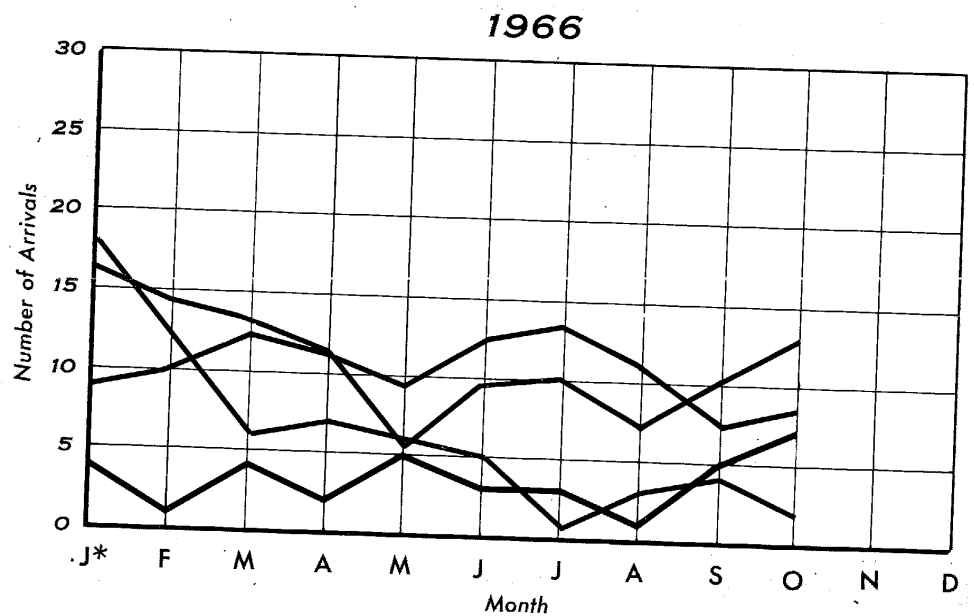
No shipments of miscellaneous and general cargoes from Chinese ports were observed, but the volume of these shipments from the USSR and Eastern Europe was nearly up to the average monthly level of the first three quarters of this year.

Free World ships carried 44 percent of identified export cargoes. Seaborne coal exports reached 75,100 tons, the highest monthly volume since shipments of processed coal were reduced by airstrikes last April but 52,000 tons short of the average volume of these shipments in the first three months of this year. Exports of pig iron in both September and October (7,000 and 8,300 tons, respectively) were the largest for any month since March 1965.

Figure 1



# North Vietnam: Foreign Ship Arrivals Monthly Average 1965 and January - October 1966



\*Excluding one Cuban ship

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# I. Communist Shipping

Twenty-eight Communist ships called at North Vietnam in October, compared with a monthly average of 24 during the period January-September. The arrival of the largest number of Chinese Communist ships (13) since March 1966, as well as three Bulgarian ships (normally infrequent visitors to North Vietnamese ports) and four Polish-flag ships, offset a moderately low number of calls by Soviet ships.

The increase in Chinese Communist shipping was accounted for primarily by the increased availability of coal at Cam Pha, as a result of partial recovery from the strikes against its coal-processing facilities last April. Eight Chinese ships sailed directly to the coal ports, and two of the five that called at Haiphong,\* presumably to discharge cargoes, later went on to coal ports to load anthracite for China.

Eight Soviet ships arrived at North Vietnam in October, compared with seven in September and an average of 12 per month in the period June-August 1966. The decline in September and October may represent a Soviet reaction to the delays encountered by Soviet ships during the summer months as a result of congestion at Haiphong. Only two Soviet dry cargo ships arrived with goods from Soviet ports. Three Soviet dry cargo ships were time chartered to Vietfracht.\*\* One of these delivered fertilizer from North Korea and two arrived empty to load coal for Haiphong and Malaysia.

Three Bulgarian ships and four Polish-flag ships accounted for all calls at North Vietnam by Eastern European-flag ships in October. The Bulgarian ships, one of which was a bulk cargo carrier, were making their first calls at North Vietnam since they were time chartered by Vietfracht in August and September. Two delivered fertilizer from North Korea and one arrived in ballast to pick up coal for Japan. Two of the Polish-flag ships were in liner service for the Polish Ocean Lines and two were Chipolbrok\*\*\* ships with general cargo from Gdynia and Antwerp.

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\* For a map showing principal maritime ports, anchorages, and shipping channels, see Figure 2.

\*\* North Vietnam's ship-chartering organization.

\*\*\* The Chinese-Polish Shipping Company.



## NORTH VIETNAM: Maritime Ports, Anchorages, and Shipping Channels

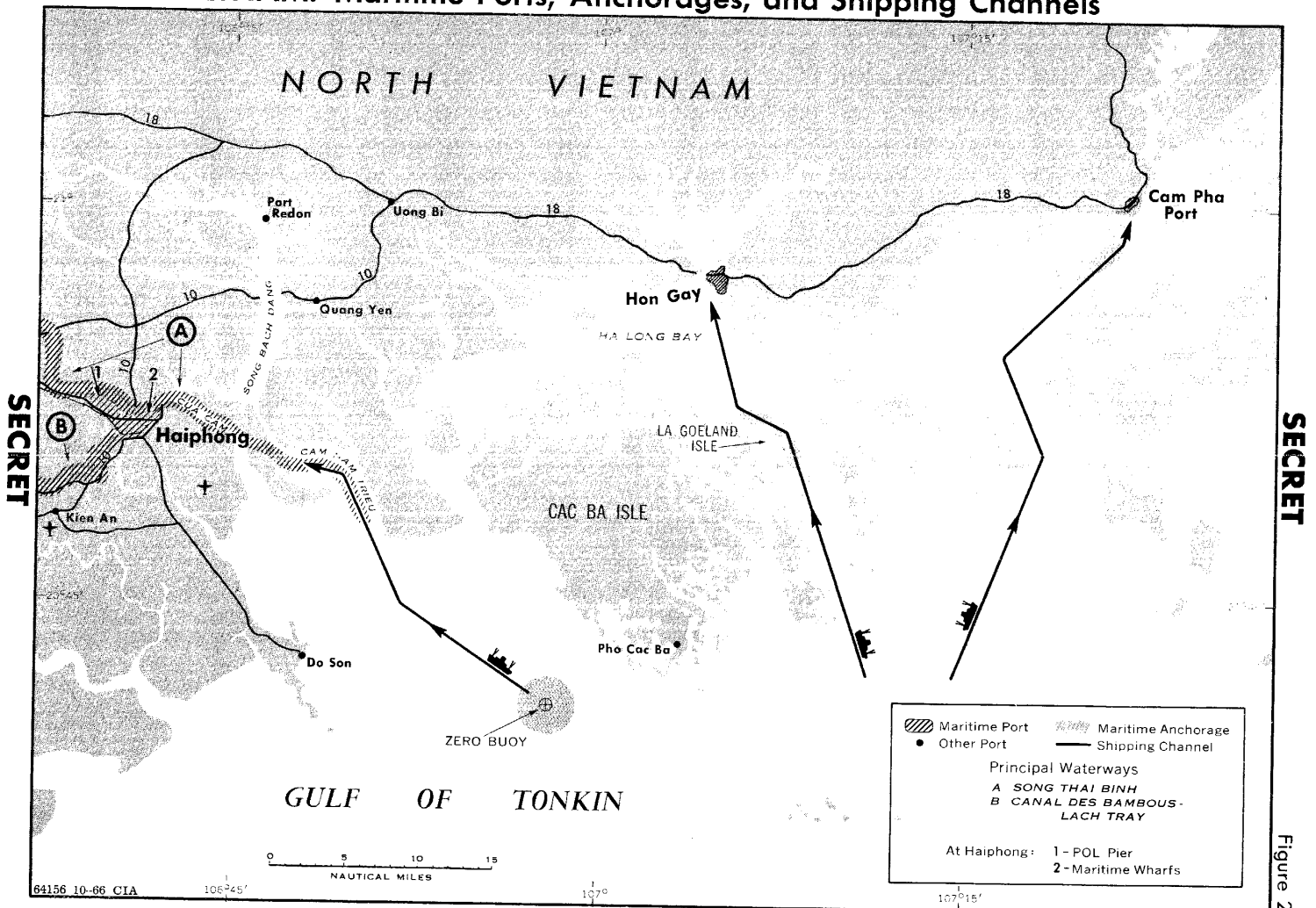


Figure 2

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II. Free World Shipping

A Maltese-flag ship carrying grain and timber from Cambodia, and a Cypriot-flag ship arriving in ballast, were the only Free World ships to call at North Vietnam in October. This compares with a monthly average of nearly seven from January through September. Both ships were time chartered to Vietfracht. Five heavily laden Free World ships departed North Vietnam, however, carrying nearly 44 percent of the export cargoes identified aboard foreign ships in October. Two carried coal to Communist China and three sailed to Japan, one carrying pig iron and the others coal.

If the significant increase in coal shipments from Cam Pha in October is repeated in November, there may be a larger number of calls by Free World coal carriers. Free World ships normally carry the major share of North Vietnam's coal exports but have averaged fewer than four calls a month at North Vietnam since seaborne coal shipments were crippled by airstrikes against the port of Cam Pha in April.

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III. Cargoes

Seaborne imports identified aboard foreign ships calling at North Vietnam in October totaled 56,800 tons, the lowest monthly total since September 1965 and 27 percent below the average for the first three quarters of 1966. Unusually small tonnages of miscellaneous and general cargoes, as well as petroleum, were the principal reasons for this decline as shown in the following tabulation:

<u>Seaborne Imports</u>	<u>Thousand Metric Tons</u>		
	<u>1966 Monthly Averages</u>		
	<u>October</u>	<u>January- September</u>	<u>Column 1 Less Column 2</u>
Total	<u>56.8</u>	<u>78.2</u>	-21.4
Fertilizer	18.7	19.1	-0.4
Bulk foodstuffs	6.9	4.4	+2.5
Timber	0.4	1.4	-1.0
POL	5.1	17.7	-12.6
Miscellaneous	25.7	35.6	-9.9

No shipments of arms or munitions were detected.

The Soviet ship Amursk was the only tanker to deliver petroleum in bulk to North Vietnam in October.\* It arrived on 23 October and discharged 4,000 tons in four days. An additional 1,100 tons of POL in containers were delivered by Soviet dry cargo ships. The reason for the low volume of petroleum deliveries in October is not clear. It may reflect adequate North Vietnamese inventories of petroleum, delays associated with the initiation of the new shipping procedure, fluctuations in scheduling,\*\* or a combination of these factors.

\* The Soviet tanker Moskovskiy Festival, which departed North Vietnam on 7 October after discharging 11,000 tons of gasoline and diesel oil, had arrived at North Vietnam in September.

\*\* Over the past two years, as many as three Soviet tankers have called at North Vietnam in a given month, but none called in February, July, or August 1965.

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The Amursk inaugurated a series of 4,000-ton shipments from Vladivostok aboard tankers of the Drogobych class\* (see Figure 3). These shipments are now arriving at about weekly intervals.\*\* The reason for the substitution of these smaller tankers operating from Vladivostok for Kazbek-class tankers (8,230 GRT) sailing from the Black Sea is not clear. That this may be only a temporary or supplementary procedure is indicated by the passage through the Bosphorus of the Soviet tanker Rovno on 14 November with 10,900 tons of petroleum destined for North Vietnam.

There were no identified imports of miscellaneous and general cargoes from Communist China in October. The lack of such imports, which during the first three quarters of this year averaged nearly 10,000 tons per month, constituted the major reason for the sharp drop in this category of shipments in October. Shipments of miscellaneous and general cargoes from the USSR and Eastern European countries were slightly below average. Soviet deliveries of miscellaneous and general cargoes totaled 13,100 tons, including 4,600 tons of pyrites; 1,000 tons of paper; and large quantities of rolled steel products, tank trucks, and construction equipment. Shipments from Eastern European countries consisted largely of trucks and metal products.

Haiphong remained congested with cargo, despite the low volume of dry cargoes delivered there in September and October and the fact that through traffic on the rail line from Haiphong to Hanoi apparently has been unimpeded since June. Soviet ships departing North Vietnam in October had been in port an average of three weeks (some for as long as five weeks), compared with a normal time of about 10 days.

A significant recovery of coal shipments and an unusually high volume of pig iron shipments raised North Vietnam's seaborne exports in October to 89,300 tons, the largest monthly volume since April 1966. Seaborne exports of coal amounted to 75,100 tons, the

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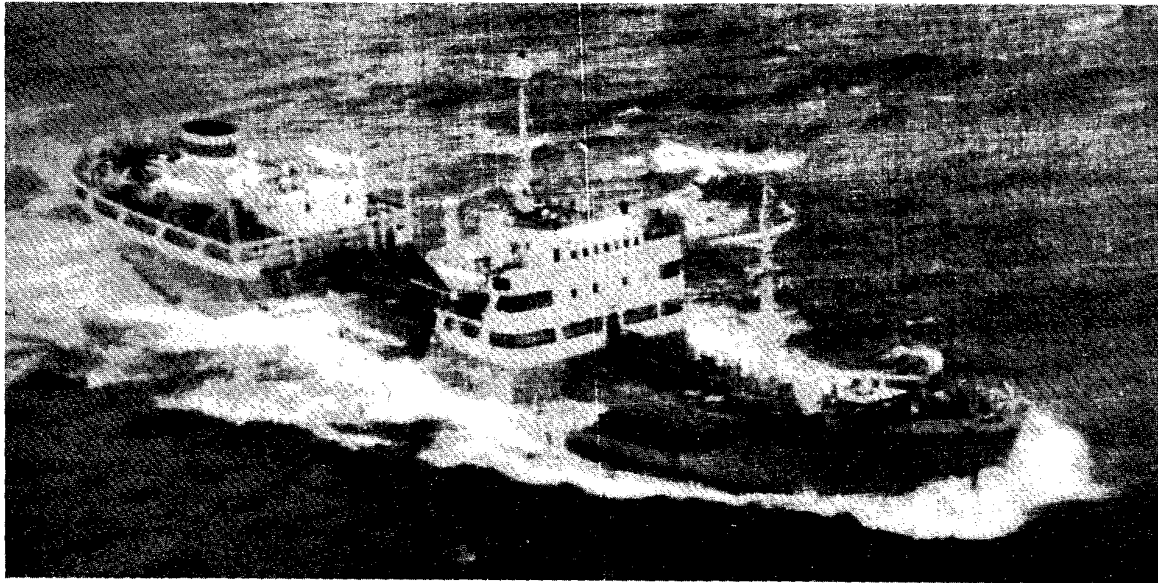
\* The first tanker of this class, the Drogobych, has been sold to another country. Because of modifications of visible features such as the location of masts, some newer units of this series are also referred to as Pevek and Alagir-class vessels. All are ships of approximately 3,300 GRT (gross register tons).

\*\* Drogobych-class tankers arrived at North Vietnam on 7 and 14 November and a third, now en route, should arrive on or about 21 November.

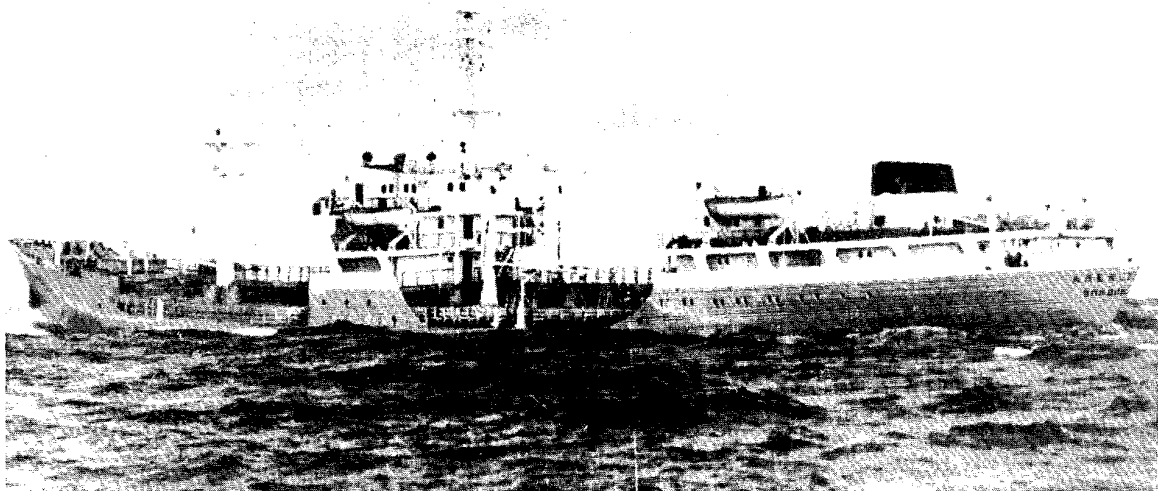
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FIGURE 3



THE SOVIET TANKER AMURSK, PHOTOGRAPHED APPROACHING HAIPHONG ON 23 OCTOBER 1966



THE SOVIET TANKER ALEKSEYEVSK (3,330 GRT), WHICH ARRIVED AT NORTH VIETNAM ON 6 NOVEMBER 1966 WITH 3,700 TONS OF PETROLEUM FROM VLADIVOSTOK

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most since US airstrikes crippled coal-processing facilities at Cam Pha last April but still 52,000 tons less than the monthly average in the first quarter of the year. Shipments to Japan were the largest since June 1965, totaling 44,800 tons. Communist China received 25,600 tons.

Repeating an operation observed for the first time last month, a chartered Soviet ship transported 4,000 tons of coal from Hon Gay to Haiphong. The most probable reasons for this unusual procedure are: (1) barges normally engaged in this cabotage movement were in relatively short supply (because of attrition resulting from airstrikes, or their assignment to the transport of higher priority cargoes over inland waterways); (2) foreign ships were used in order to reduce the exposure of North Vietnamese shipping to air attack in coastal waters. Photography of 6 September revealed that reserve stocks at Haiphong's coal pier were depleted.

As a result of an improved market, 15,300 tons of pig iron were shipped from North Vietnam in September and October, compared with a total of only 2,800 tons in the earlier months of this year. Japan took 8,100 tons in October, and a small amount went to Singapore.

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Table 1

North Vietnam: Foreign-Flag Ship Arrivals a/  
October and January-October 1966

<u>Flag</u>	<u>October</u>		<u>January-October</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Total	<u>30</u>	<u>100.0</u>	<u>310</u>	<u>100.0</u>
Communist countries	<u>28</u>	<u>93.3</u>	<u>246</u>	<u>79.4</u>
USSR	8	26.7	102	32.9
Eastern Europe	7	23.3	35	11.3
Albania			2	0.6
Bulgaria	3	10.0	7	2.3
Poland	4	13.3	26	8.4
Communist China	13	43.3	108	34.8
Cuba			1	0.3
Free World	<u>2</u>	<u>6.7</u>	<u>64</u>	<u>20.6</u>
Cyprus	1	3.3	10	3.2
Greece			7	2.3
Italy			1	0.3
Malta	1	3.3	4	1.3
United Kingdom			42	13.5

a. Because of rounding, components may not add to the totals shown.

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Table 2

North Vietnam: Tonnage of Foreign-Flag Ship Arrivals a/  
 October and January-October 1966

<u>Flag</u>	<u>October</u>		<u>January-October</u>	
	<u>Number</u>	Thousand Gross Register Tons	<u>Number</u>	Thousand Gross Register Tons
Total	<u>30</u>	<u>145.9</u>	<u>310</u>	<u>1,787.5</u>
Communist countries	<u>28</u>	<u>131.4</u>	<u>246</u>	<u>1,420.9</u>
USSR	8	50.0	102	742.6
Eastern Europe	7	51.3	35	262.0
Communist China	13	30.1	108	406.6
Cuba			1	9.7
Free World	<u>2</u>	<u>14.5</u>	<u>64</u>	<u>366.6</u>

a. The aggregate tonnage of ships calling is not necessarily correlative to the actual volume of cargoes moving into and out of North Vietnam, but these data are of value as indications of relative changes in the volume of shipping.

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Table 3

North Vietnam: Identified Imports  
Carried by Foreign-Flag Ships a/  
October 1966

Flag	Commodity					Total
	Ammonium Sulfate and Other Fertilizers	Petroleum	Bulk Foodstuffs	Timber	Miscellaneous	
Total	<u>18.7</u>	<u>5.1</u>	<u>6.9</u>	<u>0.4</u>	<u>25.7</u>	<u>56.8</u>
Communist countries	<u>18.7</u>	<u>5.1</u>	<u>0</u>	<u>0</u>	<u>25.7</u>	<u>49.5</u>
USSR	6.6	5.1			13.1 <u>b/</u>	24.8
Eastern Europe	12.1				12.6	24.7
Communist China <u>c/</u>						
Free World	<u>0</u>	<u>0</u>	<u>6.9</u>	<u>0.4</u>	<u>0</u>	<u>7.3</u>

a. Identified imports include some estimates of bulk cargoes, using methods which have proved to be highly reliable.

b. Including 4,600 tons of pyrites and 1,000 tons of paper.

c. An additional unknown quantity of imports may have been carried by Chinese Communist ships.

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Table 4

North Vietnam: Identified Exports  
 Carried by Foreign-Flag Ships a/  
 October 1966

Thousand Metric Tons					
Flag	Commodity				Total
	Coal	Cement	Pig Iron	Miscellaneous	
Total	<u>75.1</u>	<u>1.2</u>	<u>8.3</u>	<u>4.7</u>	<u>89.3</u>
Communist countries	<u>44.2</u>	<u>1.2</u>	<u>0.2</u>	<u>4.7</u>	<u>50.3</u>
USSR	19.0			2.7	21.7
Eastern Europe	9.0		0.2	0.6	9.8
Communist China <u>b/</u>	16.2	1.2		1.4	18.8
Free World	<u>30.9</u>	<u>0</u>	<u>8.1</u>	<u>0</u>	<u>39.0</u>

a. Identified exports include some estimates of bulk cargoes, using methods which have proved to be highly reliable.

b. An additional unknown quantity of exports may have been carried by Chinese Communist ships.

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