

CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

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COUNTRY	China	REPORT	
SUBJECT	Description of Harbor Facilities, T'angku	DATE DISTR.	8 April 1955
		NO. OF PAGES	3
DATE OF INFO.		REQUIREMENT	
PLACE ACQUIRED		REFERENCES	

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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
 THE APPRAISAL OF CONTENT IS TENTATIVE.  
 (FOR KEY SEE REVERSE)

- a. "T'angku Harbor is west of Pohai, 160 kilometers from Peking and 45 kilometers from Tientsin. The harbor was started in 1939 by the Kuomintang and was only one-half completed at the time of the Japanese surrender. When the Kuomintang bandits fled, they took all the ships in the harbor to Shanghai and later to Taiwan. The harbor was completed in 1952 with the valuable aid of the Soviet experts and the enthusiasm and the political consciousness of the workers. Although the harbor was completed in 1952, the Communists are constantly improving the port in line with the policy of profiting from advanced Soviet technique and experience.
- b. "All of the pilots in the port are now Chinese. The port handles an annual export of approximately 20,000,000 tons. Ships of 10,000 tons can enter the harbor and berth at the two piers. Four ships can dock and unload at the same time. There are 30 cranes, each hauling 100 tons at a time. The depth of the central channel is 9 meters. The T'angku Harbor handles the trade of China with the Soviet Union; the People's Democracies of Poland, Czechoslovakia, and Germany
- c. "The workers and staff have a hospital of their own, a night school, and a clubhouse for study and dramatic groups."

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2.  The lock located on the harbor side was a combination lock and bridge. The lock served as a roadway, connecting the mainland with the island formed by the artificial harbor and the river. The roadway was wide enough for the passage of one 6 x 6 truck, and a pedestrian lane was also built on the canal side of the lock. The lock located on the river side was not so wide as the lock on the harbor side. The canal was about 25 meters wide. 25X1
3. The operation of the lock  Electrical cables from the generator house were connected to the steel locks which were pulled into the sluices on the mainland side. The locks were electrically operated from the control tower.  The locks had to be operated alternately in order to control the water level. 25X1
4. There were two guards patrolling the locks, one was a security policeman with a red arm band, and the other was a naval enlisted man. The security policeman was armed with an old Japanese rifle, and the navy man had a Soviet-type sub-machine gun. 25X1
5. There were few installations on the western end of the new harbor. On the mainland side of the locks were the temporary barracks, the lock control tower, the generator housing, and the administration building. On the island were a radio station, a pilot house, a signal and light station, and the ship control tower. A considerable amount of construction appeared to be under way on the island. 25X1
6.  The dockyard was only for the repair and the building of inland vessels and tugs, and for the scrapping, painting, and refitting of vessels. There were three graving docks, each separated by breakers. There were four ships under repair. Next to the control tower and accessible to the dockyard was a yard filled with steel plates, bars, tubing, cables, and wires. There was a warehouse with machine parts and "haulers" in the sheds; two "lifters" were outside. 25X1
7. The area extending from the administration building to the railroads and the main gate consisted of fill and reclaimed land. Sand was spread over most of the area.
8. The depth alongside the wharf could not be ascertained, but the water was very muddy. Alongside the wharf were two warehouses and another two behind them. The warehouses were constructed of wood and sheet structures. The warehouses were about 5 meters in height, 10 meters in width, and 60 meters in length. The warehouses fronting the wharf were about 10 meters from the edge of the siding, and ship winches were able to work cargo directly to the door of the warehouses. The southern warehouse fronting the wharf had a loudspeaker, a large bulletin board, and a poster on its southern wall. There were floodlights on the corners of the warehouses facing the wharf. The warehouses did not have a flooring; wooden ties separated the stock from the ground.
9. In between the four warehouses was a yard where stocks of coal, iron bars, tubes, rails, and pig iron were stacked. The warehouse area had a rail network. Three coal cars and two tank cars were seen.
10. The port administration had a staff of about 800 composed of administrative, harbor, dockyard, warehouse, maintenance, and ship-control personnel. The railway personnel were attached to the railway bureau. The construction laborers and port coolies were employed on a temporary basis.

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