
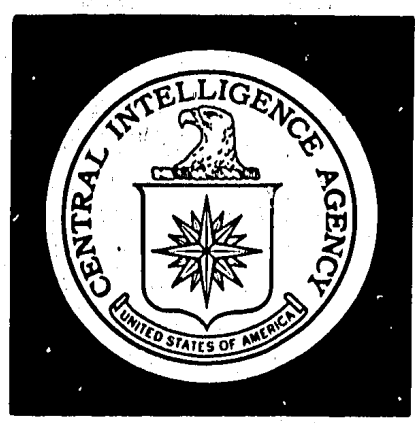


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DIRECTORATE OF  
INTELLIGENCE

# Intelligence Memorandum

*Shipping To North Vietnam During August 1970*

~~Secret~~

ER IM 70-139  
September 1970

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Foreword

All data in this memorandum are preliminary and subject to minor changes as additional information becomes available. Data for the preceding month and monthly averages presented in the tables have been adjusted to reflect corrections and additions. Weights of cargoes are expressed in metric tons. Because of rounding, components may not add to the totals shown.

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CENTRAL INTELLIGENCE AGENCY  
Directorate of Intelligence  
September 1970

INTELLIGENCE MEMORANDUM

Shipping To North Vietnam During August 1970

Highlights

North Vietnamese seaborne trade in August, following the usual summer pattern, fell to 127,000 tons, about 40% below the monthly average during January-July 1970. Imports dropped to 99,000 tons, the lowest monthly level since February 1968. Despite a decline in seaborne imports in each of the last three months, cumulative imports for 1970 are close to the level during January-August 1969. Foodstuff deliveries rose in August, but imports of fertilizer and general cargo fell, and there were no deliveries of bulk petroleum. Three Soviet ships delivered 17 tons of probable military aid cargo.

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Seaborne exports fell in August to 28,000 tons, well below the monthly average during January-June 1970. This decline resulted principally from a standdown in apatite shipments and from reduced coal exports.

Arrivals of merchant ships dropped to 29, the lowest total since February 1968. A Chinese ship made the first call by a foreign flag ship at the Hon Nieu anchorage near Vinh since January 1970. The first Singapore-flag ship to call at North Vietnam in nearly a year arrived at Haiphong.

*Note: This memorandum was produced solely by CIA. It was prepared by the Office of Economic Research and information on the number of ship arrivals was coordinated with the Naval Intelligence Command.*

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Congestion at Haiphong was minimal throughout August. The average number of ships in port per day decreased to 13, one less than in July. The average layover time, however, rose from 17 to 19 days because of delays in discharging three Free World ships. Dismantling of the Hospital Wharf was nearly completed in August, and construction of the extension of the Chamber of Commerce Wharves continued.

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Seaborne Imports

1. Imports in August were below the monthly average during January-July, a seasonal phenomenon for the last five years. Imports from the USSR fell to 55,000 tons, the lowest volume in almost a year, and those from China, falling for the fourth consecutive month, declined to 25,500 tons (see Tables 1 and 2).

2. Imports of petroleum in August fell to 2,900 tons, the lowest volume since July 1966 (the month following the initial bombing of Haiphong's petroleum storage facilities). All of the petroleum deliveries were packaged and arrived in small consignments from the Black Sea on Soviet ships. Petroleum deliveries probably will recover as North Vietnam has requested deliveries of 35,000 tons for September.

3. Imports of general and miscellaneous cargo fell to 40,300 tons, well below the monthly average for January-July. Fewer ships arrived from Eastern Europe and Communist China, countries whose exports to North Vietnam usually include a high percentage of general and miscellaneous cargo. Three Soviet ships -- the *Kapitan Vislobokov*, the *Bakuriani*, and the *Belgorod Dnestrovskiy* -- delivered 17 tons of unidentified cargo that is probably military aid. Fertilizer deliveries dropped to 10,500 tons -- 7,300 tons of ammonium sulfate from Soviet Black Sea ports and 3,200 tons of urea from Japan.

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5. Foodstuffs was the only major import category to increase in August. Deliveries rose to 45,200 tons

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but remained well below the monthly average of 60,200 tons for the preceding months of 1970. Shipments from the USSR and China rose to 24,900 tons and 10,500 tons, respectively. A 6,000-ton delivery of wheat flour from Bulgaria made up the largest food shipment from Eastern Europe since June 1969. A 3,800-ton delivery of rice from North Korea by a Soviet ship was the largest food shipment to North Vietnam from that origin on record and the first since a 200-ton delivery of fish products in June 1969.

Exports

6. Seaborne exports, which like imports usually decline in August, fell to 28,000 tons (see Tables 3 and 4). Coal exports of 10,500 tons were less than half of the monthly average for 1970. These shipments went to Japan (4,000 tons), China (3,500 tons), and to an unknown destination, probably Poland (3,000 tons). If the 3,000 tons, which were carried on a Polish ship, actually were unloaded in Poland rather than at an intermediate port, this shipment and a similar one last month would be the first exports of North Vietnamese coal to Poland on record. For the first month since October 1969 there were no shipments of apatite. Exports of general cargo\* and rice reached 12,300 tons and 4,900 tons, respectively, their highest levels in 1970.

Arrivals

7. Twenty-nine ships arrived in North Vietnam from foreign ports in August, the lowest number since February 1968 (see Table 5). All but one of the ships called initially at Haiphong; two of these vessels went on to Cam Pha after discharging to load coal. Calls by Soviet and Free World flags were the lowest since August 1968 and March 1967, respectively.

8. A Chinese ship, the *Hung Chi 149*, made the first call by a foreign ship in the Vinh area since January 1970. It offloaded 7,000 tons of cargo, believed to be rice, in the Hon Nieu anchorage near Vinh. North Vietnamese coastal vessels frequently

\* Exports of general cargo consisted principally of textiles, lime, agricultural products, and handicrafts.



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shuttle between Haiphong and points on the south coast of North Vietnam, but it is unusual for a foreign flag ship to sail to that area.

9. Arrivals in August included the first vessel under the Singapore flag to call in North Vietnam since September 1969. This ship, the *Golden Ocean*, is ostensibly owned by the Hong Kong South Sea Shipping Company, Ltd., a Hong Kong subsidiary of Guan Guan Shipping, Ltd., of Singapore.\* This subsidiary is also the registered owner of the *Golden Bridge* (formerly the *London Breeze*), which was to be delivered to North Vietnam in the spring of 1970.\*\* North Vietnam is probably the beneficial owner of the *Golden Bridge*, and may also own the *Golden Ocean*, exercising control through the mechanism of a time charter. Concealing the true ownership of these ships will probably facilitate their use in North Vietnamese trade with Free World countries. In August the *Golden Ocean* delivered about 3,500 tons of cargo from Japan, mostly urea.

#### Activity in Haiphong

10. Congestion in Haiphong remained minimal. The number of foreign dry cargo ships in port ranged from a low of 10 to a high of 17 and averaged only 13, one less than in July (see Table 6). The average layover time for departing dry cargo ships, however, rose from 17 to 19 days, due to unusual delays in the discharge of Free World ships (see Table 7). The average layover time for the latter rose from 19 days in July to 38 days in August. Two of the three departing Free World ships delivered cargoes, largely unidentified, from Romania and North China; a third delivered a full load of coal dust from North China.

11. Construction at the western end of the new wharves in Haiphong continued. Additional sheet piling was driven, dismantling of the Hospital Wharf was nearly completed, and more fill was emplaced at its former location.

\* This ownership is listed in Lloyd's Shipping Index, 3 September 1970.



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Table 1  
Seaborne Imports, by Origin and Commodity  
1970

Thousand Metric Tons

Origin	Foodstuffs		Fertilizer		Petroleum		General and Miscellaneous		Total	
	Aug	Monthly Average Jan-Jul	Aug	Monthly Average Jan-Jul	Aug	Monthly Average Jan-Jul	Aug <sup>a/</sup>	Monthly Average Jan-Jul	Aug	Monthly Average Jan-Jul
<i>Total</i>	45.2	60.2	10.5	17.1	2.9	34.9	40.3	56.4	98.9	168.6
Communist	45.2	60.0	7.3	14.6	2.9	34.9	39.9	52.9	95.4	162.4
USSR	24.9	39.8	7.3	11.6	2.9	34.4	19.9	22.9	55.0	108.7
Eastern Europe	6.0	0.1	--	1.7	--	--	5.0	9.8	11.0	11.6
China	10.5	15.6	--	--	--	0.4	15.0	19.2	25.5	35.2
North Korea	3.8	--	--	1.3	--	--	Negl.	1.0	3.8	2.3
Cuba	--	4.5	--	--	--	--	--	--	--	4.5
Free World	0	0.1	3.2	2.5	0	0	0.4	3.6	3.6	6.2
Japan	--	--	3.2	2.5	--	--	0.3	0.2	3.5	2.8
Cambodia	--	--	--	--	--	--	--	2.0	--	2.0
Other	--	0.1	--	--	--	--	0.1	1.4	0.1	1.5

a. Including 12,900 metric tons of unidentified cargo, 7,100 tons of metal products, 2,500 tons of machinery, 1,200 tons of vehicles, and 16,600 tons of other cargo.

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Table 2  
Seaborne Imports, by Flag and Commodity a/  
1970

Flag	Aug				Total	Jul	Monthly Average Jan-Jul
	Food- stuffs	Ferti- lizer	Petro- leum	General and Miscel- laneous			
<i>Total</i>	45.2	10.5	2.9	40.3	98.9	153.0	168.6
Communist	45.2	7.3	2.9	32.5	87.9	119.8	141.3
Soviet	28.7	7.3	2.9	19.9	58.8	73.4	111.4
East European	6.0	--	--	5.0	11.0	18.5	11.6
Chinese	10.5	--	--	7.5	18.0	16.2	13.3
Cuban	--	--	--	--	--	11.6	4.5
North Vietnamese	--	--	--	0.1	0.1	0.1	0.5
Free World	0	3.2	0	7.8	11.0	33.2	27.3

a. Identified imports include some estimates of bulk cargoes using methods which have proved to be highly reliable.

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Table 3  
Seaborne Exports, by Destination and Commodity  
1970

Thousand Metric Tons

Destination	Coal		Cement		Apatite		Rice		General and Miscellaneous		Total	
	Aug	Monthly Average Jan-Jul	Aug	Monthly Average Jan-Jul	Aug	Monthly Average Jan-Jul	Aug	Monthly Average Jan-Jul	Aug	Monthly Average Jan-Jul	Aug	Monthly Average Jan-Jul
<i>Total</i>	10.5	25.6	0.7	1.0	0	3.3	4.9	2.1	12.3	3.7	28.4	41.8
Communist	6.5	10.4	0	0	0	9.2	0	0	8.8	1.0	15.3	20.7
USSR	--	--	--	--	--	--	--	--	Negl.	Negl.	Negl.	Negl.
Eastern Europe	3.0	0.2	--	--	--	--	--	--	1.2	0.7	4.2	0.9
China	3.5	9.5	--	--	--	3.2	--	--	7.6	0.2	11.1	12.8
North Korea	--	--	--	--	--	6.0	--	--	--	0.1	--	6.2
Cuba	--	0.7	--	--	--	--	--	--	--	0.1	--	0.8
Free World	4.0	15.1	0.7	1.0	0	0.1	4.9	2.1	3.6	2.7	13.1	21.1
Japan	4.0	13.7	--	--	--	Negl.	--	--	0.3	0.4	4.3	14.0
Cambodia	--	--	--	--	--	--	--	--	--	0.3	--	0.3
Other	--	1.5	0.7	1.0	--	0.2	4.9	2.1	3.2	2.0	8.8	6.8

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Table 4  
Seaborne Exports, by Flag and Commodity <sup>a/</sup>  
1970

Flag	Aug						Total	Jul	Monthly Average Jan-Jul
	Coal	Cement	Apatite	Rice	General and Miscel- laneous	Aug			
<i>Total</i>	10.5	0.7	0	4.9	12.3	28.4	41.0	41.8	
Communist	<u>10.5</u>	<u>0.7</u>	<u>0</u>	<u>4.9</u>	<u>12.3</u>	<u>28.4</u>	<u>31.9</u>	<u>39.9</u>	
Soviet	4.0	--	--	1.4	2.3	7.7	9.5	20.1	
East European	3.0	--	--	3.4	0.8	7.3	7.5	2.7	
Chinese	3.5	--	--	--	8.5	12.0	12.5	12.8	
Cuban	--	--	--	--	0.1	0.1	--	1.5	
North Vietnamese	--	0.7	--	--	0.6	1.3	2.4	2.7	
Free World	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>9.1</u>	<u>1.9</u>	

*a. Identified exports include some estimates of bulk cargoes using methods which have proved to be highly reliable.*

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Table 5  
Ship Arrivals, by Type, Flag, and Origin  
1970

Type/Flag	Aug					Total	Jul Total	Monthly Average Jan-Jul
	Origins							
	USSR							
	Black Sea	Far East	Communist China	Other Communist	Free World			
<i>Total</i>	4	7	7	3	8	29	39	43.0
Dry cargo	4	7	7	3	8	29	34	37.3
Tanker	--	--	--	--	--	--	5	5.7
Communist	4	7	5	3	7	26	31	36.6
Soviet	4	7	--	1	1	13	15	23.9
East European	--	--	--	2	--	2	3	2.4
Bulgarian	--	--	--	1	--	1	--	0.4
Polish	--	--	--	1	--	1	3	2.0
Chinese	--	--	5	--	--	5	5	5.4
Cuban	--	--	--	--	1	1	1	0.7
North Vietnamese	--	--	--	--	5	5	7	4.1
Free World	0	0	2	0	1	3	8	6.4
British	--	--	2	--	--	2	4	4.3
Somalian	--	--	--	--	--	--	3	1.9
Other	--	--	--	--	1	1 a/	1 b/	0.3 c/

a. Singaporean.

b. Cypriot.

c. One under Cypriot flag and one under Maltese flag.

Table 6  
Average Number of Dry Cargo Ships in Haiphong per Day

Month	Number of Ships			
	1967	1968	1969	1970
January	7	21	24	14
February	10	23	21	17
March	16	23	21	15
April	16	19	21	15
May	18	16	20	18
June	25	23	18	18
July	22	30	21	14
August	17	28	17	13
September	13	34	17	
October	13	33	15	
November	12	29	11	
December	13	27	13	
<i>Average for year</i>	15	25	18	

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Table 7  
Average Layover Times  
for Foreign Dry Cargo Ships Departing Haiphong a/

Month	Number of Days			
	1967	1968	1969	1970
January	12	15	25	13
February	10	27	21	14
March	13	28	17	17
April	12	19	19	14
May	17	14	20	13
June	22	17	21	17
July	24	25	21	17
August	33	31	22	19
September	19	41	21	
October	19	35	19	
November	18	30	16	
December	15	29	14	
Average for year	18	25	20	

a. The average layover time for departing dry cargo ships is compiled by averaging layover times (including both the day of arrival and the day of departure) of all foreign dry cargo ships leaving Haiphong in the month. Tankers are excluded from the average because they do not compete with dry cargo ships for the limited berthing space in Haiphong.

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