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CENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT



COUNTRY China

DATE: 25X1A6a

SUBJECT Economic Information: Maritime Customs, Harbor
Master, Quarantine Service - Tangku

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SUPPLEMENT

ORIGIN

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EVALUATION OF SOURCE See Below 25X1A6a EVALUATION OF CONTENT See Below



1. The present Chinese Maritime Customs substation at Tangku employs 21 officers, the majority of whom speak English, and 65 men. Salaries run about 270,000 CMC per month; quarters are provided for duty watches only and no subsistence or fuel allowances are paid.
2. The Tangku substation has two steam launches and two motor boats. The steam launch is 112 feet in length, has a speed of 9 1/2 knots, and is used at Taku Bar as a floating office. The other launch is 76 feet and 6 inches in length and has a speed of 7 1/2 knots. This was actually intended to be used as a patrol craft at the harbor but because of the present political situation, no patrol activity is undertaken by the Customs. The two motor boats, which are 50 feet in length and have a speed of 9 knots, are used for river patrol.
3. All customs duties are paid at the Tientsin office with the exception of duty on junk cargo, which is paid at Tangku. In July 1946, 100,000,000 CMC was collected from junk cargo arriving from abroad, including that from Dairen. In August 1946, the collection was 60,000,000 CMC from a total of 127 junks. There is a junk examination station at Taku and also one at Peitang (117-43, 39-07). After an examination the junks are free to pass upriver to Tientsin and way wharfs; however, a few junks slip through without examination.
4. Junks leaving Chefoo declare for Dairen. Those clearing Dairen declare for villages and small islands on the north coast of Shantung. These declarations are entered in the junk books but junks often carry false or duplicate books to show customs officials. Most of the cargo from Dairen is iron plate, rails, and small hardwood blocks. Because Dairen is still considered a free port and there is no evidence that the cargo is not of Japanese manufacture, this cargo is charged customs duty despite the fact that it is produced in Manchuria.
5. All ships' papers are submitted to the Customs Officials upon arrival with the exception of ships of foreign registry, papers of which are given to the respective consuls.

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6. At present, there is no godown space available for cargo storage at Tangku. Formerly, there was sufficient space for approximately 10,000 tons of cargo, but those godowns were destroyed by coolies at the end of the war. There are two godowns in good state of repair, but they are not available for civilian use. At present, approximately 5,000 tons of cargo are handled in this area monthly; however, 50,000 tons could be handled depending upon the availability of labor and open wharf space. Twenty-five steamers could be handled at one time, but at present only shallow draft vessels with a maximum of 14 feet draft can be accommodated.
7. In May 1946 approximately 40% of the cargo discharged was pilfered. In August 1946 the pilferage had been reduced to a little below 20%. A Nationalist officer who came to Tangku in April 1946 made an effort to reduce pilferage by arresting influential Chinese who were engaged in this business. A considerable amount of the pilferage is done by merchant seamen, however before a vessel ever arrives at Taku Bar.

Tangku Harbor Master

8. Duties: Recently the Tangku Harbor Master was assigned additional duties which formerly were discharged by the Customs officials. He is now responsible for conditions in the harbor, all moorings, aids to navigation, berthing of steamers, etc. He is in charge of the lights at the mouth of the harbor and issues all notices to mariners concerning changes, silting of the river, etc., besides operating the signal station. In the event of a collision between ships, he automatically becomes the chairman of the local board of inquiry.
9. Staff: The Harbor Master's staff consists principally of office workers. His main office is in Tientsin, at the Customs Jetty.
10. Floating Equipment: This consists of three launches, old but fairly well conditioned, which are used principally for maintaining the harbor lights and bouys, and for harbor inspection trips.

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Tangku Quarantine Service

11. Doctor PIANG Yang T'ien (龐仰天) is in charge of the Tangku office of the Quarantine Service, a branch of the Tientsin Quarantine Service which is directed by Doctor CHU Siro Huang (祝紹煌). This Quarantine Service comes under the Board of Public Health of the Executive Yuan.
12. The Service employs one doctor, two assistant doctors, four nurses and one interpreter. Salaries are 90,000 CMC plus 540 times the individual's basic salary, which varies from 45 to 200 CMC, depending on his rank. Housing, water, and coal are also supplied.
13. The Quarantine Service examines all ships entering Tangku, both privately-owned and military. They give vaccinations and cholera injections to all those people who do not already have injection certificates. (Tientsin Comment: According to the Chief of the Maritime Customs Office at Tangku, the junks are not examined by the Quarantine Service.)
14. The Service has one small hospital at Taku and sick call is held every morning.

Paragraphs 11 - 13:

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