



DIRECTORATE OF INTELLIGENCE

DOMESTIC CONTACT SERVICE

Intelligence Information Report

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COUNTRY China

DCS REPORT NO. [REDACTED]

SUBJECT Air Raid Shelters at Iuta, Shen-Yang, and Shih-Chia-Chuang/Peking Subway/Suspected Coastal Minefield/Rail-Air Transport/Imminent Release of US Troops Captured in Korean War

DATE DISTR.

30 NOV 1972

NO. PAGES 2

REFERENCES [REDACTED]

DATE OF INFO. [REDACTED]

PLACE & DATE ACQ. BY SOURCE [REDACTED]

THIS IS UNEVALUATED INFORMATION

SOURCE [REDACTED]

[Available in the Ground Photography Services Branch, Research and Reference Division, HPIC, are photographs of the Iuta (Dairen) area, including the interior of a large air raid shelter, suspected coastal minefield and harbor. UNCLASSIFIED.]

1. In late September 1972, an Australian medical delegation visited China under the sponsorship of the Australian-Chinese Friendship Society. During the visit they were given a tour of a large air raid shelter built into the mountain about five miles directly west of Iuta (aka Dairen). They were told the shelter can accommodate 10 thousand people and was constructed in 1970 in 93 days with the use of pneumatic drills. The installation, which is a maze of tunnels, contains auxiliary air and water supplies, ventilators, lights, and heat. There are also kitchens, barber shops, and small merchandise shops where essentials can be purchased. Stockpiles include handtools, picks, shovels, hoes, bean curd, and other food.
2. At 12:00 noon on a Monday in late September 1972, an air raid warning test was sounded at Shen-Yang. The warning consisted of nine whistles followed by two all-clear blasts. Air vents were noted for an underground air raid shelter located under the local sports grounds near a hotel (name not recalled) in suburban Shen-Yang. Similar air raid shelter vents were also seen among the cabbage patches and orchards in the gardens belonging to the Norman Bethune International Peace Hospital at Shih-Chia-Chuang. The Peking subway is apparently the largest air raid shelter in China. This was the only place the delegation could not take photographs. Construction of the subway began on 5 July 1965. The two completed branches now have 16 stations over a distance of 23 kilometers. The subway is quite noisy because of the streetcars and the music blaring from the many wired radio loudspeakers. Water frequently backs up in the subway when it rains.

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3. In late September 1972, the Luta harbor contained 12 wharves accommodating 50 freighters and employing 13 thousand workers. Some 80% of the loading and unloading, which includes petroleum and coal facilities, is done by machine. Among the 4-5 ships waiting for berths were some from Singapore and Scandinavia. In a harbor on the west side of Luta, large cables run from the beach to black underwater objects which guides said are for "collecting seaweed." Actually, the large number of black bobbing objects in the sea appeared to be part of a coastal minefield.
4. During the trip from Peking to Shen-Yang and Luta, the delegation traveled on very modern trains, which were built in Shanghai within the last two to three years. The sleeping berths as well as the seats were very comfortable. The trains have excellent restrooms and restaurant facilities. The train service was very efficient and kept promptly to schedules. In contrast, the Chinese air service was quite poor. Delegation members had to wait from 5:00 AM until 3:00 PM at Shen-Yang airport before the dilapidated Ilyushin-14 transport left for Tientsin. The Shen-Yang - Tientsin flight took two hours, the Tientsin-Tainan flight one hour, the Tainan-Nanking flight two hours, and the Nanking-Shanghai flight one hour, finally arriving at 10:30 PM. Later the delegation flew from Shanghai to Hangchow in an old Soviet-built Fokker-type aircraft. Because the weather was bad, delegation members had to stay overnight at Hangchow. The next day the flight to Kwangchow with a stop at Nan-Chang took four hours.
5. In Peking delegation member Harry Bethune, a New Zealand psychiatrist now practicing in Sydney, Australia, spent an evening in private at the home of a former New Zealand engineer who had worked in China since before the 1949 revolution. According to the engineer, the Chinese Government will soon release "US troops" who parachuted into Manchuria during the Korean War. He gave no further details. The engineer, who was trained in Christchurch, originally came from Ravi Ali (phonetic), New Zealand. Bethune is a distant relative of Norman Bethune the Canadian who died tresting Mao Tse-tung's Communist troops in about 1939 and has since been lionized by the Chinese Government (see Para 2 above). Because of his honored name, the New Zealand psychiatrist was given a number of extra privileges.

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