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Tuesday, October 10, 1967  
12:50 p.m.

Mr. President:

This is a solid French report on  
the effectiveness of our bombing around  
Haiphong.

W. W. Rostow

Paris 4737

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DECLASSIFIED

E.O. 12356, Sec. 3.4(c)

White House Guidelines, Feb. 24, 1983

By RL, NARA, Date 10-21-91

WWRostow:rlh

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Oct. 9, 1967

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E.O. 12356, Sec. 3.4

NJ 74-417

Copy of PARIS 4747

By Cb, NARA, Date 1-26-95

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**SUBJECT: Eye-witness report of Hanoi-Haiphong trip**

Source showed Counselor telegram dated September 23 from Qui rielle in Hanoi, notes on which follow:

Counselor obtained authorization to go to Haiphong to assist in clearing goods through customs. Trip made September 21 at which time he witnessed two bombardments and was able to make several observations on efficacy of U. S. attacks and situation at port.

1. Haiphong had four alerts that day, the last of which occurred from about 12:30 to 13:00 and at about 16:45 accompanied by rather violent bombardments. U. S. planes attacked in successive waves the city area and at different points in the outskirts (Banlieu). Bridges and roads going out of the city were cut. The North Vietnamese claimed 7 planes were destroyed, which seems very plausible.

2. It was observed that preceding raids on September 18 and 19 had hit several roads and destroyed notably one of two bridges on the Haiphong-Hanoi road. The car of my collaborator had to make a detour to the North to reach.

3. It was thus over almost all the distance between Haiphong and Hai Duong. One sees numerous craters, some not yet filled, and demolished trucks. The railroad parallel to the road was hit at at least one location which workers were repairing at nightfall. Truck traffic was dense after dark, but was slowed down by the state of the road, craters and wrecks.

4. The port, spared by the bombing, harbored 8 or 9 cargo vessels, among which were a British ship, the Starford, and one Chinese vessel of the "Red Star" series. It is apparent that this is the maximum number of ships which the port can receive. The port area was encumbered with large crates which it had apparently not been possible to move out of Haiphong. The majority of crates came from the USSR and other East European Communist countries.

5. It is necessary on the Hanoi-Haiphong road to go over three ferries and two bridges of boats. To go 100 kilometers required 4 hours to Haiphong and 5-1/2 hours to return to Hanoi.

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