

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

CONFIDENTIAL/CONTROL - U.S. OFFICIALS ONLY

25X1

COUNTRY	China	REPORT	
SUBJECT	Ship Inspection in the Canton Area	DATE DISTR.	3 August 1954
DATE OF INFO.		NO. OF PAGES	2
PLACE ACQUIRED		REQUIREMENT NO.	RD
		REFERENCES	

25X1

This is UNEVALUATED

640559

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

25X1

- On 11 April 1954 the HSIN MING HSING arrived at Ch'ien-shan-chai (N 22-14, E 113-30) from Macao; and on 14 April, when the vessel was departing for Macao, two doctors went aboard to make a quarantine inspection. After the doctors left the ship, seven members, two of whom were women, of the Border Security Bureau, dressed in olive-drab Liberation uniforms, came aboard to make an inspection. The insignia on their caps bore two Chinese characters, Pa I (1 August, 0360/0001), in yellow on a red background. Their arm bands bore the name of their organization in Chinese, Pein Fang Chien Ch'a Chan (Border Inspection Center, 6708/7089/2914/2686/4541), also in yellow on a red background. Three inspectors were armed, two with revolvers and the third with a carbine. They searched the passengers and asked them to produce their travel permits for examination. Although their duties were carried out in a quiet manner, their search and interrogations were thorough. One passenger who hesitated in answering questions and showed signs of nervousness was repeatedly interrogated and his luggage was thoroughly inspected, a procedure which resulted in a five-hours delay of the ship's departure. Such occurrences were not frequent. Lastly, the customs inspectors came aboard to examine the cargo. Their cap insignia bore a key, a stick, and a dragon. The badges on their chests were round in shape and had five stars at the top, below which were two Chinese characters, Hai Kuan (customs, 3189/7070), in yellow on a red background. While the cargo was being examined, the ship's staff completed customs procedures, which included getting the customs inspectors' initials signed and official seals stamped on the manifests and logbook, and getting back the ship's license. A supervisor, who was assigned by customs, sailed on the ship.
- When the HSIN MING HSING arrived at Nan-shih-t'ou (0589/4258/7333), about four kilometers from Canton, officers from the Border Security Bureau came

CONFIDENTIAL/CONTROL - U.S. OFFICIALS ONLY

25X1

STATE	X	ARMY	X	NAVY	X	AIR	X	FBI	X	AEC				
-------	---	------	---	------	---	-----	---	-----	---	-----	--	--	--	--

CONFIDENTIAL/CONTROL - U.S. OFFICIALS ONLY

25X1

- 2 -

aboard to examine the passengers' identity cards and travel permits. Any dangerous materials on board the ship, such as acetic acid, formalin, and salicylic acid, were removed and taken to the warehouse in Nanshiht'ou; the HSIN MING HSING, however, had no such materials. The passengers disembarked and the ordinary cargo was discharged at the Lien Hsing (5114/5281) Pier, Changt'i (7022/1029).

3. On 17 April the HSIN LO left Macao for Canton with a cargo of formalin and automobile parts. Inspection of the ship, prior to departure, was easily made since there were no passengers. Besides examining and sealing the cargo, the customs office assigned a customs official to sail with the HSIN LO as a supervisor. The ship anchored at Fangts'un (5364/2625), approximately 1.5 kilometers south of Huang Sha (7806/3097) Railway Station, Canton, where the formalin was unloaded and stored in a warehouse; the automobile parts, however, were unloaded and stored in the former Butterfield and Swire warehouses.
4. The confiscated warehouses of Texaco, Ltd.; Jardine, Matheson, and Company, Ltd.; and Butterfield and Swire, as well as a number of new warehouses, most of which were one-story buildings built at Fangts'un and Nanshiht'ou, were used to store incoming materials from Hong Kong and Canton.

25X1

CONFIDENTIAL/CONTROL - U.S. OFFICIALS ONLY