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SECURITY INFORMATIONCENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

COUNTRY China

SUBJECT [REDACTED] Stops, at  
Taku Bar/Clearance Procedures/New Harbor/Dock Facili-  
ties/General Observations made at Taku Bar

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SUPP. TO  
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[The Office of Naval Intelligence furnished the following information to CIA  
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2. [REDACTED] arrived at Taku Bar from Yokohama in ballast. [REDACTED]  
During its five-day stay she loaded a cargo of 2,591 tons of wheat bran and  
750 tons of linseed [REDACTED]

3. Boarding Officials and Clearance Procedures at Taku Bar: [REDACTED]  
[REDACTED] arrived in ballast off Taku Bar, Communist China. [REDACTED] The vessel, as  
instructed, anchored approximately 1 1/2 miles northeast of Taku Lightship and  
was immediately boarded by a party of six to eight Chinese officials and guards.  
The boarding party included customs officials, sanitation officials, security  
guards and a Chinese agent who spoke English well and acted as interpreter for  
the rest of the party. The vessel was thoroughly inspected and searched from  
stem to stern. Information on all the vessel's characteristics (length, draft,  
speed, cargo hold capacity, etc) as well as ship's plans, and even its log book,  
were requested by the customs personnel. All navigational instruments, cameras

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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- 2 -

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and signal lights were locked up in the vessel's wireless room and remained there during the entire stay at Taku Bar. A list of all navigational instrument spare parts aboard the Kirsten Maersk was also required by customs authorities. The sanitation officials found two or three members of the crew to be lacking necessary smallpox vaccinations. These men were immediately inoculated and source commented that particular attention was paid to the inoculation reaction experienced by these men. In all, the clearance inspection lasted approximately 3½ hours.

4. Entrance Into the "New Harbor": [redacted] given the choice of either loading cargo while at anchor off Taku Bar or entering the "New Harbor" at Tangku and loading from the available dock facilities. [redacted] the "New Harbor" had been just recently opened and that no other non-Soviet or non-Soviet-bloc vessel had ever entered the harbor. The master [redacted] was faced with the question as to the advisability of entering a completely unknown harbor. The Chinese agent, however, guaranteed a depth of at least 22 feet at all times, both in the channel and in the harbor. While the advisability of entering the harbor was still in question, a large Polish ship steamed by and, without reducing speed, entered the "New Harbor" channel. Reassured by this action, [redacted] entered the harbor channel behind the Polish vessel.

[redacted] no ice was encountered or siltling action noted in the waters off Taku Bar and that the proposed breakwater extension [redacted] of the Hai Ho or Peking River, had not been completed. The channel itself was extremely narrow, and [redacted] two ships could not pass one another. The channel was marked by buoys but source considered the marking very poor and stated that low visibility or darkness made navigation of the channel impossible. [redacted] delayed a few hours in entering due to poor visibility but otherwise encountered no difficulties in navigating the channel and entering the harbor. The pilot seemed to navigate the channel by ranging on lights located outside of the "New Harbor" and near the Hai River entrance. [redacted] the channel had a minimum depth of at least 19 feet 6 inches (the draft [redacted] when loaded on departure) and estimated the maximum depth to be approximately 25 feet. The vessel docked about 2000 feet from the western end of the pier [redacted]

Once docked, a German agent from Tientsin boarded the vessel. He informed [redacted] that in order to leave Tientsin [redacted] he had had to receive permission from the local Chinese authorities. He remained aboard the vessel for two days. Upon departure he was searched by the guards [redacted]. It appeared [redacted] that the German agent feared the Chinese agent, who remained aboard [redacted] during its entire stay in port. He seemed to feel that the Chinese agent was spying on him and therefore was most cautious in his speech and actions whenever in company with the Chinese agent. The German agent informed [redacted] that, to his knowledge, before the Communists overran the China mainland, the Chinese agent had been a policeman under the Nationalist regime. Three to four guards remained aboard the ship at all times, and another guard was noted patrolling the dock area [redacted]

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- 3 -

[ ] the harbor provided a good shelter during bad weather. Small coastal vessels and lighters traveling back and forth within the harbor apparently used the lock at the landward end of the harbor, although actual use could not be observed due to the lowlands adjacent to the lock and the distance of the lock from the Kirsten Maersk.

6. Dock Facilities: [ ] most impressed with the dock facilities afforded on Pier #41. A new red brick warehouse extended from the western end of the pier to a point just short of the vessel's fantail. [ ] the length of the pier [ ] its width measured 50 to 60 feet. The pier was concrete and could accommodate four 10,000 ton vessels. Two railroad tracks led out on the pier. Cargo was transported to the ship in railroad cars and lighters, both of which appeared to be in good condition. No railroad tracks could be seen behind the warehouse. No drydocks or cargo loaders were noted. The dock laborers were well clad and worked industriously. The Chinese stevedore foremen of the laborers spoke a limited amount of English.
7. Cargo Loading Operations: Cargo was loaded [ ] from railroad cars and steel lighters. No cargo was taken from the warehouse on the dock. The lighters were estimated to be of 400 to 600 ton capacity and approximately 100 feet long. Each lighter had two hatches and two steam winches with single booms and was equipped with a donkey boiler located amidships and just off center. [ ] these lighters were the same as those used to carry cargo back and forth between the river entrance and ships lying at anchor off Taku Bar outside of the harbor. The towboats were small, steam-driven craft and generally towed two lighters at a time. Ship's gear was used for all loading operations. [ ] an apparent shortage of lighters caused delays in loading operations and thereby greatly impaired loading efficiency. A similar situation prevailed on the dock where loaded railroad cars were not always available. [ ] however, that when lighters and railroad cars were available, loading was accomplished quickly and effectively.
8. Other Vessels in the Area: The large (ten thousand tons or more) Polish cargo [ ]
9. Military Personnel and Fortifications: Except for [ ] the guard patrolling the pier, no other military personnel were seen. No military fortifications were observed.
10. General Observations Made of the Port Area: No liberty was granted to any personnel [ ] during the vessel's stay in Communist China. [ ] Because no one could get ashore, few additional observations were made of the port area. However, [ ] inasmuch as the warehouse did not overlap the stern of the vessel, visibility was afforded from the vessel's fantail across the mole. [ ] the approximate area marked "North Bank" [ ] appeared to be dry land and could no longer be considered a water area. [ ] a telephone line located behind the warehouse and running in the direction of Tangku.
11. Departure from the "New Harbor": [ ] The guards remained aboard the vessel and accompanied her as far as the lightship outside the breakwater. Here they debarked into a small boat and [ ] proceeded on [ ]

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