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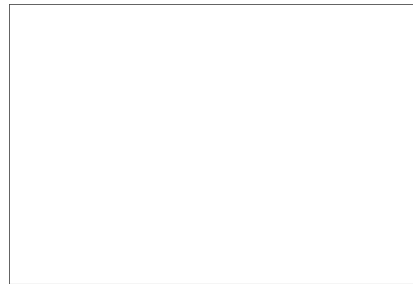
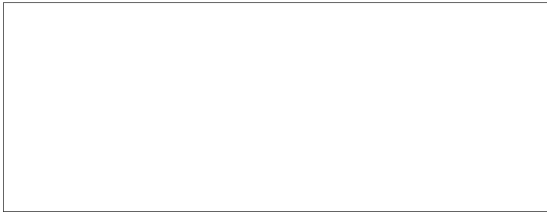
CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

COUNTRY China

SUBJECT Port of Whampoa/ Hydrographic Information/Boarding Procedures/Pilots/Observations Ashore



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- Brief:** This report contains information of a general nature on the Whampoa area of Communist China. Data is included on approach instructions, anchorages, boarding procedure, customs installations, pilots, longshoremen efficiency, a shore visit, a military installation, and minor inaccuracies in US hydrographic charts.
- Approach Instructions:** The ship followed a route to Lafsami pilot station recommended by Chinese authorities [redacted] Instructions were "pass west of Gap Rock (Gap Rock bearing 090 degrees three miles off position 21.49 N., 113.53 E.) and steering 353 degrees for a distance of 11 1/4 miles towards Chuck Wan Shan (bearing 270 degrees 1 1/2 miles off position 22.00 N., 113.51 1/2 E.) and steering 338 degrees for nine miles thence Lafsami pilot station (Lafsami Peak bearing 100 degrees 1 1/2 miles off position 22.08 1/2 N., 113.48 E.). Anchor in eight to nine fathoms and await pilot." 25X1
- Anchorage and Off-Loading Procedures:** The ship anchored off Lafsami Pilot station at 1057, 17 May and was boarded at 1530. She was lightened to 25 feet by off-loading into lighters. On 19 May the ship moved up river to anchorage at 23°05'42" N., 112°33'05" E. where she lightened by the same process to 21 feet. On 23 May the ship moved to anchorage off Whampoa at approximately 23°05'32" N., 113°26'55" E. The channel to the west of Lintin Island was used entering and departing.
- Boarding Procedure:** The boarding party at Lafsami Island consisted of about 12 men. A six hour search of the ship was made, in the company of a crew member, by three of the boarding party. The search squad carried side arms, but used no dogs or other special means of search. During the search, the remainder of the crew was mustered in the main saloon. All crew members received inoculations. The radio room, the fathometer, the sextants, and the cameras were sealed. Binoculars were removed from the ship and returned when the ship stopped again at Lafsami Island on 29 May prior to leaving the area. At this time a one-half hour search was conducted. An agent, a pilot, a policeman and two customs men were aboard the ship during the trip upstream from Lafsami Island. Some of the boarding party did not reveal for several days that they had knowledge U.S. Officials Only of the English language.

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5. Pilots: Two different pilots were used, one upstream from Lafsami to Whampoa and another downstream. They were described as "better party members than pilots". On departure, the pilot inadvertently took the ship into dangerously shallow water off Lankit Island because of inability to locate the buoy on Lintin Bar.
6. Customs Installations: Customs installations on Lafsami Island consisted of "three or four" buildings, one of which was a signal tower. There is apparently no longer a customs station in operation on Lintin Island.
7. Off-Loading Efficiency: The efficiency of the stevedores was very poor. The stevedores at Whampoa were somewhat better than those at the first two anchorages.
8. Visit Ashore: It was very difficult to get local authorities' permission to go ashore. About twelve crew members were allowed to go, under escort, to the International Seaman's Club, where they had a few beers and were given a political lecture. They were allowed to make no purchases at local shops. Propaganda pamphlets were the only locally obtained things that local authorities allowed crewmen to bring back aboard.
9. Military Installation: Although one could not see clearly, there seemed to be a military or naval installation at the mouth of Junk Creek (approximately 22°46' N., 113°39' E.). A motor torpedo boat with two torpedo tubes was observed patrolling in the Boca Tigris area; position approximately 22°47' N., 113°38' E.
10. Chart Information: China - South Coast, Macao to Pedro Blanco. 25X1
- a. The light at Gap Rock was out.
 - b. No light is indicated; but one was observed at the northernmost position on White Rocks, flashing white every 30 seconds.
 - c. Approximately five miles up the west channel from Lintin Island, the buoy indicated is at the western edge of the channel, not the eastern edge. It is red. Approximately three miles upstream from the first buoy is a second red buoy on the western edge of the channel, not the eastern edge as indicated.
 - d. The buoy at the northernmost tip of Lintin Bar is black.

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