

U.S. Officials Only

CONFIDENTIAL

25X1

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORTCOUNTRY **China**SUBJECT **Port Information: Tsingtao**PLACE ACQUIRED
(BY SOURCE)DATE ACQUIRED
(BY SOURCE)

DATE (OF INFO.)

DATE DISTR **28** June 1954NO. OF PAGES **4**

NO. OF ENCLS.

SUPP. TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
OF THE UNITED STATES. WITHIN THE MEANING OF TITLE 18, SECTIONS 793
AND 794, OF THE U.S. CODE, AS AMENDED, ITS TRANSMISSION OR REVE-
LATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS
PROHIBITED BY LAW. THE REPRODUCTION OF THIS REPORT IS PROHIBITED.

THIS IS **UNEVALUATED** INFORMATION

THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA FOR
IAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 3 c OF NSCID #7 (DIO, 8ND No
68-54).7

1. The following information is based on personal observations of the source.
2. Alphabetical Designators In connection with information reported herein, specific points of interest are noted on photograph of HO Chart 5489 by the following alphabetical designators:

A. PT Boat Formation	H. Wreck No Longer Present
B. Approach Course Line	I. 1952 Anchorage
C. Anchorage Area	J. Polish Merchant Freighter
D. Anchorage Area	Berth and 1952 Berth
E. Vessel's Anchorage Point	K. Berth
F. Radio Station	L. British Merchant Freighter
G. Radio Station	Berth
	M. 11 PT Boats Underway
3. Dates of Call Source visited port between 29 Oct and 2 Nov 53 and on an earlier occasion in May 1952. Information discussed herein is based upon observations made at the time of the 1953 call except where noted to the contrary.
4. Conveyance Port was visited in a merchant freighter of 7338 gross tons, length 445'8", beam 54'3" and drawing 26'2" of water.
5. Cargo Visit was made for the purpose of lifting two thousand tons of ground nut oil cakes which were subsequently discharged at Gdynia, Poland.

25X1

U.S. Officials Only

CONFIDENTIAL

ONI review(s)
completed.

DISTRIBUTION	STATE -X	ARMY -X	NAVY -X	AIR -X	FBI				
--------------	----------	---------	---------	--------	-----	--	--	--	--

This report is for the use within the USA of the Intelligence components of the Departments or Agencies indicated above. It is not to be transmitted overseas without the concurrence of the originating office through the Assistant Director of the Office of Collection and Dissemination, CIA.

CONFIDENTIAL/US OFFICIALS ONLY

- 2 -

6. Chronological Sequence of Events The chronology of events was as follows:

Arrival and anchored	290800H
Pilot Boarded	291200H
Arrived Berth	291300H
Underway	021200H Nov 53
Dropped Pilot	021300H

7. Hydrographic Information The prohibited area shown on HO Chart 5489, that area north of Latitude 36-02-00 N and westward of line bearing 180° T from Twantao Point, was found to be correct and currently in force. The wreck shown in the docking area between wharfs 1 and 6, designated "H" on page 2 of the photograph, was no longer there. The depth of water alongside is now at least 27'. The area inside the breakwater and to the south of wharf #6 is now dredged to 28'.
8. Approach Vessel arrived in port, being one day out of Chinwangtao, China, on a course heading of approximately 335° T. Designator "B" illustrates the approach line from seaward to anchorage to buoy number 5, where pilot boarded.
9. Formalities Vessel radioed station XST, Tsingtao, prior to arrival and advised authorities time of arrival, cargo to be loaded, vessel length, gross and net tonnage. Source furnished a copy of harbor regulations received by vessel for the 1953 call and a similar document vessel had on file, which was obtained during a previous visit in these waters.
10. Anchorage Vessel anchored at designator "E" in 18 fathoms of water with a bottom composition of mud and sand. At the time of the 1952 call, anchorage was effected at point designated "I" for reasons described in paragraph 15. Designators "D" and "C" define the anchorage areas established by the harbor regulations referred to in paragraph 9 above.
11. Pilot Boat Pilot boat was an old steel hull craft which was in very poor material condition, of an estimated 150 deadweight tons, flying only the Chinese Communist flag.
12. Pilotage Pilotage, while compulsory, is not available at night. Pilot boarded vessel at the number 5 buoy, which is located by designator "E" incoming and at the wharf outgoing. Pilot spoke Chinese and a little English. Two soldiers accompanied the pilot and kept him under observation as he conducted vessel in and out of port.
13. Tugs Two tugs were employed to assist in berthing and getting underway. Tugs were about 500 HP, 100' long, steel construction and in good condition.
14. Boarding Party The boarding party met vessel at anchorage and conducted a two-hour search upon arrival in port. Ship's radio, firearms, ammunition, binoculars and sextants were sealed. Inspection was quite thorough; desk drawers were opened and contents examined. A similar inspection was held immediately prior to departure, the party boarding from the wharf. Two soldiers, on board to "shadow" the pilot, cleared all seals on departure.
15. Wharf #2 Vessel berthed alongside the south face of Wharf #2, point designated "K." Depth alongside was found to be 27½', which, according to source, was not the case at the time of his 1952 call, when he was aboard a vessel which berthed at this identical location and was lifting a cargo of some 7,500 tons of pig iron. Upon reaching 25' draft, it had to shift and anchor southwest of buoy #5 at point designated "I" for two days awaiting availability at Wharf #1, which had sufficient water to facilitate the completion of loading. There was a new shed noted on the wharf, which is about 50 meters long and of galvanized iron construction. The railroad spur noted on HO Chart 5489 was observed to be as indicated.

CONFIDENTIAL/US OFFICIALS ONLY

CONFIDENTIAL/US OFFICIALS ONLY

25X1

- 3 -

16. Wharf #1 During the 1952 visit, source's vessel was berthed for a time along the north face of Wharf #1 at the point indicated by designator "J." This side of the wharf is long enough to accommodate three ocean-going merchant vessels up to 450' in length.
17. Stevedores Loading was expedited by the use of six stevedore gangs of about 13 persons to the gang. Stevedores transported cargo, which was assembled in 200 lb bags at the head of the pier, by hand and hand-truck to shipside where it was lifted aboard by vessel's winch. Stevedores were male, of all ages.
18. Engineering Supplies No engineering supplies are available.
19. Fuel Bunkers Diesel oil is offered visiting ships at the rate of four million yen a ton.
20. Provisions Stores Vessel purchased fresh provisions of eggs, poultry, meat and vegetables. Price: government fixed, was thought to be quite reasonable; quality: merchantable; supply: strictly limited.
21. Drinking Water Vessel lifted 200 tons of drinking water which was delivered by pipeline of 2" diameter at the rate of 20 tons per hour.
22. Electricity Electric lighting was available and utilized at vessel's berth.
23. Surveillance Guard Female guards, stationed every 500', kept vessel under surveillance during the entire time she was berthed at Wharf #2.
24. Surveillance Boat A small harbor patrol craft followed all vessel movements.
25. Merchant Vessels Sighted A Polish freighter of about 11 thousand tons was located at designator "J" at the identical berth used by source on his 1952 call. She was discharging general cargo. A British freighter of about six thousand tons was berthed directly aft of source at Wharf #2, shown by designator "L." This vessel was lifting a cargo of pitprop logs, the dimensions of which were about 30' x 2'.
26. Naval Vessels About 12 Higgins-type Patrol Torpedo craft were observed at point designated "A" at the time vessel entered port on 29 Oct 53. They were apparently engaging in underway exercises at the time. About 11 additional Patrol Torpedo craft were seen underway in the vicinity of designator "M." These were identified as Vosper type.
27. Naval Personnel Activity Source stated that there appeared to be a great deal more naval personnel in town than was the case at the time of his 1952 call.
28. Aircraft Sighted On five different occasions, conventionally driven, single engine aircraft, four to a group, were observed in flight at altitudes over three thousand feet. Four jet fighter type aircraft were seen flying in a northerly direction at very high altitudes. Dates of observations could not be recalled but most were noted in the morning.
29. Radio Stations As stated in the harbor regulations, there are two radio stations in the area. The "Military Signal Station" at Wheichuan Point, Latitude 36-02-56 N, Longitude 120-20-10E, has priority over the Diedrich's Hill Station and is used as an alternate for merchant vessel traffic. Diedrich's Hill, latitude 36-04-03 N, longitude 120-19-28 E, is the primary communication net for conduct of and instruction to all incoming and outgoing merchant vessels. Call signs are XST and XST-2.
30. Medical Facilities Two crew members received medical assistance ashore. Their complaints were a stomach ache and "tongue sores" from smoking. They were conducted to a small clinic nearby and received treatment described as "so-so."

CONFIDENTIAL/US OFFICIALS ONLY

CONFIDENTIAL/US OFFICIALS ONLY

- 4 -

25X1

31. Liberty Ashore Crew members were given the opportunity to go ashore on liberty which expired at midnight of each day. According to source, since 1952 curfew has been extended from 2200 hours to midnight.

25X1

CONFIDENTIAL/US OFFICIALS ONLY