

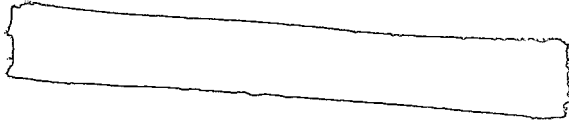
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IMAGERY
ANALYSIS
DIVISION

PIR

PHOTOGRAPHIC INTELLIGENCE REPORT



KIANGNAN SHIPYARD, SHANGHAI, CHINA



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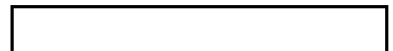
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KIANGNAN SHIPYARD

SHANGHAI, CHINA

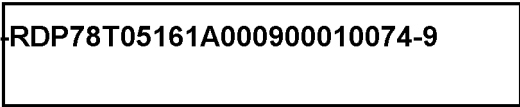
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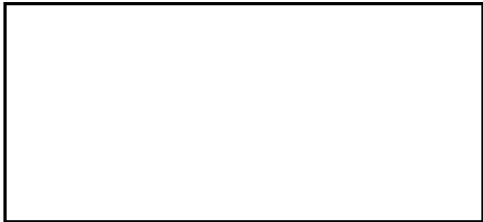


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SHIPYARD : KIANGNAN SHIPYARD
LOCATION : SHANGHAI, CHINA
GEO COORDS: 31-12N 121-29E



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KEY TO VESSEL ANNOTATIONS

1. "W/R" Class SS (visible waterline length approx 245').
See annotation 11,
2. Possible merchant ship (LOA approx 215').
See annotation 10,
3. New Class DE alongside fitting-out barge (LOA approx 300').
A resumé of this new unit is provided in Appendix II. Also see annotation 9,
4. Probable YO (LOA approx 170').
5. Possible combatant vessel bow section on building way (visible length approx 80').
6. Possible combatant vessel stern section (visible length approx 110').
Although these sections are in close proximity on the same building way they do not appear to be joined. This conclusion is based on what appears to be a slight displacement in the longitudinal orientation of the two sections. Beam measurement was not attempted due to obliquity and lack of accurate scaling values. The building way occupied by these sections was previously used for the construction of an "R" Class submarine. See annotation 5, Figure 3,
7. Probable "R" Class SS (length of weather sheds approx 260').
See annotation 2, Figure 3, Appendix I and annotation 7,
8. Probable YO (LOA approx 145').
9. Weather shed at foot of the building way (aggregate length of sheds approx 120').

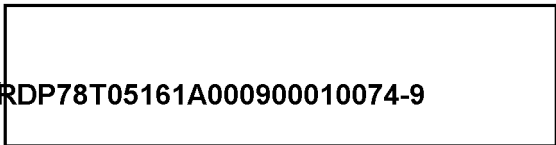
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10. Unidentified activity on building way (apparent length approx 100'). Photographic quality precludes identification of the object on the building way. A semi-circular object is positioned on its transverse axis aft of the large item on the way. The cylindrical object reported at the head of this way on [redacted] (annotation 9, Figure 6) appears now to be approximately 35 feet in length and is still located at the head of the way.
11. Merchant ship (LOA approx 525').
12. Railroad ferry (LOA approx 425').
13. Unidentified vessel (LOA approx 120').
14. Possible "W/R" Class SS in graving dock (LOA approx 250'). The unusual appearance of this unit suggests that the hull may be covered by weather sheds. The sail protrudes from these possible sheds.
15. "W/R" Class SS (visible waterline length approx 245'). Light colored material visible fore and aft of the sail indicates that this unit is undergoing repair or modification.
16. "W/R" Class SS (visible waterline length approx 250'). This vessel is apparently undergoing the same type repair as the unit at annotation 15. White material is visible on the hull fore and aft of the sail suggesting that the deck plates may have been removed as was observed on a "W" Class SS in the same position on [redacted]. See annotation 6, Figure 5, [redacted].
17. Probable CASTLE Class OPF (LOA approx 250'). When compared to the conventional CASTLE OPF (see inset Figure 1A) the unit moored at Kiangnan Shipyard appears to have a somewhat different topside configuration (see inset Figure 1B), particularly in the arrangement of the after deck house and gun platform. Poor imagery prevents a more detailed analysis of this vessel. See annotation 8, Figure 4, [redacted].

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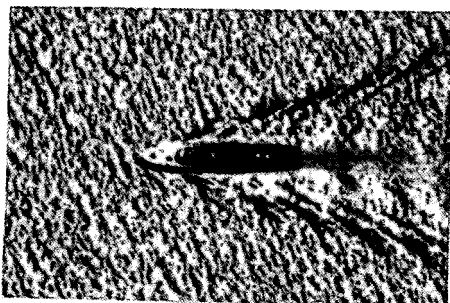


FIGURE 1A. CONVENTIONAL CASTLE CLASS OPF UNDERWAY OFF CHOU SHAN ISLAND (30-05N 122-10E) [redacted]

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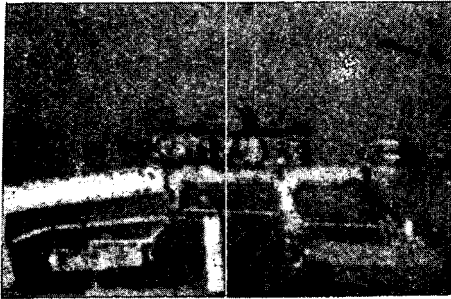


FIGURE 1B. CASTLE CLASS OPF AT KIANGNAN SHIPYARD, [redacted]

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- 18. Possible stripped KAIBOKAN Class OPF (hull LOA approx 220'). See annotation 2, Figure 3, [redacted]

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KEY TO FACILITY ANNOTATIONS

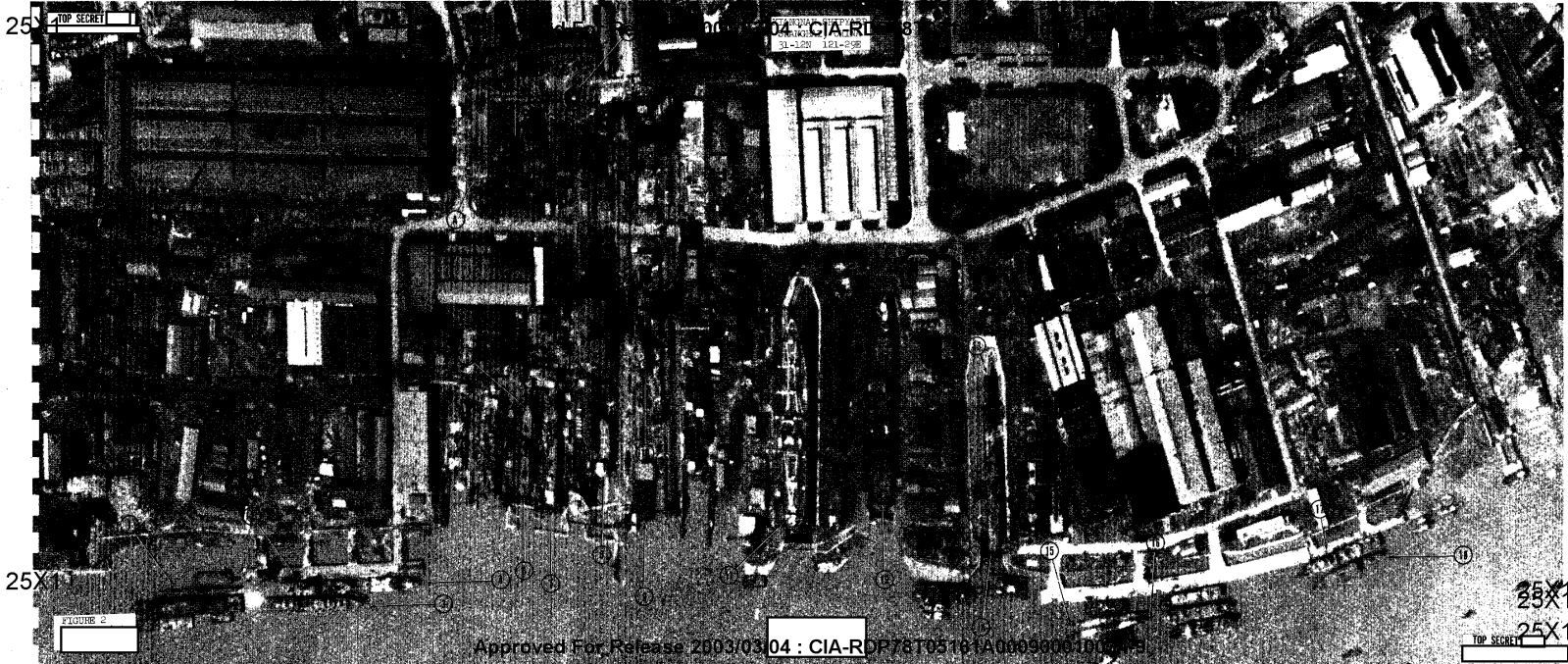
- A. Newly constructed transverser in front of large fabrication building. The transverser platform measures approximately 210 by 45 feet.
- B. Track leading from transverser to possible turntable. The rail gauge is 15 feet, the minimum clearance available is about 70 feet.
- C. Possible turntable (approx diameter 45').

NOTE: All measurements were made by the CIA/IAD project analyst.

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FIGURE 2

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REFERENCES

[Large Redacted Area]

DOCUMENTS

CIA/PIR-67221, Kiangnan Shipyard, Shanghai, China,

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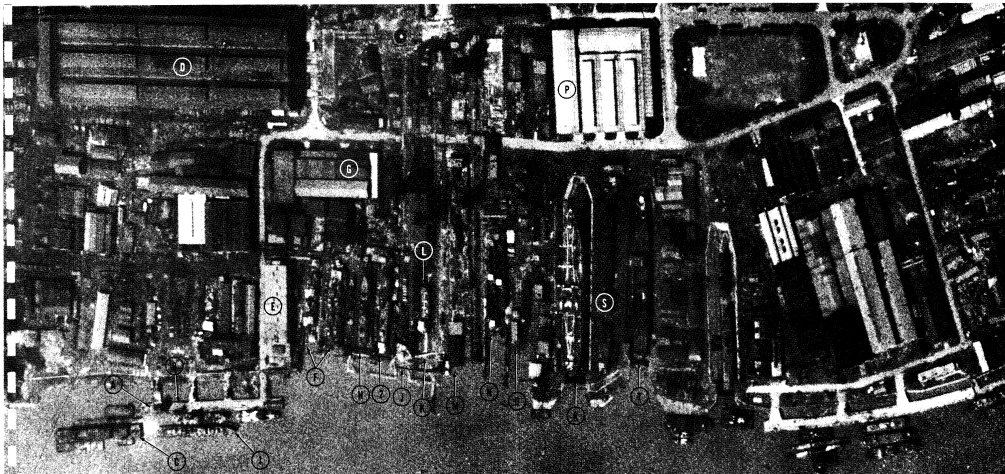
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APPENDIX I
KIANGNAN SHIPYARD, SHANGHAI, CHINA
31 JAN-161 23E

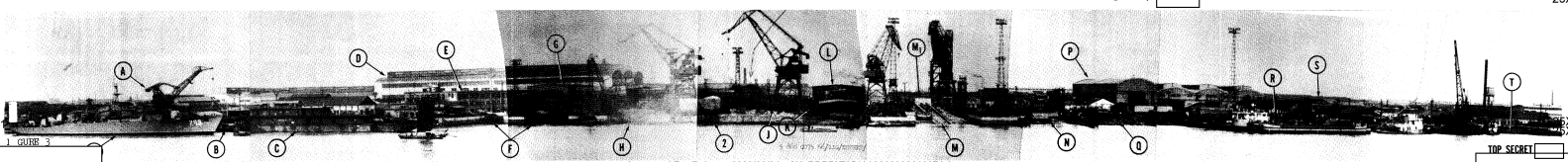
AERIAL PHOTOGRAPHY: [REDACTED]
GROUND PHOTOGRAPHY: [REDACTED]

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KEY TO SELECTED ANNOTATIONS

(letters and numerals are keyed to corresponding imagery on the overhead and ground photography).

1. Probable new class DE at fitting-out wharf.
2. "M" Class SS under construction. The framework used to support the weather shed can be clearly seen on the ground photography. A possible sail is also visible to the left on the floodlight standars.
3. Fitting-out barge. This barge is at its usual position up-river of the fitting-out wharf on the overhead view but had been moved to a position alongside the wharf (annotation B) at the time of the ground observation, apparently to service the submarine moored inboard of the barge (not visible on this strip mosaic).
4. Building way previously occupied by an "R" class submarine.
5. Grass mat security screens shielding the area containing cylindrical objects and possible submarine hull sections. See annotations 4, 5, 6, and 7, Figure 6, [REDACTED] 25X1
6. Unidentified YO on building way. Several shipyard workers can be identified standing on the probable superstructure of the small oiler in the ground view.
7. Building way. This building way was used to complete the construction of the new DE at annotation (1). Annotation M appears to be a probable board fence across the building way. The area between this position and the probable wire house cannot be observed. See annotation 9, Figure 6, [REDACTED] 25X1
8. Building way. Note that the three small barges visible on the ground photos apparently were not moved between the time of the ground photos and [REDACTED] 25X1
9. Graving dock previously occupied by the [REDACTED] merchant ship. See annotation 3, Figure 4, [REDACTED] 25X1
10. Graving dock previously occupied by a possible CASTLE Class OFF. See annotation 8, Figure 4, [REDACTED] 25X1



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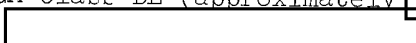
APPENDIX II: PHOTOGRAPHIC COMPARISON OF THE PROBABLE
NEW CLASS DE WITH A CONVENTIONAL RIGA DE

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ANNOTATIONS TO FIGURE 4

INSET A

This view shows the recently launched Chinese DE. Although apparently dimensionally identical to the RIGA Class DE (approximately  LOA  in beam as opposed to  in beam for the RIGA) the above water configuration is significantly different. Notable among these differences is the increased freeboard for the forward two-thirds of the hull (annotation 1), a low after-deck and an inclined portion of main-deck adjacent to the after deckhouse, (annotation 2) and a "Knuckled" stern configuration (annotation 3).

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Although having three main batteries as does the RIGA, this unit differs in that it has two main mounts aft and only one forward. Secondary armament has been increased from two to four light AA weapons (annotation 4). Other items that show distinct indications of RIGA design influence are the after deckhouse, superstructure and bridge and hull plan view (see insets "B" and "C").

INSET B

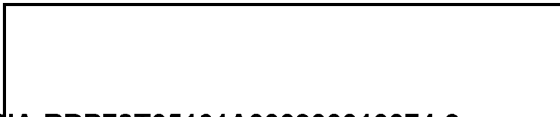
The vessel shown in this inset displays many RIGA characteristics; however, with the knowledge of the new vessel's configuration the differences between the two, can in part, be identified on this hull. The spray shield forward (annotation 1) is less pointed than that of the RIGA (see annotation 1, inset "C"). The inclined portion of the maindeck can be seen when viewed in stereo (annotation 2). Annotation 3 is the platform for the number two main mount. Annotation 4 is a weather shed.

INSET C

This view of a conventional Chinese RIGA is presented to show the similarity between this vessel and the one depicted in inset "B".

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INSET D

This photograph of a Chicom RIGA Class DE illustrates some of the similarities of components on the two vessels. The signal bridge (annotation 1) is located in the same position and of nearly identical design as the one on the new unit. Some differences in the enclosed navigation bridge are apparent, however, some RIGA DE's have been observed fitted with an enlarged bridge similar to the one fitted on the vessel in inset "A". The bulwark (annotation 2) is apparently the same as the one fitted on the new vessel. The stack configuration on the RIGA is similar to the new unit except for the stack gas deflector. Annotation 4 is the after deckhouse which appears to be almost identical to the deckhouse on the new unit except for the positioning of the two AA mounts on a platform on top of the deckhouse on the RIGA.

NOTE: The photographs presented herein are not to the same scale.

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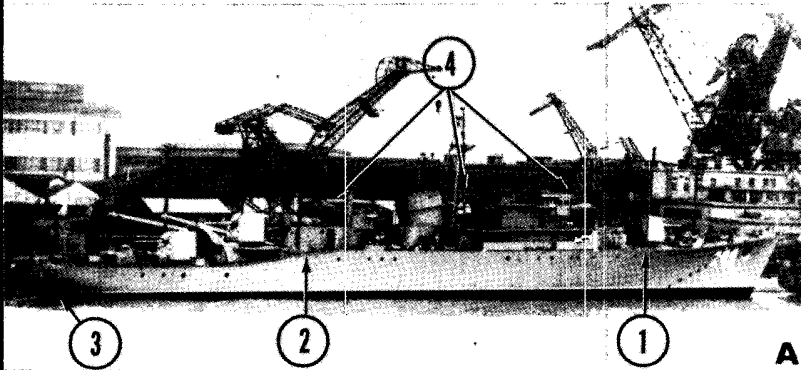
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APPENDIX II

PROBABLE NEW CLASS COMMUNIST CHINESE DESTROYER ESCORT



NEW UNIT PHOTOGRAPHED ALONGSIDE FITTING-OUT WHARF AT KIANGNAN SHIPYARD, SHANGHAI (DOD [redacted])

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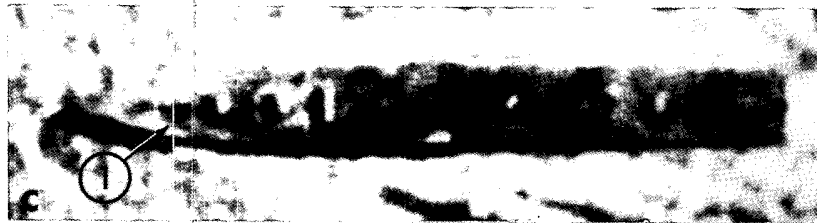
PROBABLE HULL OF NEW UNIT DEPICTED IN INSET A ON THE BUILDING WAY AT KIANGNAN SHIPYARD, SHANGHAI [redacted]

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CONVENTIONAL COMMUNIST CHINESE "RIGA" CLASS DESTROYER ESCORT

OVERHEAD PHOTO OF CONVENTIONAL CHICOM "RIGA" UNDERWAY OFF CHOU SHAN ISLAND (30-05N 122-10E) (MISSION [redacted])



CONVENTIONAL RIGA IN THE HUANG-PU RIVER, SHANGHAI [redacted]

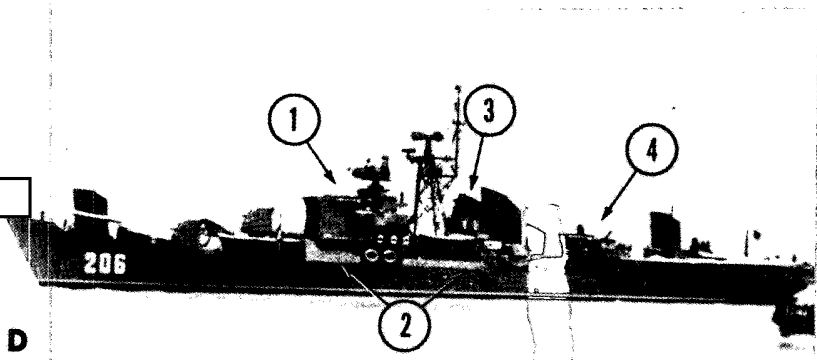


FIGURE 4 [redacted]

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