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## INTELLIGENCE MEMORANDUM

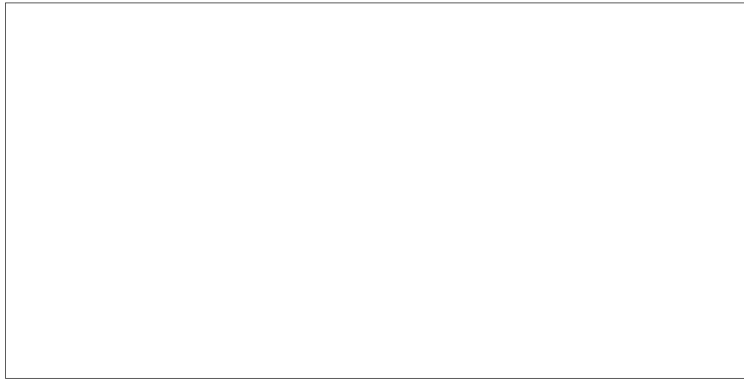
FOREIGN SHIPPING TO NORTH VIETNAM IN SEPTEMBER 1966

DIRECTORATE OF INTELLIGENCE

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GROUP 1  
Excluded from automatic  
downgrading and  
declassification

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FOREWORD

The data in this memorandum are preliminary and subject to modification as additional information becomes available. Significant changes may occur in data on ship arrivals and cargoes from Communist China and, to a lesser extent, in data on cargoes carried by ships of the Free World. All data on cargoes carried are expressed in metric tons. Data on Soviet and Eastern European ship arrivals and cargoes and on Free World ship arrivals are not likely to be changed significantly. As required, changes will be reported in subsequent memoranda.

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**SECRET**FOREIGN SHIPPING TO NORTH VIETNAM IN SEPTEMBER 1966\*Summary

North Vietnam's seaborne foreign trade declined to a record low volume in September, primarily because of the cumulative effects of bomb damage on exports of coal and apatite.\*\* Seaborne imports of principal bulk cargoes -- fertilizers, petroleum, and foodstuffs -- were well below the monthly average of the first half of this year. Deliveries of manufactured goods, however, were well above the monthly levels of last year and the first half of this year and helped to prolong port congestion at Haiphong.

Foreign ships, mostly Communist, made 26 calls at North Vietnam in September (see Figure 1), approximately the average monthly number during the past six months, and the distribution by flag changed little, as shown in the following tabulation:

	Monthly Averages			
	1965	1966		
		April-September	August	September
Total	<u>44</u>	<u>27</u>	<u>22</u>	<u>26</u>
Communist	<u>23</u>	<u>23</u>	<u>19</u>	<u>22</u>
USSR	7	11	11	7
Eastern Europe	4	3	1	5
Communist China	12	9	7	10
Free World	<u>21</u>	<u>4</u>	<u>3</u>	<u>4</u>
United Kingdom	11	3	1	2
Other	10	1	2	2

\* This memorandum was produced by CIA. It was prepared by the Office of Research and Reports, and information on ship arrivals was coordinated with the Office of Naval Intelligence; the estimates and conclusions represent the best judgment of the Directorate of Intelligence as of 19 October 1966.

\*\* For details on ship arrivals and the type and distribution of cargo, see Tables 1, 2, 3, and 4.

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Shipments of coal, North Vietnam's principal seaborne export, fell to the record low volume of 36,300 tons in September, and there were no seaborne shipments of apatite -- normally North Vietnam's next largest export.

Seaborne deliveries of petroleum in September, almost all of which was discharged into barges, totaled 14,000 tons, compared with a monthly average of 22,100 tons in the first half of this year and 14,200 tons in 1965. Only three Soviet tankers have been offloaded at North Vietnam since the bombing of petroleum storage and discharge facilities commenced in June. No single remaining POL terminal can accommodate the cargo of a Leningrad-class tanker, but the North Vietnamese have demonstrated a good capability to discharge tankers into POL barges. The Moskovskiy Festival, which arrived in mid-September, discharged nearly 11,000 tons of petroleum within 16 days into barges that moved mostly by night.

Imports of miscellaneous and general cargoes totaled 43,000 tons in September, well above the level for the first half of this year, and more than twice the level of last year. In the first nine months of this year, Soviet shipments of miscellaneous and general cargoes -- mostly machinery and steel products -- increased 70 percent over the same period of 1965.

No shipments of arms or ammunition were detected.

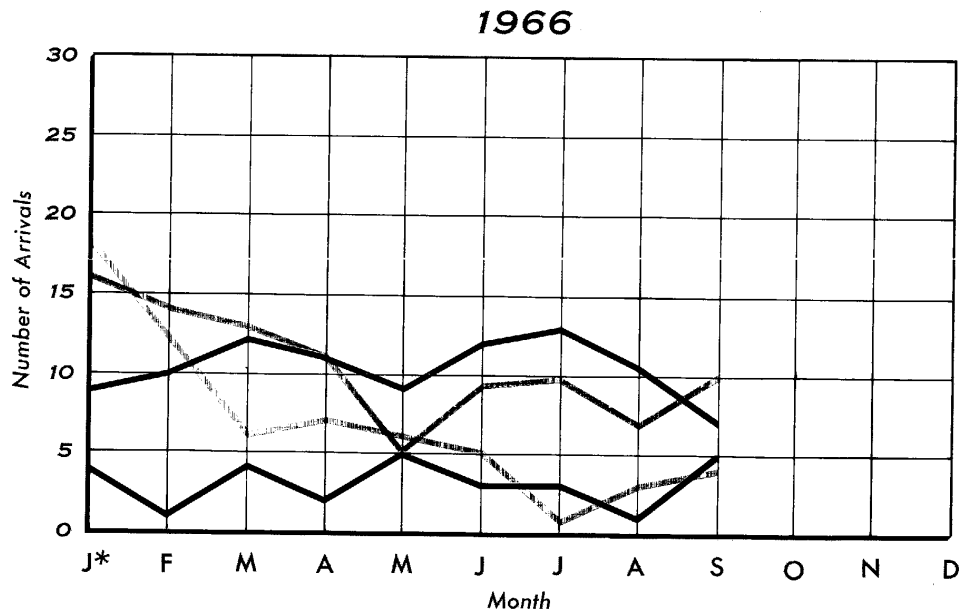
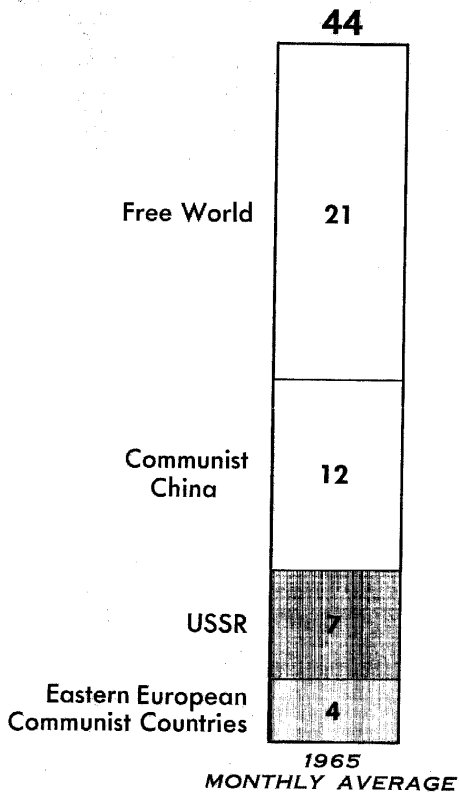
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Figure 1

### North Vietnam: Foreign Ship Arrivals Monthly Average 1965 and January - September 1966



\* Excluding one Cuban ship

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I. Communist Shipping

Communist ships made 22 calls at North Vietnamese ports in September, or about 85 percent of the total number of calls, and carried 80 percent of the identified seaborne trade of North Vietnam.

Ten Chinese Communist ships arrived, including five at Haiphong (presumably to offload) and another five at the coal ports. One Chinese ship delivered cargo from Poland, and the other nine arrived from Chinese ports. Ten Chinese ships departed North Vietnam, one with small amounts of cargo for Japan and Eastern European destinations, and the other nine went to China -- five of them with cargoes of coal.

Seven Soviet ships arrived at North Vietnam in September, about four less than the average monthly level for this year, and carried 54 percent of identified import cargoes. Five of the Soviet ships made deliveries from Soviet ports, and two arrived from Hong Kong and Japan under charter to North Vietnam. Seven Soviet ships sailed from North Vietnam in September; one carried fruit to Nakhodka, four carried coal and pig iron to Japan, and two left in ballast.

Polish-flag ships, absent in August, made three calls in September. Two were in liner service, one outbound from Europe and the other on the homeward voyage. An Albanian-flag ship and a Bulgarian bulk carrier under charter to North Vietnam accounted for the balance of calls made by Communist ships in September. The Albanian-flag ship and one of the Polish-flag ships are jointly owned by China and the Eastern European countries whose flags they carry.

II. Free World Shipping

Two British-flag ships and two Cypriot-flag ships called at North Vietnam in September. The British ships belong to Hong Kong companies and were under time charter to Communist China. Both Cypriot-flag ships were under time charter to North Vietnam, although one was operating under a subcharter to China to carry coal. Three of these Free World ships carried inbound cargoes (from China and North Korea), which accounted for 25 percent of identified seaborne imports to North Vietnam in September.

British and Cypriot flags have predominated among the Free World ships serving North Vietnam for the past six months. All of the 26 Free World ships that called at North Vietnam during the six-month



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period April-September were chartered to Communist China or North Vietnam, as shown in the following tabulation:

Flag	Calls at North Vietnam	Locations of Operating Companies				Charterers	
		Hong Kong	United Kingdom	Greece	Cyprus	Viet- fracht <u>a/</u>	Sino- fracht <u>b/</u>
British	13	13				2	11
Cypriot	7		5 <u>c/</u>		2	7	
Maltese	3		3 <u>c/</u>			3	
Greek	3			3		3	
Total	<u>26</u>	<u>13</u>	<u>8</u>	<u>3</u>	<u>2</u>	<u>15</u>	<u>11</u>

- a. North Vietnam's ship-chartering agency.  
 b. Communist China's ship-chartering agency.  
 c. Owned by the same company.

### III. Cargoes

Identified seaborne cargoes handled by North Vietnamese ports totaled only 120,500 tons in September -- a record low -- and were 36 percent less than the monthly average for the first six months of 1966. Deliveries to Haiphong, however, continued at a high level and prolonged the congestion at that port. Soviet dry cargo ships that left Haiphong in September had been in port an average of three weeks, compared with an average stay of about ten days in normal periods.

Identified seaborne imports in September totaled 67,200 tons, compared with average monthly volumes of 80,700 tons in the first half of this year and 58,100 tons in 1965. Although September shipments of the three principal seaborne bulk imports -- petroleum, fertilizers, and foodstuffs -- were below the levels of both 1965 and the first half of this year, imports of miscellaneous and general cargoes during September were considerably higher, as shown in the following tabulation:

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	Thousand Tons			
	<u>POL</u>	<u>Ferti- lizers</u>	<u>Food- stuffs</u>	<u>Miscel- laneous and General Cargoes</u>
September 1966	14.0	9.6	0.6	43.0
January-June 1966 (monthly average)	22.1	20.7	4.9	31.4
1965 (monthly average)	14.2	13.5	9.9	19.3

No imports of arms or ammunition were detected in September.

The Soviet Union supplied 12,800 tons of POL to North Vietnam in September, and 1,200 tons arrived from Rumania. The major portion, about 11,000 tons, was delivered by the Soviet tanker Moskovskiy Festival and the rest by Soviet and Polish dry cargo ships. The Soviet tanker was only the third to discharge in North Vietnamese waters since May.\* All three discharged into barges, which moved mostly at night.

Although tankers have had to discharge into barges since the bombing of petroleum facilities at Haiphong began in June, such operations are not new to the North Vietnamese. At least five of six tankers that have called at North Vietnam since mid-May are believed to have discharged some of their cargoes into barges at the Le Goeland anchorage (see the map, Figure 2). Another Soviet tanker was observed at the LeGoeland anchorage in December 1965. Discharging has been speeded up considerably since the Komsomol departed in August after spending two months at North Vietnam. The tanker Buguruslan left on 17 September having completely discharged its 10,800 ton cargo in 22 days. The tanker Moskovskiy Festival arrived on 19 September and discharged its 11,000 ton cargo in 16 days.

The two tankers that discharged initially at Le Goeland in August and September 1966 remained there three to five days before moving to the so-called "dangerous goods" anchorage in the Song Bach Dang (see the map) near Haiphong to complete discharging operations. The

\* Six Soviet tankers arrived at North Vietnam in April and May. Three more were due to arrive in June, but one was diverted and one left without discharging.

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reason for their initial calls at the Le Goeland anchorage is not clear. Fixed petroleum storage capacity in the area that this anchorage would supply (along the coast north of the channel to Haiphong) probably is less than 2,000 tons, and the channel to the Song Bach Dang anchorage should safely accommodate fully loaded Leningrad-class tankers, particularly during the current high-water period. It is possible, however, that the Song Bach Dang may be temporarily silted, thus necessitating load-lightening operations before ships can proceed to the anchorage. Barges taking on petroleum at the Song Bach Dang anchorage have excellent access via the Cua Cam to two of North Vietnam's principal inland waterways, the Song Thai Binh and the Canal des Bambous - Lach Tray, and via both of these to the largest main inland waterway, the Red River.

As of 19 October a Soviet tanker was en route to North Vietnam from Vladivostok, and there are indications that the USSR may continue to provide North Vietnam with petroleum from Vladivostok using Drogobyck-class tankers. Tankers of this class can carry about 4,000 tons and can make the run from Vladivostok in about six days. There are at least nine tankers of this class now available in the Far East for this service. The smaller tankers would be idle in North Vietnamese waters for shorter periods than the Leningrad-class tankers used earlier and for that reason would probably be better suited to current conditions. Although the smaller tankers have a maximum draft of 20 feet, compared with a maximum draft of 28 feet for the Leningrad-class tankers, there does not appear to be any significant difference in the areas of North Vietnam that could be served by each type.

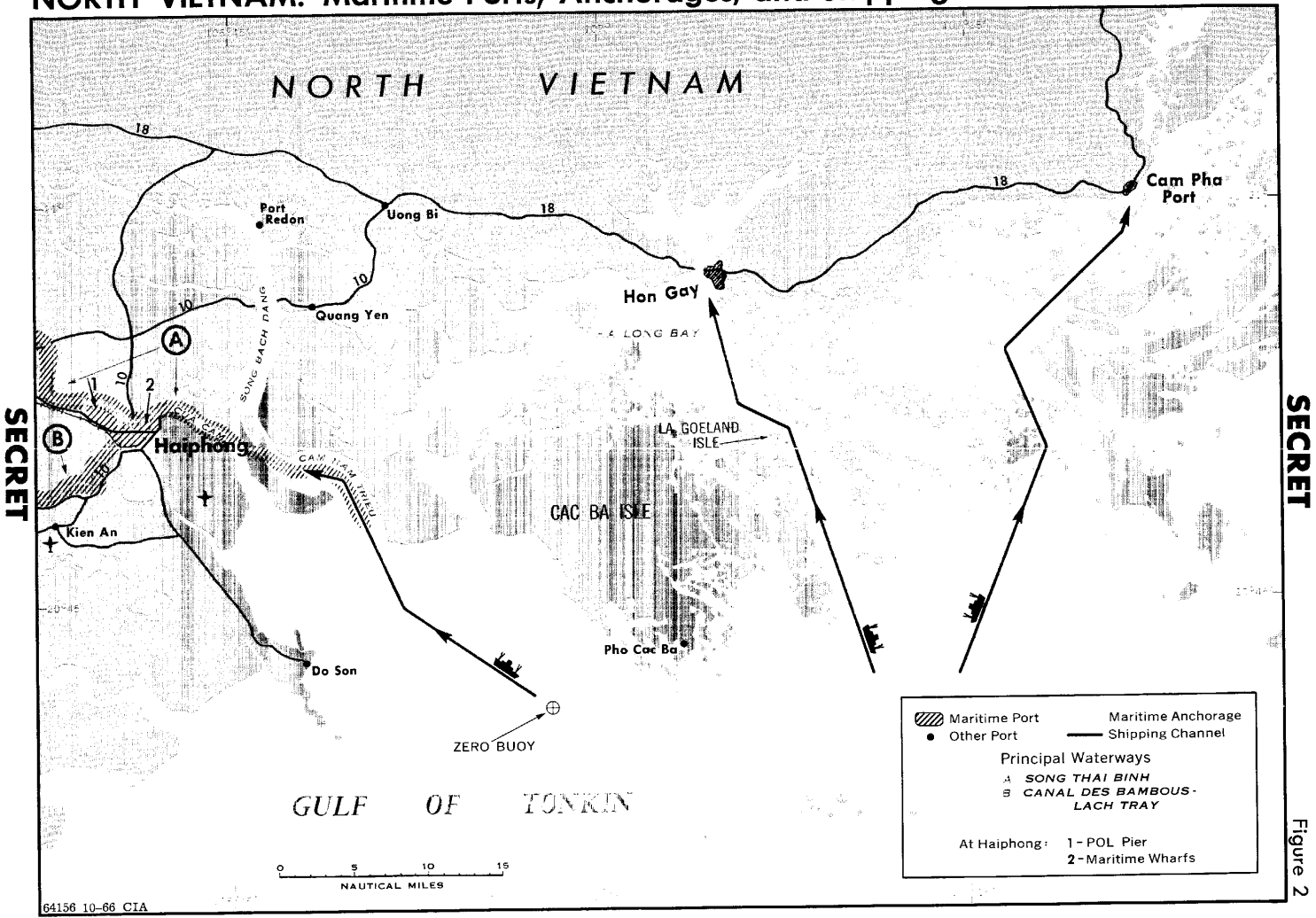
The major share (16,800 tons) of the 43,000 tons of miscellaneous and general cargoes delivered to North Vietnam in September was shipped from the Soviet Union and consisted mostly of machinery and equipment and rolled steel products. Major items among the 13,400 tons delivered from Eastern European ports were two locomotives, trucks (including tank trucks), and industrial equipment.

Identified seaborne exports declined in September to 53,300 tons, the lowest volume on record. The average monthly level was 106,600 tons in the first six months of this year and 142,800 tons in 1965.

Shipments of coal, North Vietnam's principal seaborne export dropped to 36,300 tons, the lowest monthly volume yet recorded. Coal exports from Cam Pha have not yet recovered from the damage inflicted on the coal facilities by US airstrikes in April. Shipments from

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### NORTH VIETNAM: Maritime Ports, Anchorages, and Shipping Channels



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Figure 2

Hon Gay, the other coal port, recovered from the August low, as shown in the following tabulation:

	Thousand Tons						
	Monthly Average Jan-Mar	Apr	May	Jun	Jul	Aug	Sep
Seaborne coal exports	127.1	82.9	56.6	42.5	45.1	49.5	36.3
From Cam Pha	118.0	72.3	36.7	26.8	21.7	41.2	23.8 a/
From Hon Gay	9.1	10.6	19.9	15.7	23.4	8.3	12.5

a. Excluding 3,200 tons of coal carried from Cam Pha to Haiphong by a Soviet ship.

Following the pattern of shipments in recent months, the major share of seaborne coal exports (23,800 tons) went to Japan and the balance to Communist China.

A highly unusual operation noted in September was the carriage by a Soviet ship of 3,200 tons of coal from Cam Pha to Haiphong. This was the first time that a foreign seagoing vessel is known to have carried native coal to Haiphong, a task normally handled exclusively by barges sailing mainly from Hon Gay. Possible explanations for this unusual procedure are: (1) barges were in relatively short supply (as a result of attrition resulting from airstrikes); (2) North Vietnamese authorities employed the foreign vessel to reduce the exposure of native craft to air attack; or (3) there was a loading problem at Hon Gay.

No shipments of North Vietnam's other principal seaborne export, apatite, were detected during September. Because of recurrent interdictions of the rail line connecting the apatite mines at Lao Cai with Haiphong port, only 10,400 tons of apatite have been shipped from Haiphong since August 1965.\*

\* Seaborne exports of apatite totaled 317,500 tons in 1965. All shipments in 1965 were made before the second week of August.

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Pig iron was the only major seaborne export shipped from North Vietnam in above-normal quantities in September. A total of 12,000 tons was shipped in September, all to Japan, compared with an average of less than 400 tons a month so far this year. The upsurge was probably the result of a change in the market situation.

#### IV. Soviet Shipments of Miscellaneous and General Cargoes

Probably reflecting increased Soviet aid, seaborne deliveries of miscellaneous and general cargoes (all goods other than POL, timber, fertilizer, and bulk foodstuffs) from the USSR to North Vietnam totaled 135,800 tons in the first nine months of 1966, an increase of 70 percent compared with the same period of 1965. A sharp increase in the volume of these shipments developed in the third quarter of this year.

Metal products\* accounted for the largest single category of these cargoes in both periods and showed the most significant increases in the period July-September 1966. Cargoes of metal products consisted largely of rolling mill products, assorted semifinished metals for industrial use, wire, and cable. Significant increases in shipments of machinery and equipment also were apparent (see Figure 3).

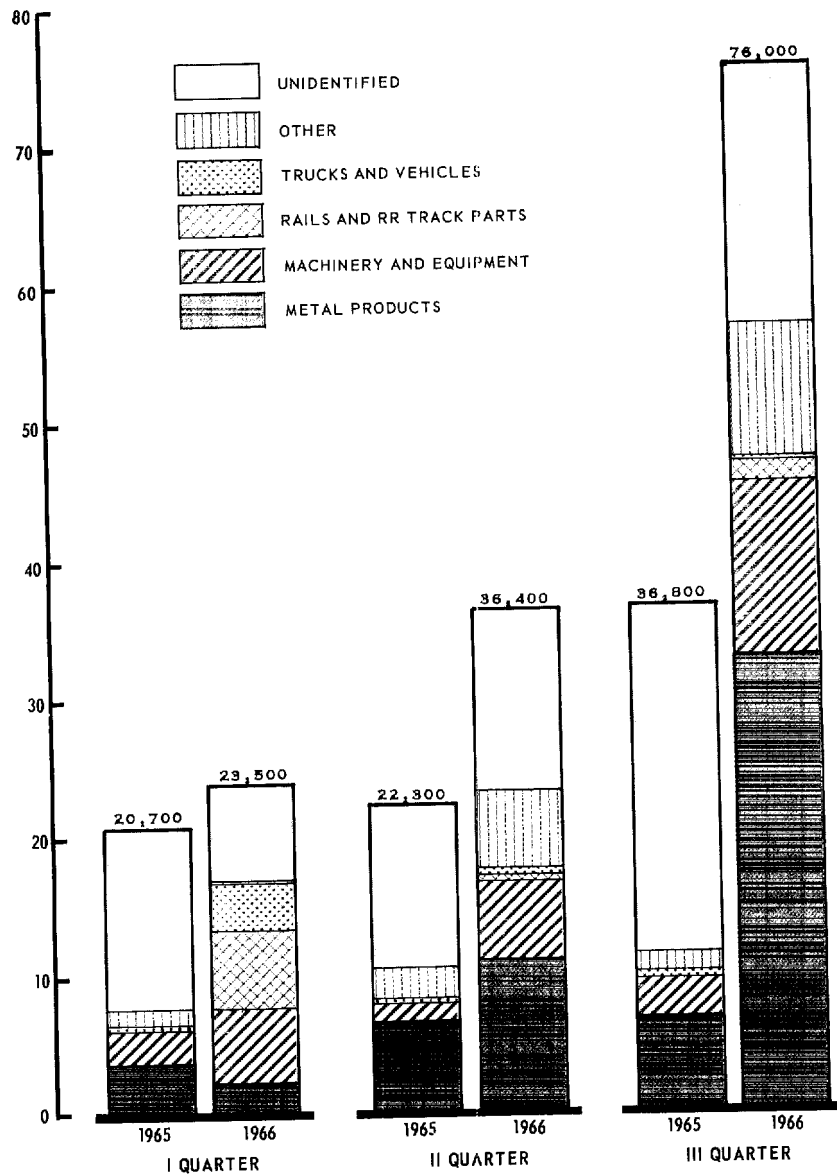
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\* Excluding machinery and equipment, trucks and vehicles, and rail-road materials.

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Figure 3

Miscellaneous and General Cargoes Delivered to North Vietnam from the USSR  
First Three Quarters 1965 and 1966  
(METRIC TONS)



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Table 1

North Vietnam: Foreign-Flag Ship Arrivals a/  
September and January-September 1966

<u>Flag</u>	<u>September</u>		<u>January-September</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Total	<u>26</u>	<u>100.0</u>	<u>280</u>	<u>100.0</u>
Communist countries	<u>22</u>	<u>84.6</u>	<u>218</u>	<u>77.9</u>
USSR	7	26.9	94	33.6
Eastern Europe	5	19.2	28	10.0
Albania	1	3.8	2	0.7
Bulgaria	1	3.8	4	1.4
Poland	3	11.5	22	7.9
Communist China	10	38.5	95	33.9
Cuba			1	0.4
Free World	<u>4</u>	<u>15.4</u>	<u>62</u>	<u>22.1</u>
Cyprus	2	7.7	9	3.2
Greece			7	2.5
Italy			1	0.4
Malta			3	1.1
United Kingdom	2	7.7	42	15.0

a. Because of rounding, components may not add to the totals shown.



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Table 2

North Vietnam: Tonnage of Foreign-Flag Ship Arrivals a/  
September and January-September 1966

Flag	September		January-September	
	Number	Thousand Gross Register Tons	Number	Thousand Gross Register Tons
Total	<u>26</u>	<u>140.7</u>	<u>280</u>	<u>1,641.6</u>
Communist countries	<u>22</u>	<u>116.2</u>	<u>218</u>	<u>1,289.5</u>
USSR	7	51.4	94	692.6
Eastern Europe	5	39.4	28	210.7
Communist China	10	25.3	95	376.5
Cuba			1	9.7
Free World	<u>4</u>	<u>24.5</u>	<u>62</u>	<u>352.1</u>

a. Many Soviet and Eastern European ships calling at North Vietnamese ports pick up or discharge only small parts of their total cargoes in North Vietnam, and many of the Free World ships only pick up export cargoes. For this reason, with the possible exception of Chinese Communist ships, aggregate tonnage of ships calling is not closely correlative to actual volume of cargoes moving into and out of North Vietnam, but these data are of value as indications of relative changes in the volume of shipping. Because of rounding, components may not add to the totals shown.

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Table 3

North Vietnam: Identified Imports Carried by Foreign-Flag Ships a/  
September 1966

Flag	Commodity					Total
	Ammonium Sulfate and Other Fertilizers	Petroleum	Bulk Foodstuffs	Timber	Miscellaneous	
Total	<u>9.6</u>	<u>14.0</u>	<u>0.6</u>	<u>0</u>	<u>43.0</u>	<u>67.2</u>
Communist countries	<u>4.6</u>	<u>14.0</u>	<u>0.6</u>	<u>0</u>	<u>31.3</u>	<u>50.5</u>
USSR	4.6	12.8	0.6		18.5	36.5
Eastern Europe		1.2			9.8	11.0
Communist China <u>b/</u>					3.0	3.0
Free World	<u>5.0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>11.8</u>	<u>16.8</u>

a. Identified imports include some estimates of bulk cargoes, using methods which have proved to be highly reliable. Because of rounding, components may not add to the totals shown.

b. An additional unknown quantity of imports may have been carried by Chinese Communist ships.

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Table 4

North Vietnam: Identified Exports Carried by Foreign-Flag Ships a/  
September 1966

Flag	Commodity				Total
	Coal	Cement	Pig Iron	Miscel- laneous	
Total	<u>36.3</u>	<u>1.5</u>	<u>12.0</u>	<u>3.4</u>	<u>53.3</u>
Communist countries	<u>36.3</u>	<u>1.5</u>	<u>7.0</u>	<u>1.4</u>	<u>46.2</u>
USSR	15.0		7.0	0.7	22.6
Eastern Europe	8.8			0.4	9.2
Communist China b/	12.5	1.5		0.3	14.4
Free World	<u>0</u>	<u>0</u>	<u>5.0</u>	<u>2.0</u>	<u>7.0</u>

a. Identified exports include some estimates of bulk cargoes, using methods which have proved to be highly reliable. Because of rounding, components may not add to the totals shown.

b. An additional unknown quantity of exports may have been carried by Chinese Communist ships.

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