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SOURCE Newspapers as indicated.

TSINGTAO BECOMING CENTER OF SHIPBUILDING INDUSTRY;  
SOUTH CHINA SHIPPING SERVICE GROWING

TSINGTAO NAVIGATION BUREAU ESTABLISHED -- Tsingtao Jih-pao, 2 Jul 50

Tsingtao -- In pursuance of the decision of the Central People's government regarding the unification of navigation and harbor controls, the Harbor Control Bureau and the Navigation Bureau of this city were incorporated into one organization and renamed the Navigation Bureau of the Tsingtao District. This bureau, besides receiving orders and instructions from the Navigation Bureau of the Ministry of Communications of the Central People's government regarding its administration and operation, will receive orders from the Tsingtao Municipal Council and the Tsingtao municipal government regarding the execution of administrative and political policies.

The duties of the bureau include control over:

1. Seven sectional offices for navigation, harbor construction, wharves and piers, security, personnel, finance, and secretariat.
2. The branch bureaus at Yen-t'ai and Lien-yun, and the three local offices at Hsiao-chiang, Shih-tao, and Shih-chiu. The Yen-t'ai Branch Bureau in turn will control offices at Lung-k'ou and Wei-hai-wei.

MOVE SHANGHAI SHIPYARDS TO TSINGTAO -- Hong Kong Hsing-tao Jih-pao, 14 Jul 50

Taihoku, 13 July -- A news item from Shanghai reports that, to avoid destruction from Nationalist air raids, all Shanghai shipyards which are still intact are being moved to Tsingtao. The remaining portion of the Chiang-nan Shipyard, and most of the vessels which were readied for use in the invasion of Taiwan, are also being moved. According to a Shanghai factory worker who recently returned from Tsingtao, about 150 Soviet shipbuilding technicians and some Soviet machinery have already arrived at Tsingtao, which is becoming the center of the shipbuilding industry.

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|--------|-------------------------------------|------|-------------------------------------|------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| STATE: | <input checked="" type="checkbox"/> | NAVY | <input checked="" type="checkbox"/> | NSRB |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ARMY   | <input checked="" type="checkbox"/> | AIR  | <input checked="" type="checkbox"/> | FBI  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

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FIRST SHIP SINCE LIBERATION OF CHOU-SHAN ARRIVES AT SHANGHAI -- Shanghai Wen-hui Pao, 16 Jul 50

Shanghai -- The steamship Chiang-hua, the first ship from Ning-po since the liberation of the Chou-shan Islands, arrived in Shanghai on 15 July 1950. This ship was found aground at Ting-hai in the Chou-shan Islands when these islands were liberated. It was refloated with minor repairs, and then brought into Shanghai for additional repairs. The Chiang-hua has a loading capacity of 1,361 tons, and space for more than 1,000 passengers.

SHIPPING ACTIVITY INCREASES AROUND NING-PO -- Hangchow Chekiang Jih-pao, 25 Jul 50

Ning-po -- Within a month after the liberation of the Chou-shan Islands, shipping services to and from Ning-po became active again. According to the Ning-po branch of the Shanghai Customhouse, a total of 1,023 small boats traveled between Ning-po, Shanghai, and the Chou-shan Islands between 16 May and 16 June, and during the following month, to 16 July, 809 boats left Ning-po for the Chou-shan Islands and 993 arrived from the Chou-shan Islands, while 41 boats left Ning-po for Shanghai and 20 boats arrived from Shanghai. In addition to these small boats, there are three steamships -- the Hsin-ning-yu, Tai-shan, and Heng-shan -- already in service in this area, the first two on a route between Ning-po and Ting-hai, and the third on a route between Ch'uan-shan and Ting-hai.

With regard to the inland waterway service in the area surrounding Ning-po, the Ning-po Branch Customhouse reported that seven steamships are scheduled to depart from Ning-po; two to Yu-yao, one to Heng-ch'i, one to Feng-hua, one to Pai-tu, one to Yin-chiang, and one to Chen-hai. Four more are getting ready to resume service soon, and a fifth ship is undergoing repairs.

HONG KONG-SHANGHAI SHIPPING SERVICE RESUMED -- Hong Kong Hsing-tao Jih-pao, 4 Jul 50

Hong Kong -- Hong Kong shipping companies received telegrams from Shanghai on 3 July stating that the entrance to the port of Shanghai was cleared of mines and is again open for navigation. In this connection, an official of one of the shipping companies stated that since the cessation of Nationalist sea and air attacks on the mainland of China, shipping service between Hong Kong and Shanghai has again been stepped up, and that unless the world situation becomes worse, it will soon be up to capacity. He also stated that the Communist authorities in Shanghai are becoming more lenient toward the enforcement of harbor control regulations affecting incoming foreign merchant ships, and have already assigned a mine-sweeper for constant patrol of the Wusun vicinity to assure safe entrance and departure of foreign merchant ships. The British Navy also announced that it would maintain its escort service for all British merchant ships along the coast of China.

HONG KONG-SWATOW-AMOY SHIPPING RESTORED -- Hong Kong Hsing-tao Jih-pao, 2 Jul 50

Hong Kong -- Shipping service between Hong Kong, Swatow, and Amoy is being restored gradually. A prominent person in the shipping industry in Hong Kong gave the following reasons for the speeded resumption of this service:

1. Increase in marine freight charges from Hong Kong to Swatow and Amoy. The freight charge to Amoy has risen to 170 [Hong Kong dollars?] per ton.

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2. Discontinuance of Nationalist air attacks on mainland China in accordance with the US announcement, with the resultant decline in marine insurance rates from 25 to 15 percent since cessation of Nationalist air attacks.

However, the informant pointed out that the volume of trade between Hong Kong and ports in Fukien Province is small at present due to:

1. Most of the products in Fukien being sent north and very few coming to Hong Kong.
2. Low buying power of the people in Fukien.
3. Imposition of controls on exportation of important materials by the Hong Kong government.

TWO FORMER CMSC SHIPS LEAVE HONG KONG FOR CANTON -- Hong Kong Hsing-tao Jih-pao, 16 Jul 50

Hong Kong -- The Chi-ping, another former ship of the China Merchant's Steamship Company, left Hong Kong for Canton on 15 July 1950, the second to leave of the original 13 ships which had remained in Hong Kong for the past 10 months, refusing to go over to the Nationalists. The first ship to leave Hong Kong was the Min-302, which departed on 12 July for Macao on the first leg of a journey to Canton.

The other ships which are still in Hong Kong are the Hai-hsia, Hai-k'ang, Teng-yu, Teng-k'eng, Hai-han, Ts'ai-o, Lin-sen, Hung-chang, Chung-106, Chiao-ien, and Cheng-kung.

HONG KONG-CANTON RIVER BOAT TRAFFIC INCREASING -- Hong Kong Wen-hui Pao, 8 Aug 50

Hong Kong -- The Marine Office of the Hong Kong government has published data on Hong Kong's shipping activity for July 1950. According to this data, besides 572 British, Norwegian, and Panamanian ships which visited Hong Kong in July, there were also 246 river boats flying Communist flags which came from inland waterways to Kwangtung Province, bringing in 7,339 tons of cargo and 63,498 passengers, and carrying out 565 tons of cargo and 76,022 passengers. This is a clear indication that the Nationalist blockade is no longer in effect in the waters surrounding Hong Kong.

FARES REDUCED ON YANGTZE RIVER SHIPPING -- Shanghai Wen-hui Pao, 16 Jul 50

Shanghai -- Both passenger and freight fares on Yangtze River shipping were reduced on 15 July 1950, 20 percent for passenger fares and 14.7 percent on freight fares. The new fares between Shanghai and Hankow are as follows (in yuan):

1. Passenger Fares

| From Shanghai | Class   |         |        |        |        |
|---------------|---------|---------|--------|--------|--------|
|               | 1st     | 2d      | 3d     | 4th    | 5th    |
| To: Nanking   | 58,700  | 45,100  | 28,900 | 22,600 | 18,000 |
| Wu-hu         | 73,100  | 56,200  | 36,000 | 28,100 | 22,400 |
| An-ch'ing     | 103,600 | 79,600  | 51,000 | 39,900 | 31,800 |
| Chiu-chiang   | 128,100 | 98,500  | 63,100 | 49,300 | 39,400 |
| Hankow        | 168,000 | 129,500 | 82,900 | 64,800 | 51,800 |

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## 2. Freight Fares [per ton?] (1st to 4th class fares omitted)

| <u>From Shanghai</u> | <u>Class</u> |            |            |            |            |            |
|----------------------|--------------|------------|------------|------------|------------|------------|
|                      | <u>10th</u>  | <u>9th</u> | <u>8th</u> | <u>7th</u> | <u>6th</u> | <u>5th</u> |
| To: Chen-chiang      | 36,000       | 40,500     | 44,600     | 49,100     | 56,500     | 65,000     |
| Nanking              | 43,000       | 47,300     | 52,000     | 57,200     | 65,800     | 75,700     |
| Wu-hu                | 55,200       | 60,700     | 66,800     | 73,500     | 84,500     | 97,200     |
| Cn-ch'ing            | 85,900       | 94,500     | 104,000    | 114,400    | 131,600    | 151,400    |
| Chiu-chiang          | 104,300      | 114,700    | 126,200    | 138,800    | 159,600    | 183,500    |
| Hankow               | 122,700      | 135,000    | 148,500    | 163,400    | 173,900    | 216,100    |

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