# AIR OBJECTIVE FOLDER CHINA No. 83.4 CANTON AREA

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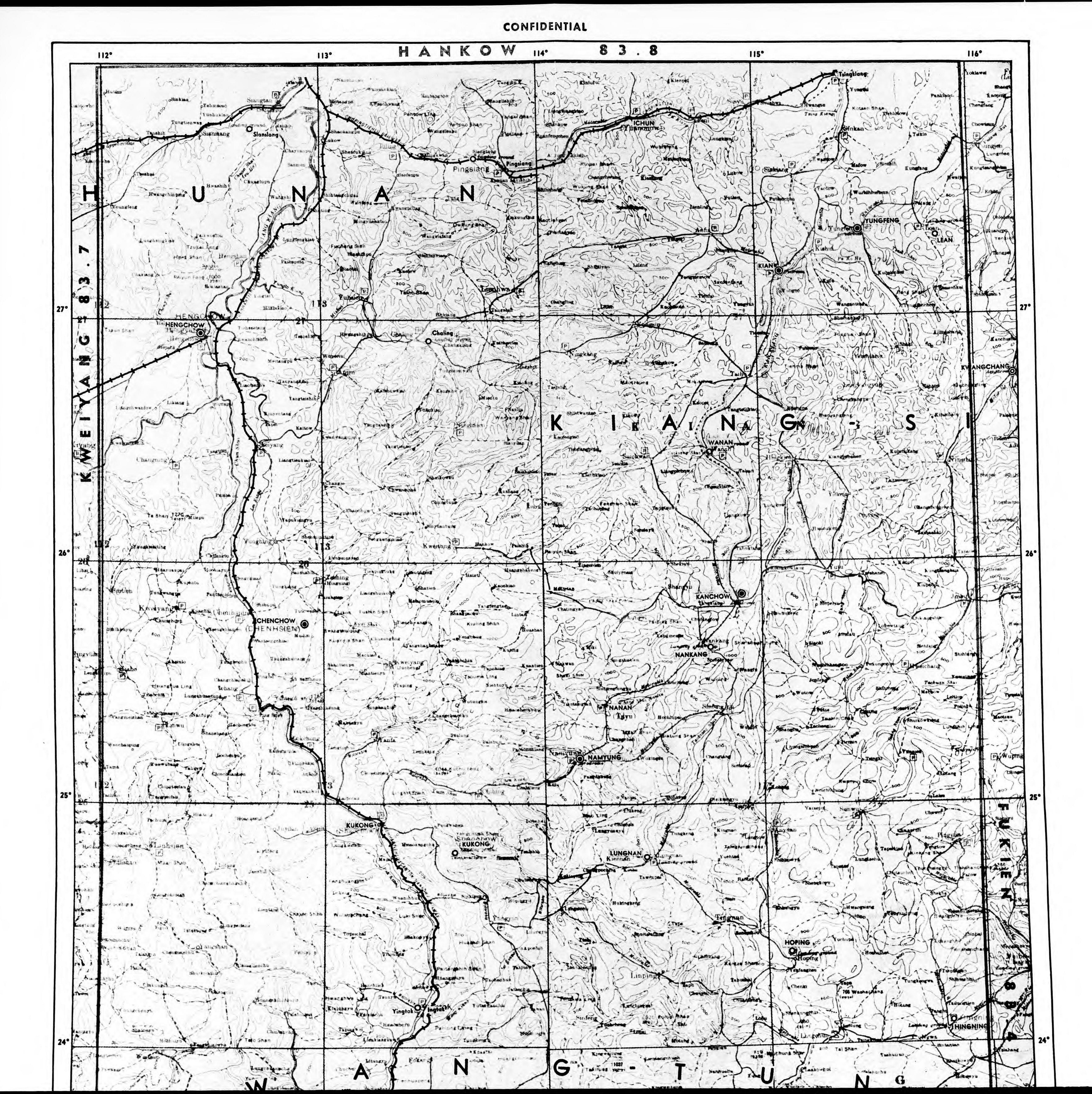
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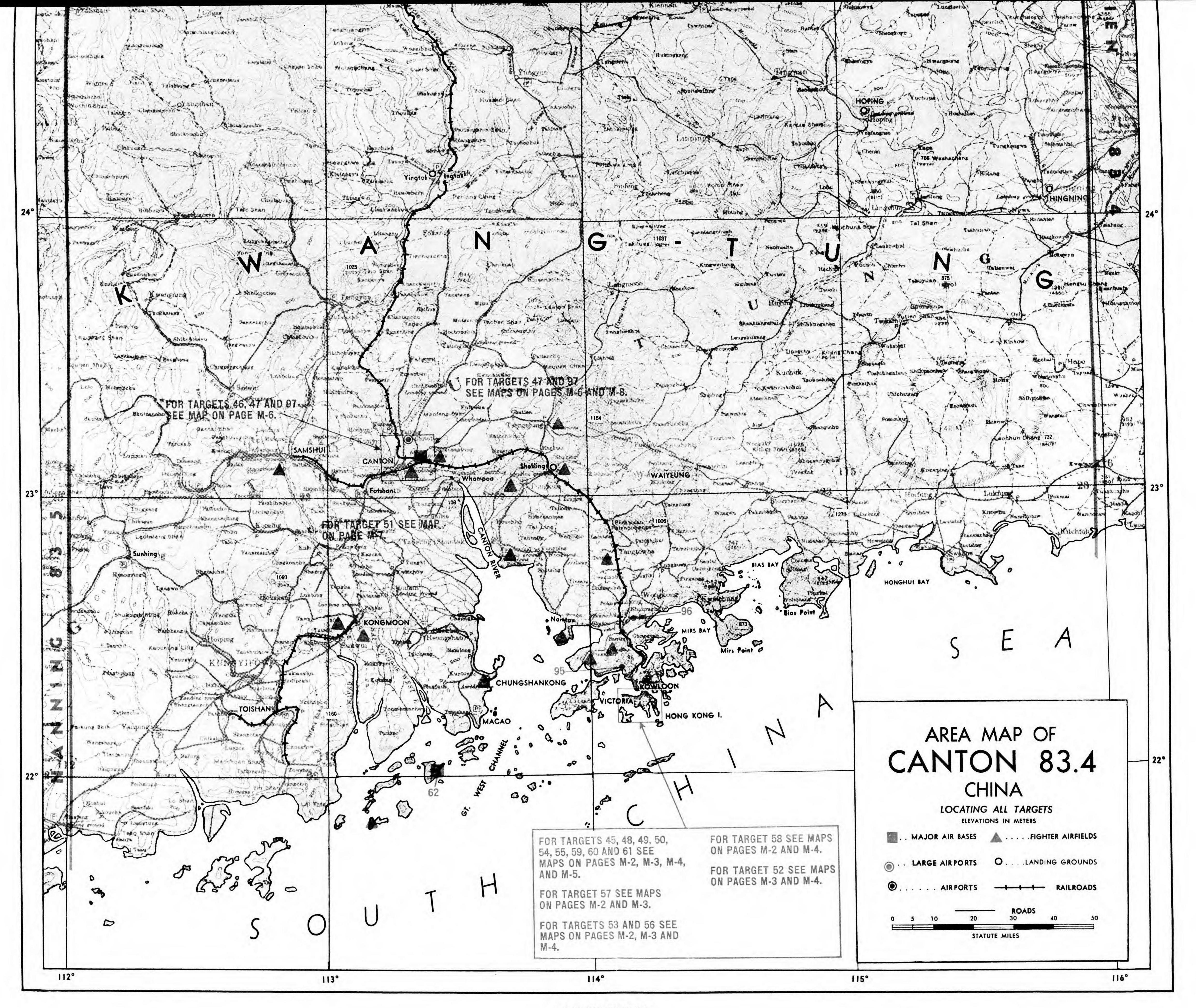
OFFICE OF THE
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WASHINGTON, D. C.
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WORK MAP of Canton Area M-10

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### SUMMARY AND EVALUATION OF AREA

NOTE: This folder is the result of an attempt to obtain the best information thus far available in the U.S.A. Every effort should be made in the field to verify the data by photo reconnaisance.

IMPORTANCE: The Canton area is important mainly for its harbor, dock, and shipyard facilities. Hong Kong is a port of storage and distribution; it has no important targets of an industrial nature other than those above. The ship repair facilities are being fully used by the Japanese. This reduces the necessity of sending damaged ships the great distance to Japan and also helps in relieving pressure on home yard space. The shipbuilding facilities are a sizeable addition to Japanese capacities.

The importance of the ship as a target cannot be overestimated. The production of industry supporting Japan's war program can be measured in terms of the degree of efficiency with which she operates a limited number of ships. It is urged that the highest priority be assigned Japanese vessels. Thus the deepwater wharfage and anchorage facilities at Kowloon and Whampoa should assume a primary position, while the waterfront areas of Canton City and Victoria are important for their concentrations of smaller craft.

**DEFENSES:** The Canton-Hong Kong districts are well protected by a network of airfields (See Map—Front). Heavy AA defenses are maintained in the Hong Kong district. AA and light machine guns may be expected on the ground and on roofs in the dockyards, along the wharfs and atop the warehouses, in the business districts, near the King's Park prisoner of war camp, and around Kaitak Airport. Reliably reported AA guns are located on Map on page M-2.

#### REVIEW OF TARGETS

Airports: There are a number of airfields formed in a rough triangle of defense in the Canton-Hong Kong district ranging from emergency landing strips to major airports. (For locations of all known fields, see Area Map.) These locations, except for the four major airports listed as targets, are approximate. No attempt has been made to outline the airfields according to scale on any of the maps. It must be remembered that many of these fields lying on the fringes of the triangle, change from Japanese to Chinese hands frequently. Information concerning the fields is spotty and incomplete.

Chekpai Airport, located just east of Tien Ho Airdrome TARGET 47 and just north of the Canton-

Kowloon Railroad, is an old civil field reported no longer in use.

Tai Sha Tau, or Kuper Island Airport, is located on the east side of Kuper Island in the Pearl River directly east of Canton City, from which it is separated by Whampoa Creek. Includes hangars, barracks, repair shops, with a surface of grass over clay. Japanese have used it for both land and seaplanes and are reported to have extended facilities and constructed a landing apron and basin.

Sha Kok Airport, located at 22°45' N, 113°40' E, has been used by twin-engined bombers. Reported parachute training there.

An emergency landing field is reported on the north tip of Danes Island. (See bomb burst on page M-7.)

A new landing field has been laid out on Castle Peak Road at 22°22′ N, 113°59′ E on landward side of the road. Cleared area is about 800 yards parallel with the road and 400 yards running inland. Area is lined with trees and there is rising ground to the north.

Kam Tin Airport, located at 22°22' N, 113° 04' E, is the permanent station for several light bombers.

Electric Power: The extent of damage to the Hong Kong Electric Company, North Point TARGET 48, in recent bombing raids is unknown. The crippling of this plant and the China Light and Power Company, Kowloon TARGET 49 would halt all work in the dock-yards, railroad workshops, etc., and would necessitate the unloading of cargoes by hand. The only plant known to be still in operation in Canton City is located on the Bund about 200 yards W of the Canton end of the Pearl River bridge. Stacks rise 121 feet from the boiler room. Capacity (1940): 22,000 kw.

Non-Ferrous Metals: TARGET 96, Lin Ma Hang Lead Mine assumes increased importance. Major lead supply comes from Burma. Increased transportation difficulties in Burma and loss of shipping facilities place heavier dependence on this mine. Mill contains classifiers, concentrating tables, and flotation cells whose replacement would take considerable time. Location of smelter, completed in 1940, is unknown.

Naval Bases and Shipyards: The dockyards and shipyards are busier than ever before in the history of Hong Kong. Repairs to damaged naval and merchant ships are continuous and new ships are under construction, steel plate for new bottoms being brought from Japan. Numbers of invasion barges have been constructed here. Wooden vessels for river and coastwise trade are also being built; lumber for this purpose comes from the Philippines and Malaya.

Petroleum: TARGET 58, Standard Oil Storage, and TARGET 95, Texas Oil Storage, are the only such installations known to have been left intact after the Japanese invasion.

Miscellaneous: Former British barracks areas are now filled with Japanese military. Noteworthy is the Whitfield Barracks and Camp in Kowloon (see Map on page M-2). The British Naval stores formerly here were moved to Stonecutters Islands before the war. It has been reported that large piles of military stores are stacked in the open on the upstream point of Honan Island, just opposite Shameen Island at Canton City. On Shameen Island, just over the bridge in the French Concession, the large red brick cus-

toms building is being used as a military barracks.

Just back of the customs building, about 50 yards upstream on the "Back Creek" side of Shameen Island, the Japanese Army has an acetylene gas and lamp plant.

Immediately across the Pearl River bridge on Honan Island, to the right (upstream) is a new Japanese fishery freezing, cold storage, and ice plant. Here motor fishing dories are supplied with ice before going down to the delta to fish; their catches are processed and frozen for shipment at the same plant.

There are several prisoners of war camps in the Hong Kong district (see map on page M-2). The North Point Camp is reported to be empty.

#### WEATHER CHART FOR HONG KONG 22° 18' N., 114° 10' E., elevation 105 ft.

		sure (mbs)	Te	mperatu (° F.)	re	Rela-	C	loudines (0-10)	SS		Rainfall	(Inches)		Nu	mber of D	ays with		Wind Prev
Period	For Month	Daily Ampli- tude	Mean	High- est	Low- est	Humid- ity (%)	Mean	Max.	Min.	Mean	Max. in 24 hrs.	Great- est	Least	Precipi- tation	Thun- der- storms	Fog	Gale	Direc
December	1020	3.6	63.0	82	41	69	5.5	8.2	2.1	1.14	3.6	4.90	0.00	5.9	0.1	2.3	0	E
January	1020	3.7	60.2	79	32	75	6.4	9.1	3.0	1.26	3.9	8.43	0.00	7.5	0.1	4.2	0	E
February	1019	3.6	59.0	79	38	79	7.6	9.8	3.7	1.75	2.2	7.94	0.00	9.7	0.3	4.9	0	E
March	1016	3.5	63.3	83	45	83	8.2	9.7	5.7	2.91	3.8	11.48	0.17	12.7	1.9	8.7	0	E
April	1013	3.2	70.8	89	52	85	8.0	9.3	6.1	5.39	6.2	17.16	1.24	13.7	4.2	7.3	0	E
May	1009	2.8	77.4	92	60	84	7.6	8.9	5.4	11.45	20.5	48.84	1.15	16.8	5.8	2.5	0	E
June	1006	2.4	81.4	94	67	83	7.8	9.2	6.3	15.71	12.6	34.38	2.34	21.5	5.7	0.9	0	E
July	1005	2.3	82.5	94	72	83	6.8	8.0	4.8	15.09	21.0	30.08	4.58	19.7	6.0	1.1	0.4	E
August	1005	2.5	82.1	97	72	83	6.6	8.4	5.1	14.41	11.1	34.31	3.97	17.6	6.7	2.7	0.4	E
September	1008	2.7	81.0	94	65	78	6.0	8.2	4.0	10.10	8.0	30.60	0.64	8.9	3.5	2.2	0.5	E
October	1014	3.1	76.8	94	57	72	5.1	8.0	2.7	4.50	11.5	23.98	0.02		0.7	0.6	0.2	E
November	1017	3.4	69.6	86	44	68	5.3	7.8	0.9	1.67	5.9	8.82	0.00		0.1	0.8	0.1	E
Year	1013	3.0	72.3	97	32	79	7.6	+1-438		85.38	21.0	119.72	45.84	155.4	35.1	38.2	1.6	E
No. of Years Record	50	50	35	41	41	50	50	50	50	51	50	47	47	51	47	47	50	50

N. I. of Dans with Visibility Loss	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Number of Days with Visibility Less Than One-half Mile at Hong Kong	3.3	3.9	7.5	7.2	1.3	0.7	1.1	4.1	3.7	0.9	1.1	2.6

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Number of Days per Month with Ceilings Less Than 1000 feet at Macao	8	10	22	14	16	12	3	12	4	2	2	2

		N			NE			F			SE	.5-31	-	S			SW			W			NW		No. of
Height (feet)	1	11	111	1	11	111	ı	-11	Ш	1	11	Ш	1	11	111	1	11	Ш	1	11	Ш	1_	П	111	Obs.
1,000 3,000 6,000 10,000 16,000	10 11 9 1	2 2 2 4 0	0 0 0 0	17 10 8 1 0	2 11 2 2 0	0 0 0 2 0	25 19 5 3 0	26 17 2 0 0	2 2 0 0 0	4 7 10 4 0	0 4 2 4 0	0 0 0 0	3 2 11 4 2	0 2 7 2 0	0 0 0 0	2 2 6 4 5	0 1 2 9 10	0 0 1 1 7	5 2 7 4 0	0 1 13 26 29	0 0 1 4 34	2 6 7 5 0	0 1 5 20 8	0 0 0 0 4	113 102 78 60 34
April 1,000 3,000 6,000 10,000 16,000	4 3 13 0	0 8 6 0	0 0 0	9 7 8 0	3 3 0 0	0 0 0	24 5 7 0	23 17 0 0	5 0 0	8 12 0 0 No 0	3 0 0 bserv	0 0 0 0 vations	10 16 3 0	0 4 3 0	0 0 0	4 7 14 10	1 4 19 18	0 0 0 0	2 7 14 0	1 2 0 28	0 0 0	3 2 13 9	0 0 0 35	0 0 0 0	44 34 19 11
July 1,000 3,000 6,000 10,000 16,000	2 6 6 7 0	0 2 4 4 2	0 0 0 0	2 5 3 8 15	1 2 9 13 9	0 0 0 0	7 5 8 8 19	11 6 7 14 17	1 1 0 0	7 5 8 5 10	4 6 9 6 5	1 0 0 0	17 8 5 3 4	2 5 9 4 2	1 0 0 0	15 15 6 8 6	3 5 6 1 0	1 2 0 0	11 7 8 10 7	6 7 4 2 0	0 1 0 0	5 7 4 5 4	3 5 4 2 0	0 0 0 0	134 116 84 57 30
1,000 3,000 6,000 10,000 16,000	8 12 6 6 8	3 5 6 7 4	0 0 1 0	21 19 13 7 4	4 18 16 12 5	0 2 2 1 0	22 6 14 7 2	20 15 4 3 2	1 2 1 1 0	3 3 8 7 5	1 2 2 1 2	0 0 0 0	3 1 5 1	0 3 1 0 3	0 0 0 0	4 4 6 8 12	0 2 2 3 5	0 0 0 0	5 2 4 13 11	0 1 0 6 15	0 0 0 0 2	5 3 7 12 6	0 0 2 5 11	0 0 0 0	179 166 129 95 61

#### SUMMARY AND EVALUATION OF AREA . . . concluded

#### SUMMARY OF FLYING CONDITIONS—HONG KONG

Outstanding characteristics of the weather at Hong Kong are the rainy summer monsoon, the comparatively dry winter monsoon, the maximum frequency of fog in early spring, the typhoon season of late summer and early autumn, and the rather pronounced seasonal variations of cloudiness, visibility, ceilings, and winds aloft.

TYPHOONS: These tropical storms are most numerous from July to September, although they frequently occur before or after these months. They are rare from December to April. Clear sultry weather usually prevails prior to the occurrence of typhoons in this area. Easterly winds aloft, particularly at the higher levels, almost invariably prevail as a typhoon approaches.

VISIBILITY: Poorest visibility is experienced from December through April. Visibility is poorest during periods of "crachin" weather which are most frequently in March or early April. Fog and low stratus decks with occasional light drizzle are frequent at this time of the year.

From October to December dust haze is characteristic of the polar air. The haze extends upward to the inversion which marks the lower limit of the upper westerly current at 6 to 8 thousand feet.

Visibility is usually fair in the equatorial or tropical air of summer except during the frequent periods of precipitation and occasional squally weather.

THE "CRACHIN": The "crachin" is a type of weather characterized by persistent low stratus clouds with occasional drizzle and very poor visibility. "Crachin" weather may last for days or even a week or longer, and alternates with periods of good flying weather during February, March and early April. Ceilings around 200 feet are characteristic, but near the coast they often extend down to the surface which results in persistent fog. Periods of "crachin" are usually associated with a low over Tonkin. These spells of weather are difficult to forecast both with regard to their beginning and ending.

CEILINGS: Extremely low ceilings are most frequent from February to April, for it is during this period that "crachin" weather is most likely to occur. After the summer monsoon is fully established, ceilings are usually not so low as early in the season when equatorial air is slowly replacing polar air. The only quantitative data available come from Macao about 100 miles to the south.

WINDS: Winds aloft at the lower levels are frequently northerly to easterly in winter and southerly to westerly in summer, although the surface winds at Hong Kong are predominantly easterly throughout the year. From about 6000 feet upward, westerly winds tend to become increasingly frequent, except in summer when easterly winds are frequent at the greater heights. These upper westerlies blow with considerable velocity. They often exceed 31 miles per hour in winter. The accompanying wind table gives a fair idea of winds aloft.

ICING: The freezing level will normally occur at considerable altitude even during the cooler months. Icing is most likely to occur in frontal zones, in turbulent air above mountains, and in thunderstorms.

FLYING WEATHER: The poorest flying weather occurs during the passing of typhoons in summer and autumn; during spells of "crachin" weather from February to early April, and during especially rainy periods with low ceilings at the beginning of the summer monsoon season.

Fair to good flying weather occurs in winter when the winds are northerly, in autumn when not interrupted by typhoons, in summer except during periods of heavy precipitation, and periodically during spring depending on synoptic conditions. A low over the Ryukyu Islands bring fine weather, especially in winter.

#### WEATHER CHART FOR CANTON 23° 11' N., 113° 14' E., elevation 33 ft.

		Temp	erature (	° <b>F.</b> )	Rela-	Mean		itation hes)	Numbe	r of Days	With		V	VIND	Perc	entage	e of Ot	serva	tions f	rom	
Period	Pressure (mb)	Mean	High- est	Low- est	tive Humid- ity(%)	Cloudi- ness (0-10)	Mean	Max. in 24 hrs.	Precipi- tation	Gales	Fog	N	NE	E	SE	S	sw	w	NW	Calm	Prev Dir.
December January February	1023 1024 1021	60.4 56.1 57.4	87 89 84	31 31 32	75 77 83	6.2 5.1 8.3	1.42 1.70 2.82	3.4 1.5 1.2	6 7 10	0 0 0	0.2 1 1	56 60 57	5 4 5	5 6 6	6 6 7	3 4 8	0 1 1	0 0 0	3 1 1	22 18 15	N N N
March April May	1020 1015 1011	63.0 71.1 77.9	87 93 96	32 46 51	83 83 83	7.7 8.5 6.9	3.64 5.96 10.08	2.6 3.9 2.5	13 15 17	0 0 0	2 1 0	38 17 14	6 6 3	9 14 11	17 28 31	9 21 27	1 1 3	0 0 0	2 1 3	18 12 8	N SE SE
June July August	1007 1005 1006	81.1 82.8 82.9	98 99 100	62 70 70	83 83 82	7.5 6.5 6.1	10.34 10.29 9.65	3.0 7.8 2.0	19 16 16	0 0 0	0 0 0	6 3 8	4 6 7	11 18 14	28 25 21	32 26 20	7 8 12	1 2 4	2 3 5	9 9	S S SE
September October November	1011 1017 1021	80.0 75.2 67.5	100 97 90	57 45 34	81 73 71	7.5 5.2 4.9	5.32 2.28 1.70	2.3 1.5 1.0	12 5 5	0 0 0	0 0 0	27 54 58	14 8 6	15 4 5	14 4 4	10 6 5	5 2 1	1 1 0	4 2	10 17 19	N N N
Year	1015	71.4	100	31	80		65.20	7.8	141	0	5.2	33	6	10	16	14	3	1	3	14	N
No. of Yrs. Record	4	22	22	22	5	2 3	28	5	28	5	5	5	5	5	5	5	5	5	5	5	5

#### SUMMARY OF FLYING CONDITIONS—CANTON

Outstanding seasonal characteristics of weather at Canton are the frequent dry northerly monsoon winds in winter, frequent moist southerly monsoon winds with heavy rainfall in summer, frequent occurrence of typhoons in summer and autumn, and considerable variation in cloudiness and in winds aloft.

TYPHOONS: These tropical storms which strike the China coast tend to diminish in intensity from the coast inland. Canton is frequently affected, although not quite as severely as Hong Kong. Typhoons occur in summer and autumn and are commonly most numerous in July, August, or September.

Easterly winds aloft almost always precede a typhoon, but rarely, if ever, do they occur when the winds at 10,000 to 15,000 feet are westerly.

VISIBILITY: Quantitative data are unavailable, but visibility at Canton is probably better than at Hong Kong, especially during winter and spring. Fog is not so frequent at Canton. Periods of "crachin" weather with associated persistent low ceilings, mist, drizzle, and fog do not affect Canton as severely as they do Hongkong.

Dust haze during the first half of the winter monsoon may be worse at Canton than at Hong Kong because of more frequent northerly winds.

CEILINGS: Low ceilings (1000 feet or lower) are probably most common during winter and spring with maximum frequency most likely to occur in March. The only actual data come from Macao, located about 100 miles to the south on the coast. Low ceilings are probably not as frequent at Canton as at Macao especially in late winter and early spring when periods of "crachin" occur frequently at Macao.

Average Number of Days with Ceilings Less Than 1000 feet at Macao

Jan. Feb. Mar. Apr. May June July Aug. Sept. Oct. Nov. Dec.

8 12 22 14 16 12 3 12 4 2 2 2

WINDS: Winds at the surface are northerly in winter and southerly to southeasterly in summer—which is in sharp contrast to easterly winds each month at Hong Kong.

Winds at 3 and 6 thousand feet are somewhat more variable, although monsoon components are discernible.

Winds at 10 and 16 thousand feet are predominantly southwesterly to northwesterly except in summer when easterlies are fairly prominent. Easterly winds at these heights almost invariably precede the occurrence of typhoons.

ICING: The freezing level will be encountered normally at about 7 to 9 thousand feet in winter and at greater heights during the remaining months. Care should be exercised especially in frontal zones, above mountainous terrain, and in thunderstorms.

FLYING WEATHER: Aerial operations are often hampered in late winter and early spring by low ceilings and maximum cloudiness. In summer rainfall is heavy; in summer and autumn typhoons affect flying weather rather frequently; and dust haze is common from October to December. Fair to good flying weather is generally more frequent from late summer to early winter than in the other half of the year. Under favorable synoptic conditions, however, aerial operations may be continued throughout the year, although extremely cloudy weather may be very persistent, especially in February, March, or April.

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### TABULATION OF TARGET INFORMATION

TARGET NO.		APPROXIMATE COORDINATES	DESCRIPTION AND SIGNIFICANCE	TARGET CHART NO.
			IRPORTS	
45	Kaitak Airport	22° 20' N	Large, modern, and only major airport in Hong Kong-Kowloon district. Includes airfield and seaplane sta. Slipways at E and W ends. 5-ton crane adjoins E slipway. As Japanese have greatly expanded size of airport, information as to new layout desired. (See photos K on page M-4, L on page M-5; maps on pages M-2, M-3, M-4, M-5.)	55
46	White Cloud Airport	23° 11′ N	Large mil airport, improved by Japanese for two-engined bombers and fighters, with accommodations for 3 or more squadrons. Surface: grass over gravel. (See map on page M-6.)	47
47	Tien Ho Airport	23° 08′ N	Reported Japanese main army air base and parachute training center. Handles all types aircraft including heavy bombers. Two or more runways. Surface rarely unserviceable. (See maps on pages M-6 and M-8.)	47
62	Sanchau Island Airport	22° 02′ N 113° 24′ E	A major, modern air base. Main way point on staging route for aircraft to southern area. Concrete runways, large new hangers. (See photo J on page P-10.)	62
		ARMS A	ND MUNITIONS	
97	Army Depot	23° 08′ N 113° 19′ E	Large, important army depot. (See maps on pages M-6 and M-8.)	47
		BUILDII	NG MATERIALS	
61	Green Island Cement Co.	22° 19' N 114° 11' E	Large plant; only one in area. (See photos E on page P-6, F on page P-7, K on page M-4, L on page M-5; maps on pages M-2, M-3, M-4 and M-5.)	55
		ELEC	TRIC POWER	
48	Hong Kong Electric Co, North Point	22° 18′ N 114° 11′ E	Only known source of power on Hong Kong Island. Cap: 45,000 kw. (See photos A on page P-1, K on page M-4, L on page M-5; maps on pages M-2, M-3, M-4 and M-5.)	55
49	China Light & Power Co, Kowloon	22° 19' N n 114° 11' E	Only known source of power in Kowloon. Cap: 39,000 kw. (See photo E on page P-6, G on page P-8, K on page M-4, L on page M-5; maps on pages M-2, M-3, M-4 and M-5.)	55
		HARBOR FACILI	TIES AND WAREHOUSES	
50	Kowloon Wharves	22° 18' N	Main wharfage facilities in Hong Kong-Kowloon district. Capable of taking vessels of any size and draft. Accommodations for 12 vessels up to 750 ft in length. 12 cranes of 3 to 25-ton cap. Includes coaling harbor with large coal sheds. (See photo D on page P-5, K on page M-4, L on page M-5; maps on pages M-2, M-3, M-4 and M-5.)	55

## TABULATION OF TARGET INFORMATION

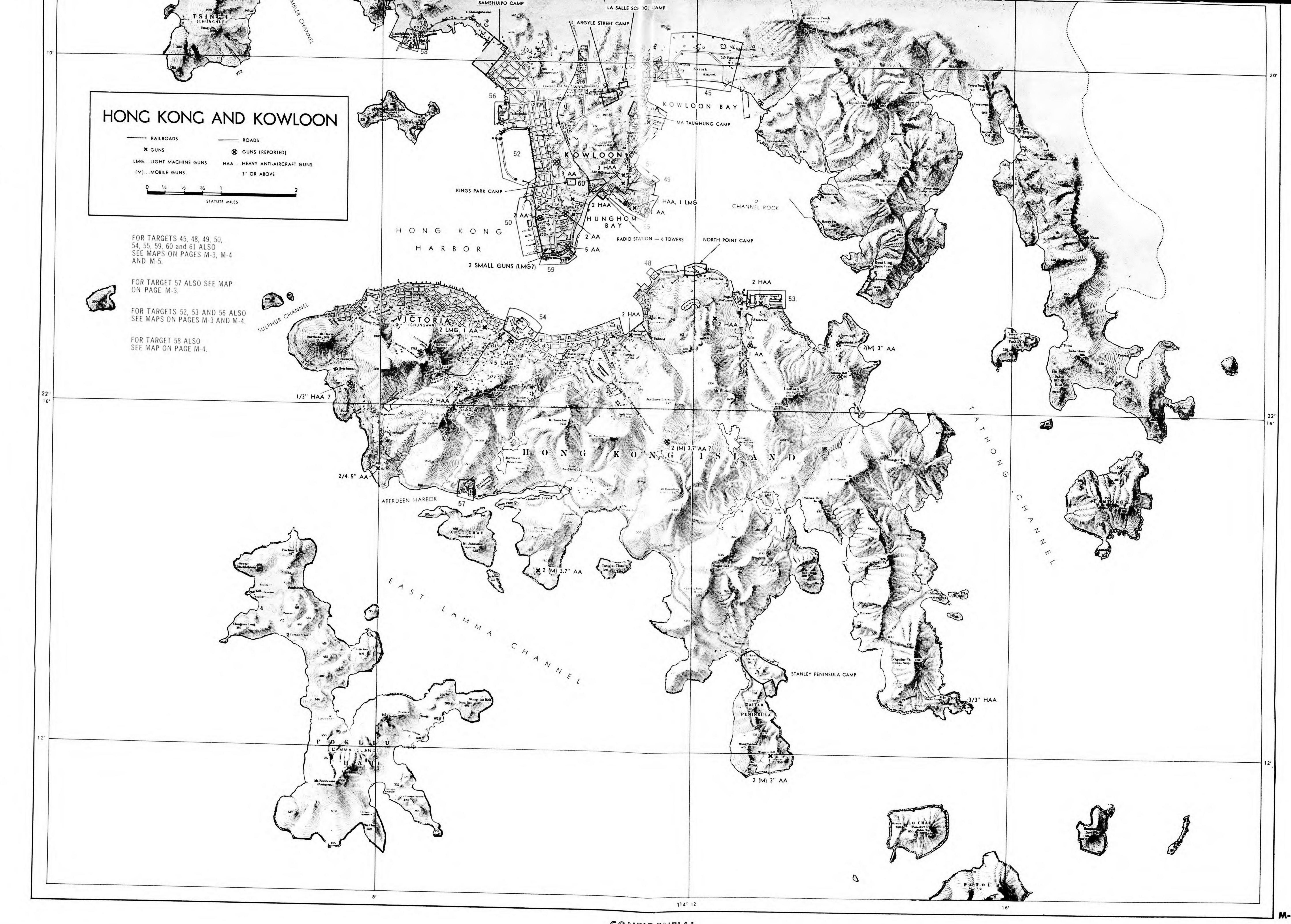
TARGET NO.		ROXIMATE RDINATES	DESCRIPTION AND SIGNIFICANCE	TARGET CHART NO.
51	** 114111000	23° 06' N	Newly developed deep water port for Canton with berthing buoys for 10,000-ton ships, 1000 ft reinforced concrete quay, several cranes, large new whses. Spur RR connects with Canton-Kowloon RR. As many as 25 Japanese transports have concentrated here at one time. (See map on page M-7.)	51
52	Typhoon Refuge Harbor	22° 19' N 114° 10' E	Large protected harbor for junks, which anchor in tight masses. Excellent incendiary target. (See photo D on page P-5, K on page M-4; maps on pages M-2, M-3 and M-4.)	55
		NAVAL BASES	AND SHIPYARDS	
53	Taikoo Dockyard	22° 17′ N	Large commercial shipyard. Handles all types of repair work, refitting, and reconditioning of ships and machinery. One granite drydock 787 by 89 by 34.5 ft, and 3 slipways capable of taking 4000-ton ships. Equipped also for making running repairs on ships in harbor. Shipyard complete with modern plant. Six bldg slips for building all classes and sizes of ships up to 10,000 tons. Quay wall 3200 ft long for berthing any size ships, served by one 100-ton electric crane and several electric traveling cranes. (See plan on page P-2, photo B on page P-3; maps on pages M-2, M-3 and M-4.)	55
54	Royal Navy Yard	22° 17′ N	Small, but modern and well equipped. Repairs made on ships up to light cruisers. One dry-dock 568 by 95 by 39 ft with a 60-ton fixed crane on seawall adjoining. Berthing spaces for several heavy cruisers and several squadrons of destroyers. (See photos C on page P-4, D on page P-5, K on page M-4, L on page M-5; maps on pages M-2, M-3, M-4 and M-5.)	55
55	Kowloon Dockyard	22° 18′ N 114° 10′ E	Large commercial shipyard of Hong Kong and Whampoa Dock Co. Handle all types of repair work, refitting, and reconditioning of ships and mchy. 3 dry-docks: No. 1, 682.7 by 88.8 by 21.5 ft capable of 28,000-ton ship; No. 2, 433.5 by 59.3 by 10.9 ft capable of 9000-ton ship; No. 3, 265 by 38.9 by 6.5 ft capable of 2800-ton ship. In addition are 2 slipways and 2 bldg berths. Build ships to 10,000 tons. Steam and electric cranes along water-front ranging from 10 to 100 tons. (See photo E on page P-6, plan on page P-7, K on page M-4, L on page M-5; maps on pages M-2, M-3, M-4 and M-5.)	55
56	Cosmopolitan Dock	22° 19′ N	Large commercial shipyard of Hong Kong and Whampoa Dock Co. Handles all types of repairs and builds medium merchant ships. One drydock, 466 by 85.5 by 30 ft capable of 11,000-ton ship. (See plan on page P-9, photo K on page M-4; maps on pages M-2, M-3 and M-4.)	55
57	Aberdeen Dock	22° 17′ N 114° 09′ E	Small shipyard of Hong Kong and Whampoa Dock Co. One drydock, 468 by 85 by 20 ft. Several small slipways. Information on facilities desired. (See maps on pages M-2 and M-3.)	55

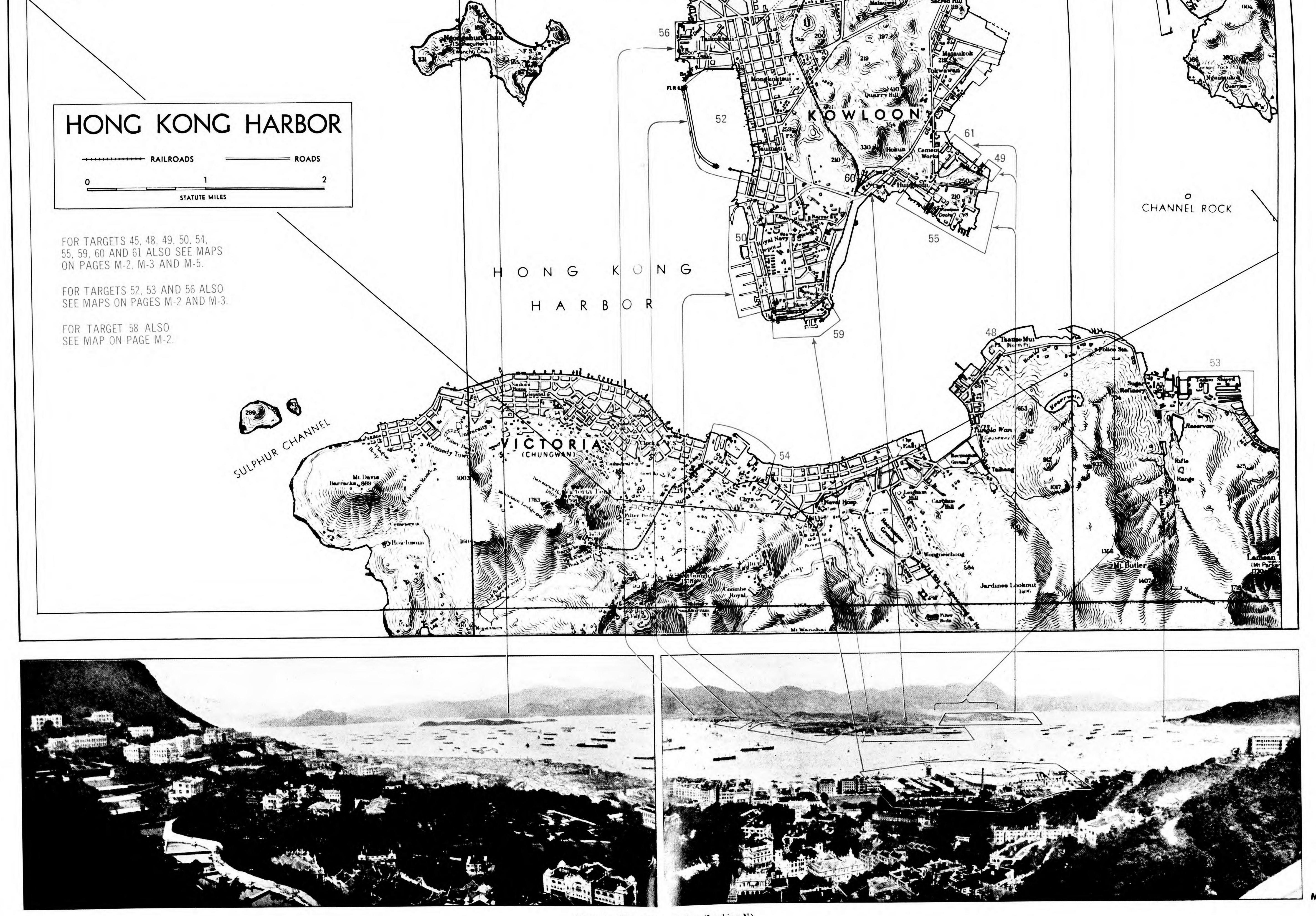
88-T-9-Canton-4-9-43-Final Proof

## TABULATION OF TARGET INFORMATION

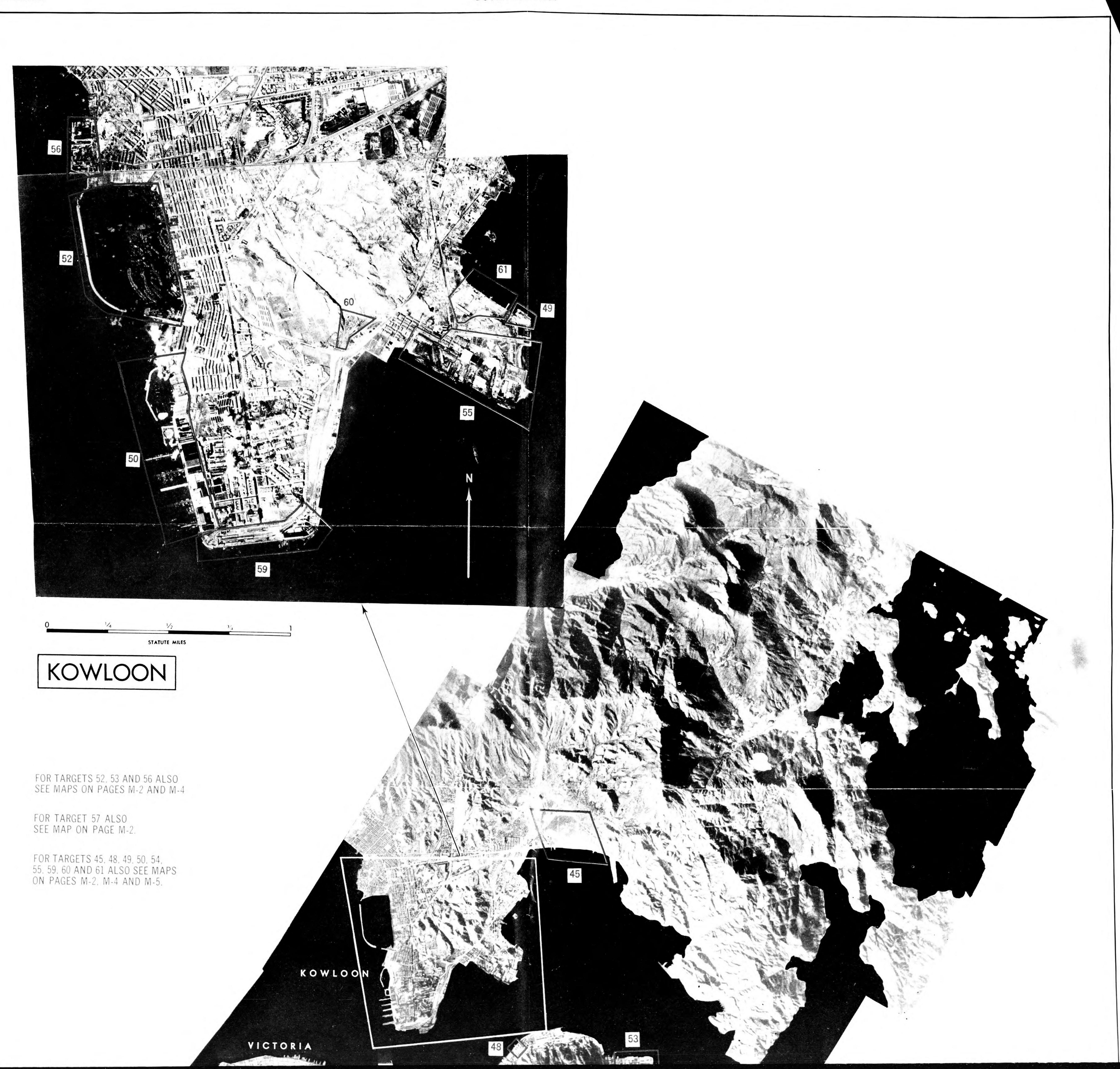
TARGET NO.		PPROXIMATE	DESCRIPTION AND SIGNIFICANCE	TARGET CHART NO.
		NON-FE	RROUS METALS	
96	Lin Ma Hang Lead Mine	22° 33′ N	Target is concentrating mill. 1939 output 5785 tons of concentrate containing 65% lead, or 5% of Japan's needs. 1940 production reported considerably larger. (See photo H on page P-9.)	None
		P	ETROLEUM	
58	Standard Oil Storage	22° 20' N 114° 08' E	Known as Laichikok Terminal of Standard Vacuum Oil Co. 3 large, 4 medium tanks, several whses for gasoline and kerosene. (See photo K on page M-4; maps on pages M-2 and M-4.)	55
95	Texas Oil Storage	22° 22′ N 114° 07′ E	3 large, 2 medium, 2 small tanks for motor and aviation gasoline, kerosene, diesel oil, lubricating oil. Several whses and can fcty. Main terminal with large cap. Located on small promontory facing Chen Wan Bay. (See photo I on page P-10.)	55
		TRANSPORTA	ATION RAILROAD	
59	Kowloon RR Terminal	22° 17′ N 114° 10′ E	Terminus of Canton-Kowloon RR. Extensive yards and whses. Includes ferry piers and wharfs. Main ferry pier on SW corner with conspicuous clock tower. (See photos K on page M-4, L on page M-5; maps on pages M-2, M-3, M-4 and M-5.)	55
60	Canton-Kowloon Railroad Work- shops	22° 19′ N 114° 11′ E	Only RR workshops in this area. Necessary to keep little remaining rolling stock in operation. (See photos K on page M-4, L on page M-5; maps on pages M-2, M-3, M-4 and M-5.)	55

Each	chart is numbe	red accordin	g to the target	on which it	is centered. M	lay 1, 1943	edition.
Chart number	Targets appearing on chart	Chart	Targets appearing on chart	Chart	Targets appearing on chart	Chart	Targets appearing on chart
47	46, 47, 97.	51	51.	55	45, 48, 49, 50, 52, 53,	62	62.
					54, 55, 56,		
					57, 58, 59,		
					60, 61, 95.		



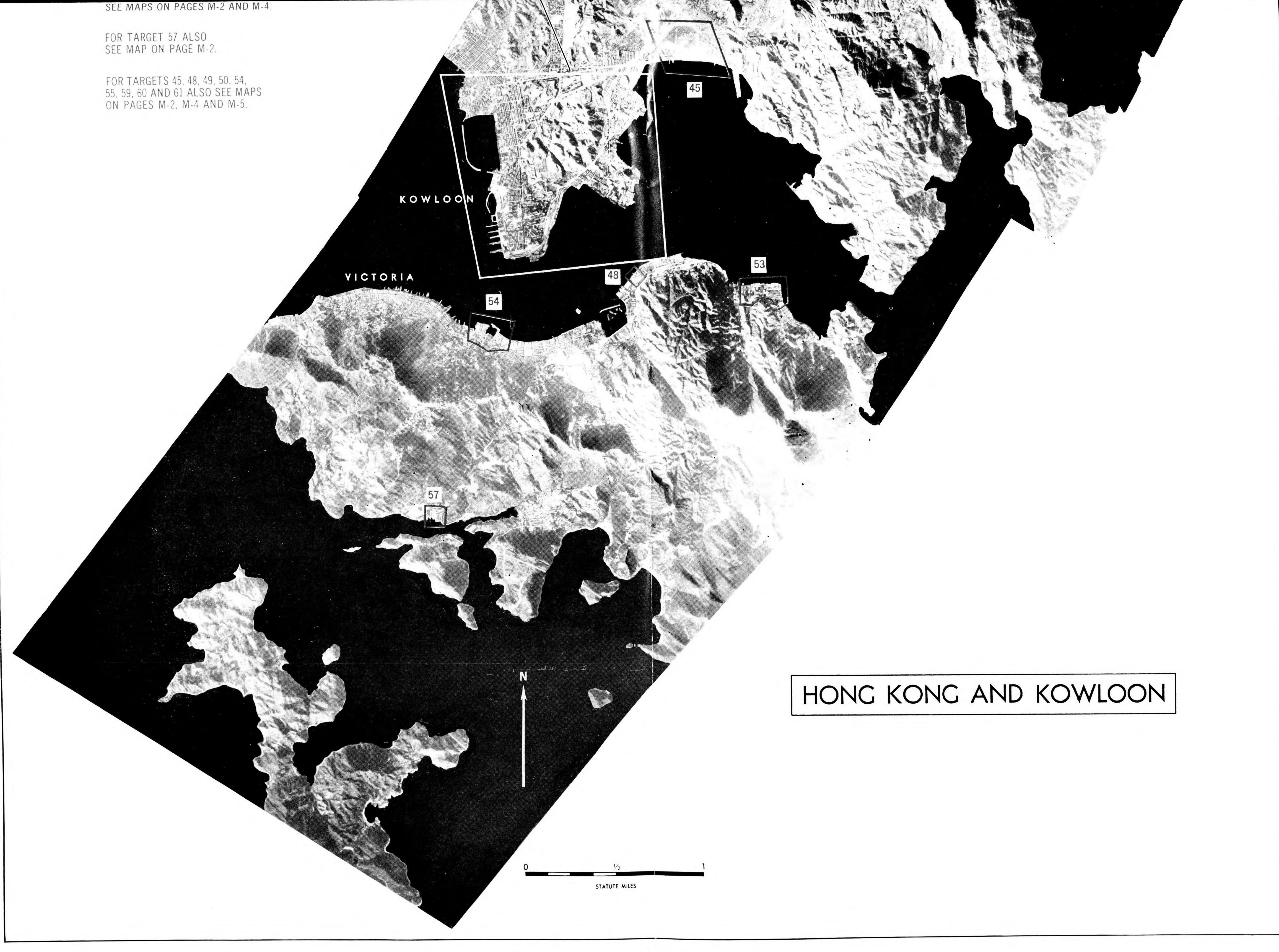


РНОТО К... Hong Kon Harbor (Looking N)

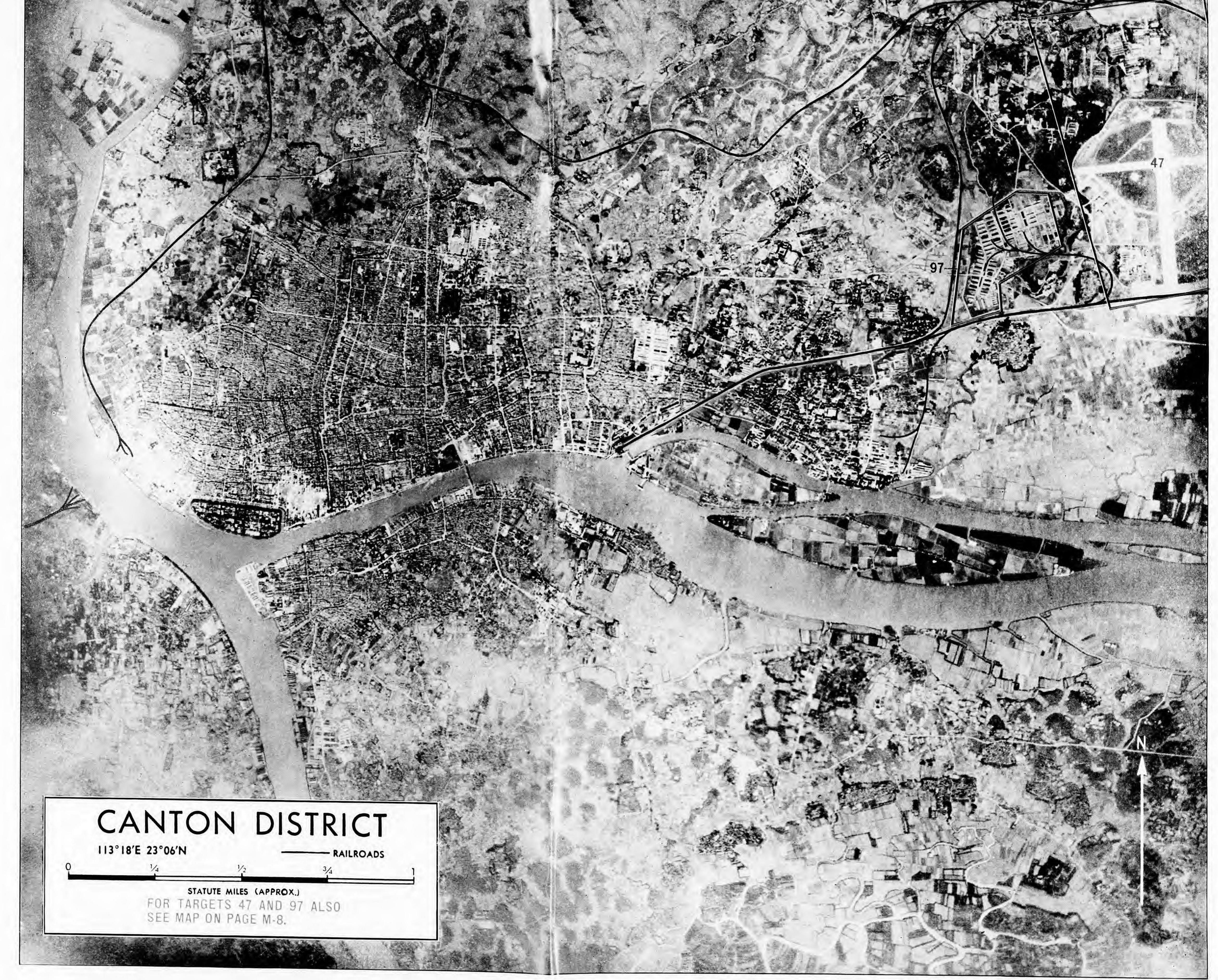


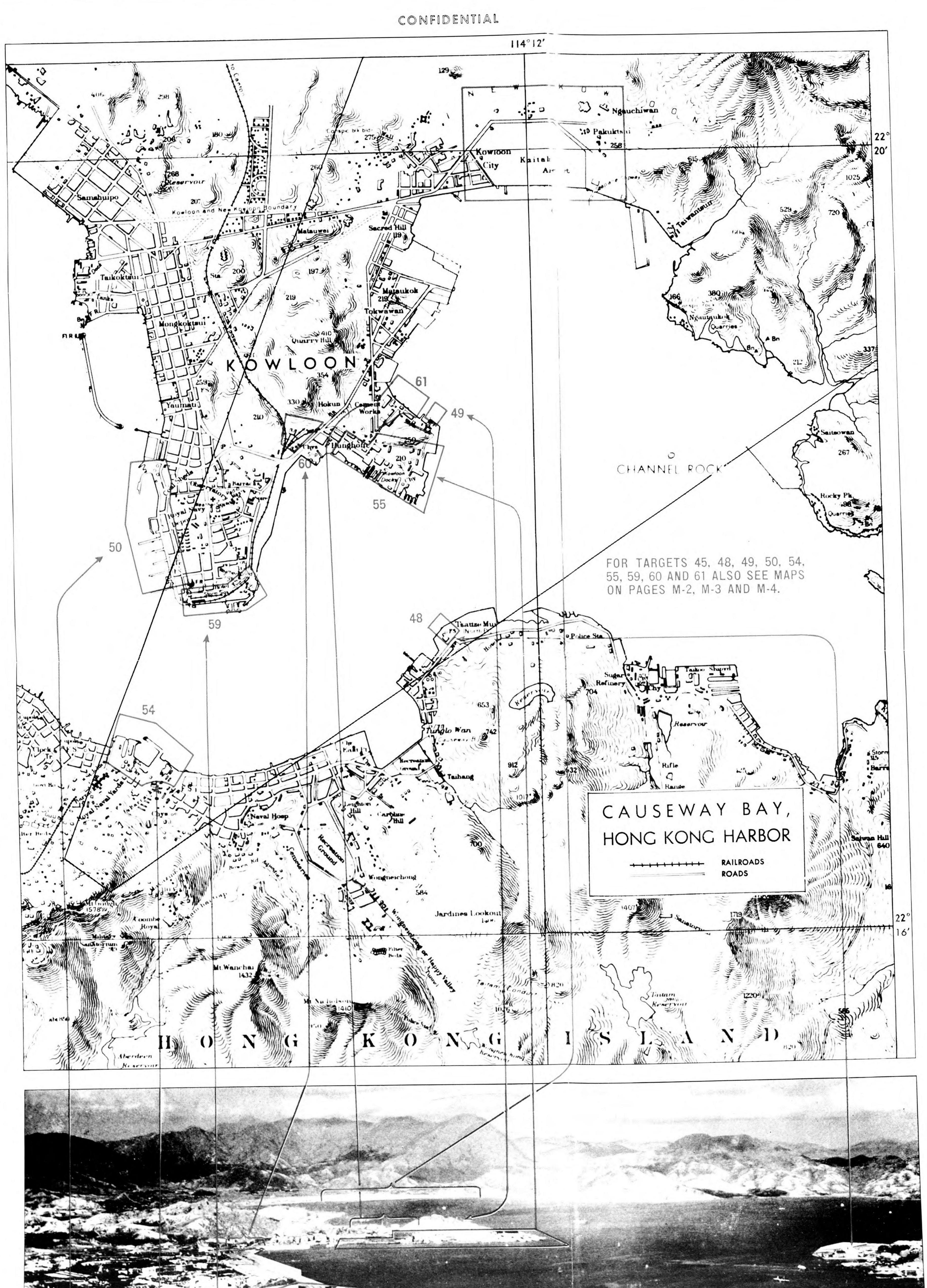
3588—M-4—Canton 4-1-43

13 First Proof



113°18'E 23°06'N





3588 M 5 Canton 4 1-43 First Proof

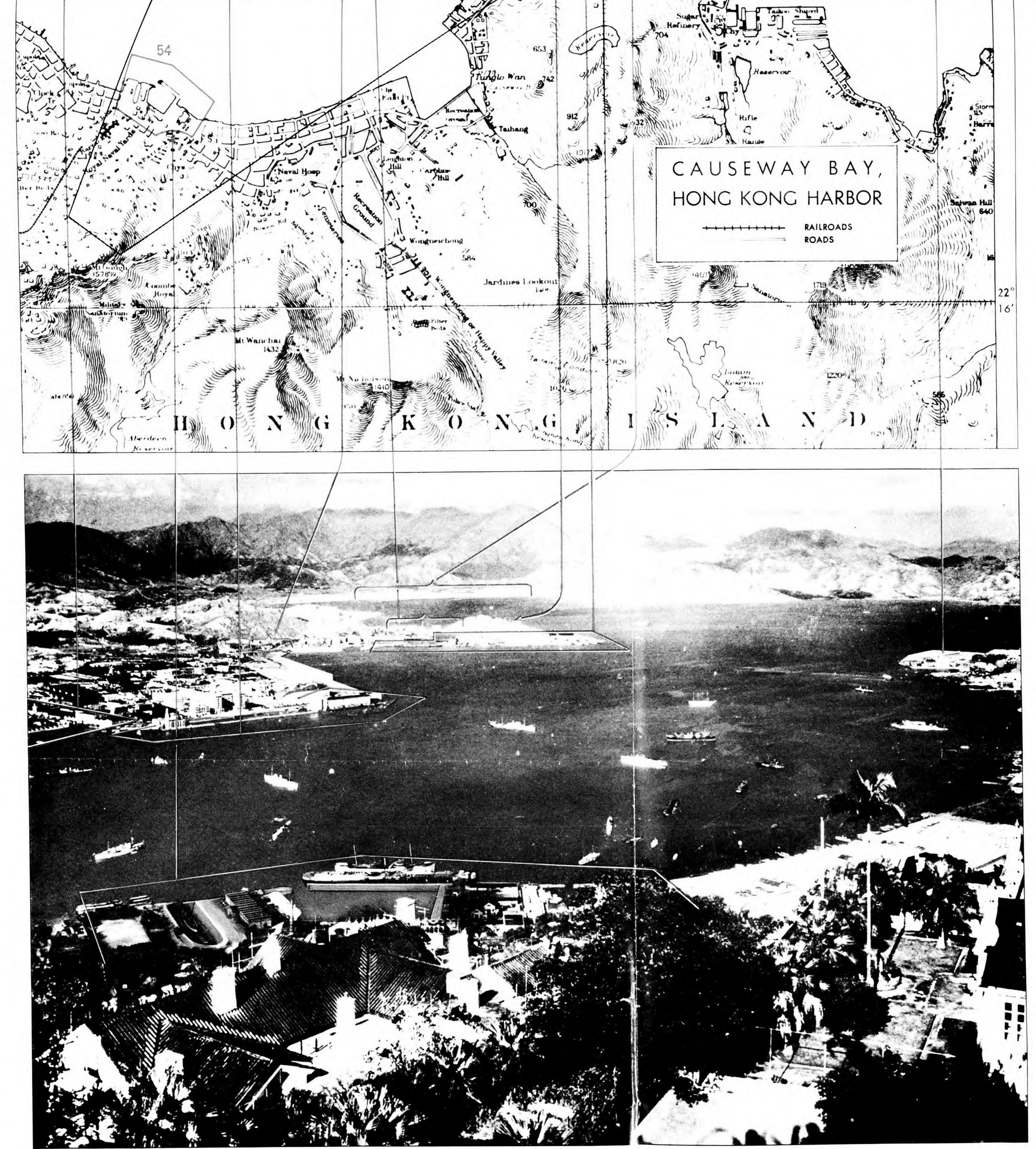
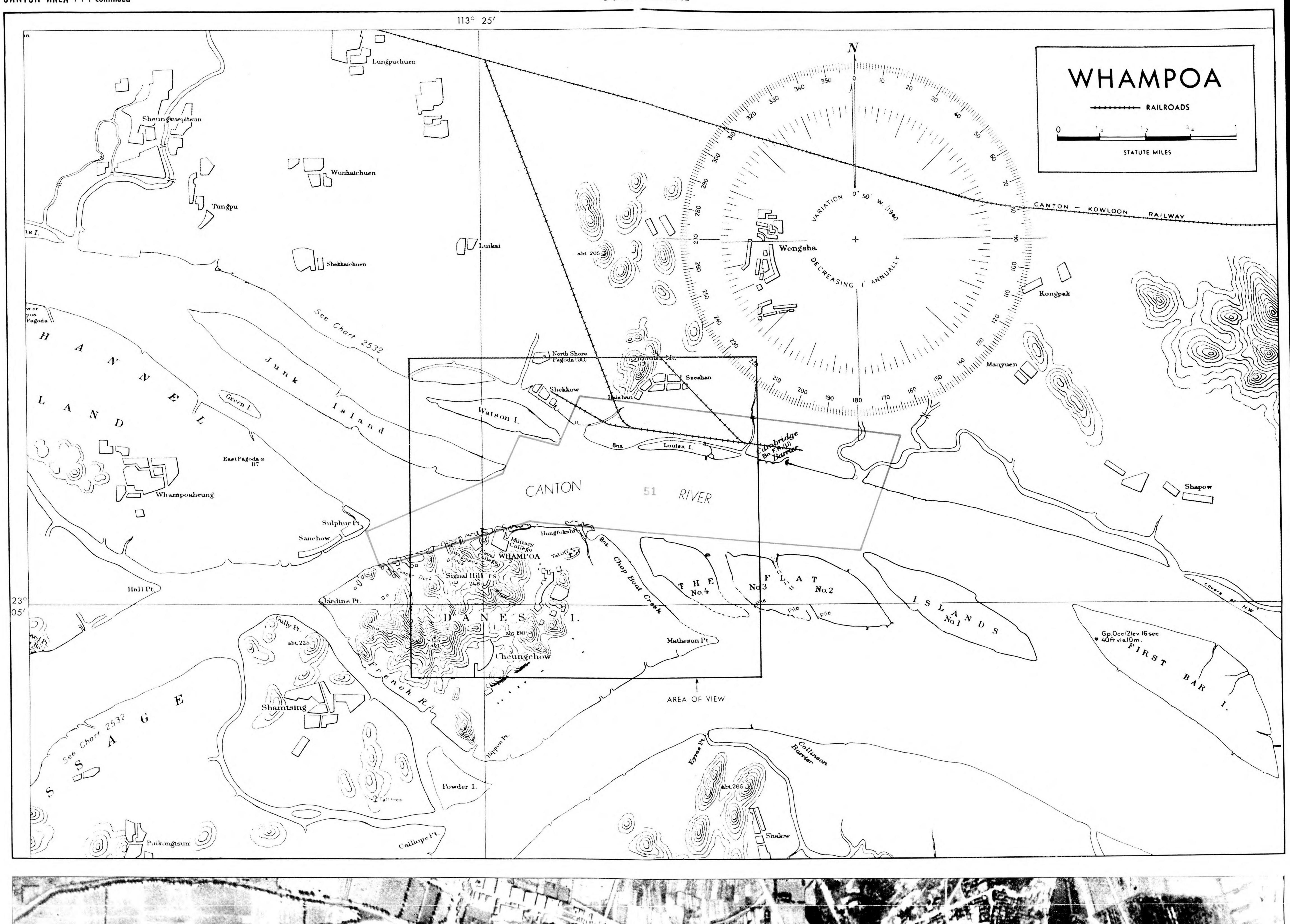
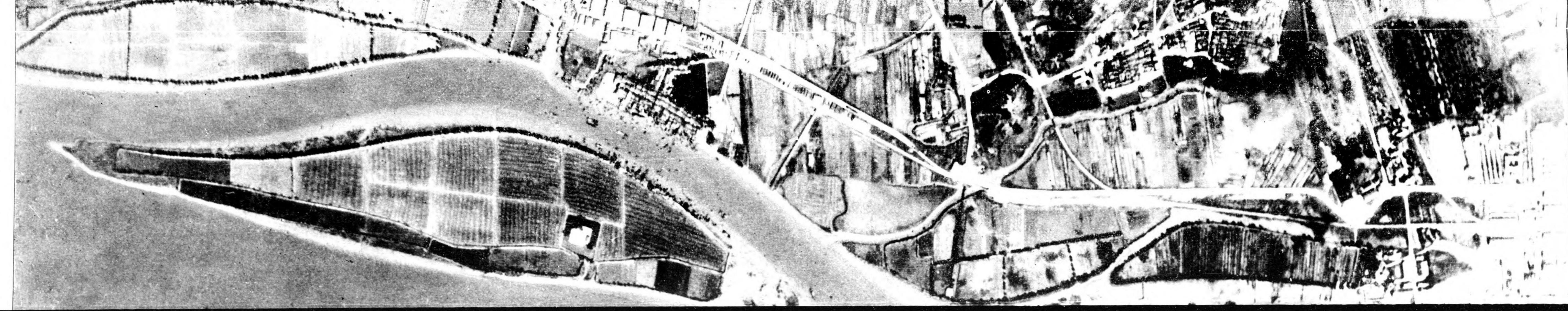
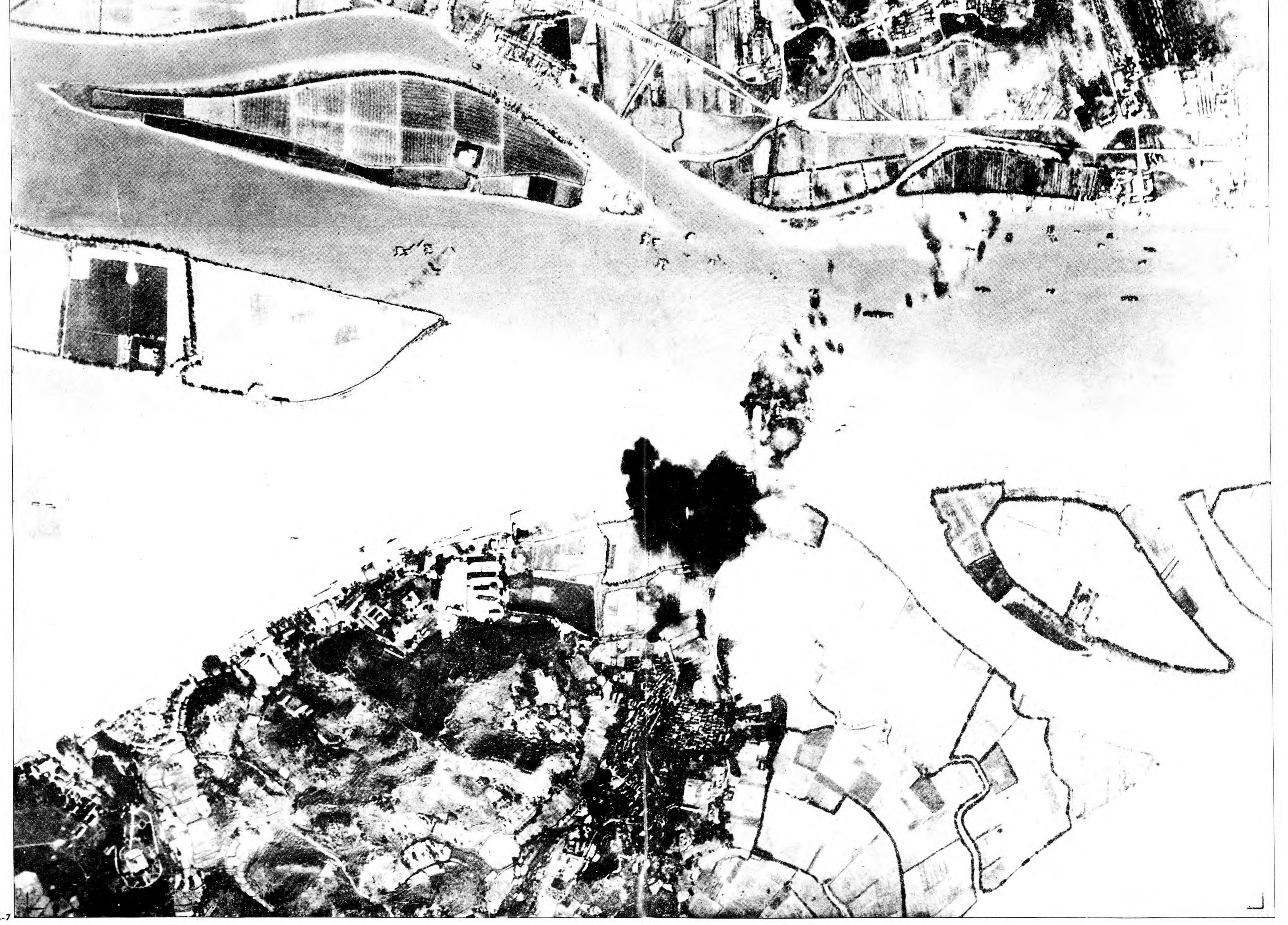
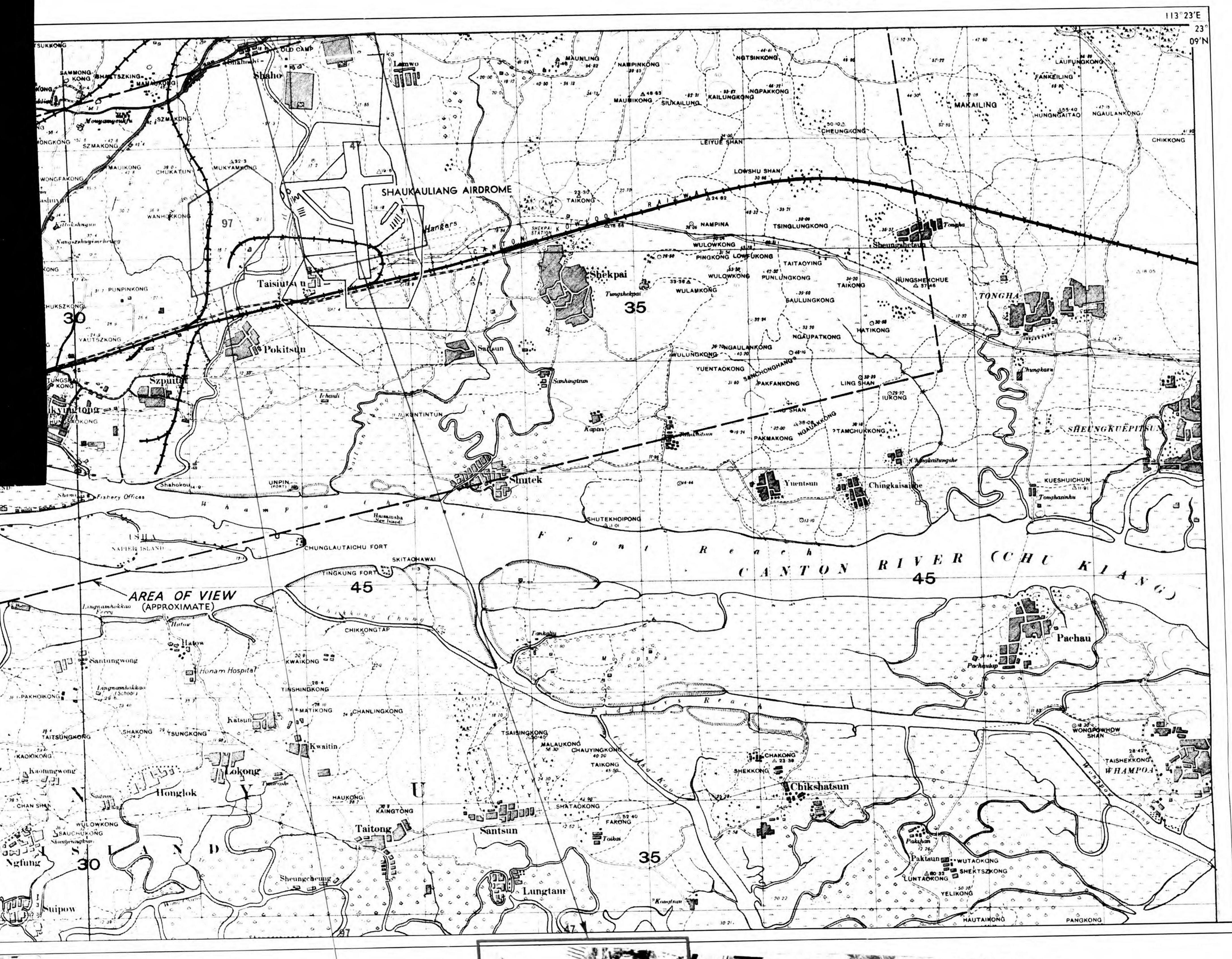


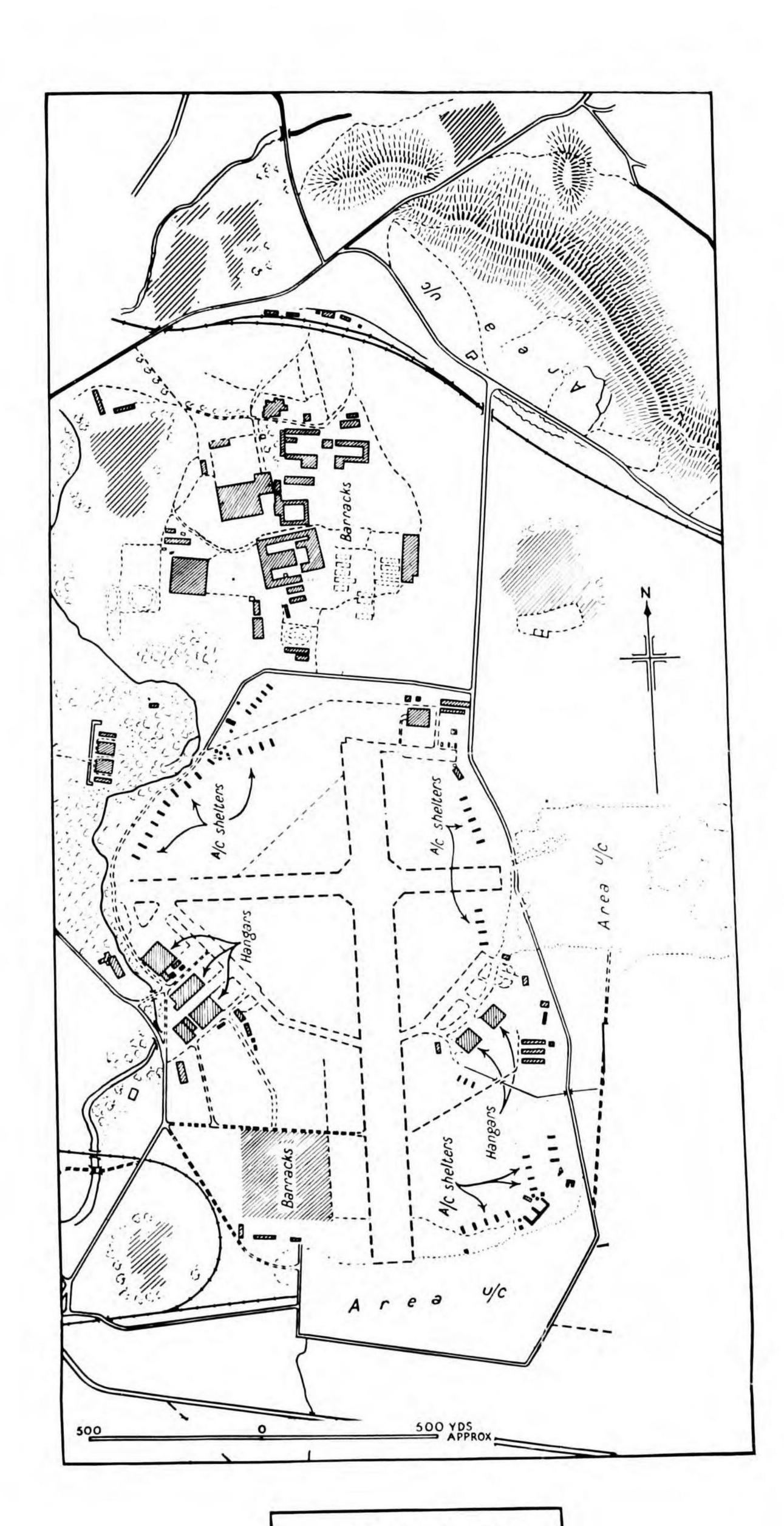
PHOTO L... Causeway Bay (Looking NE by E)





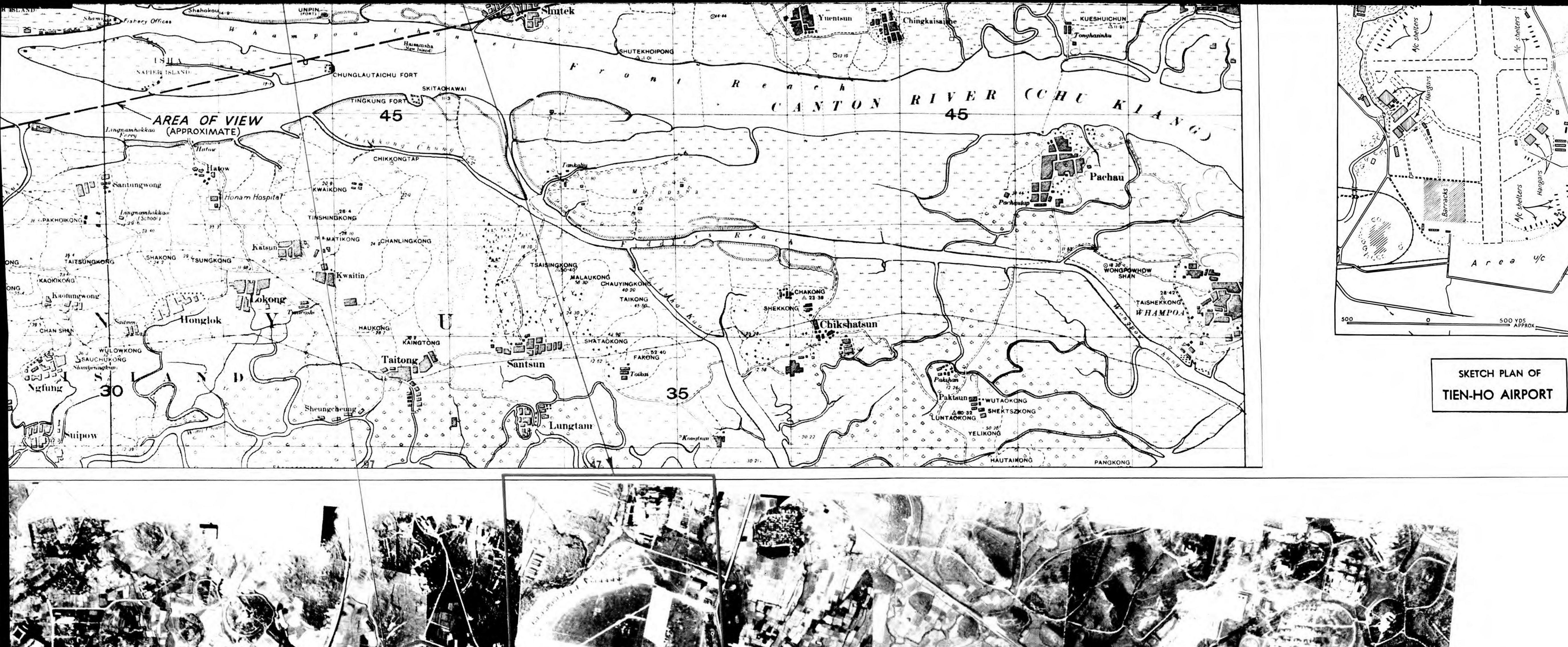


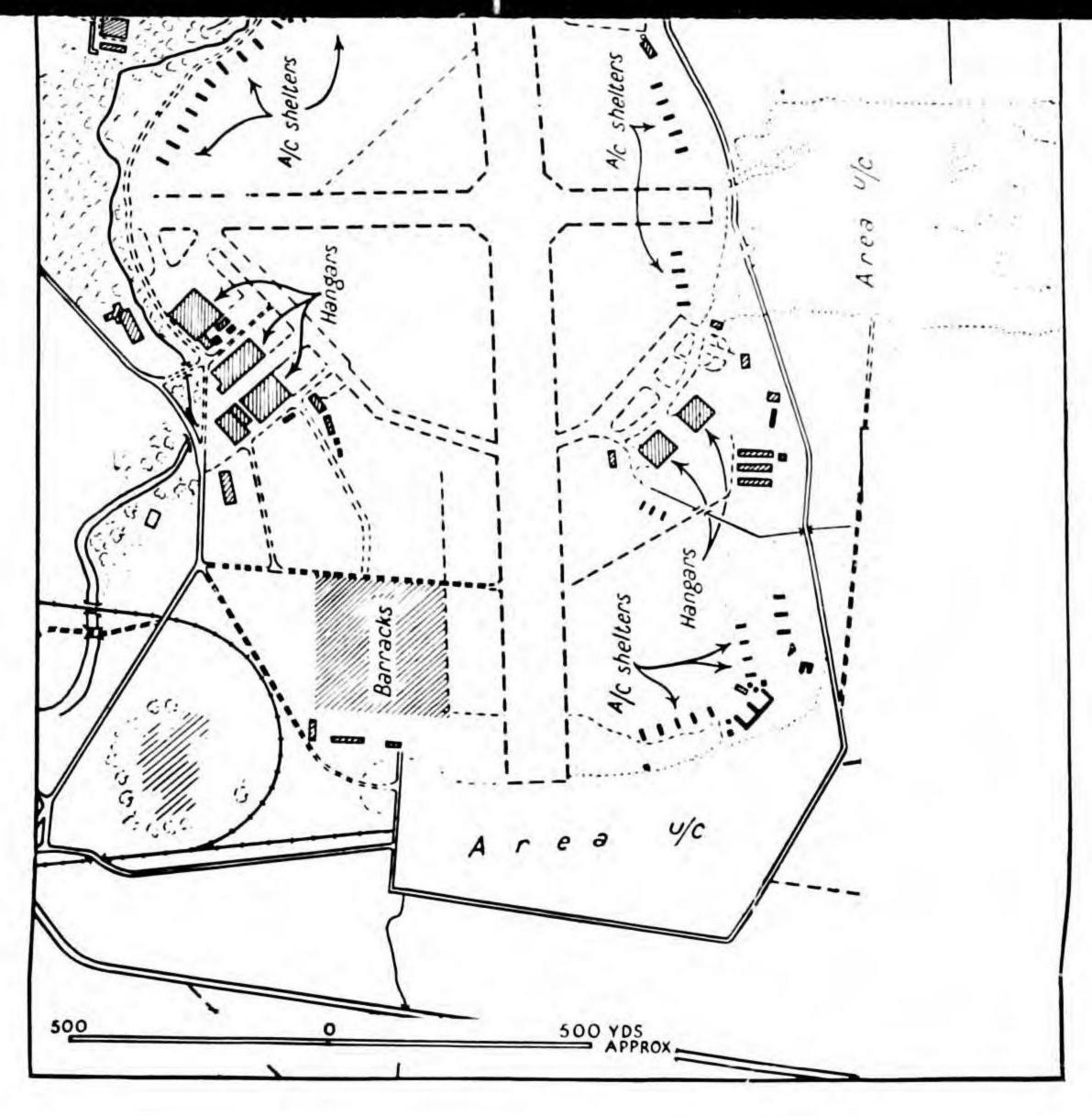


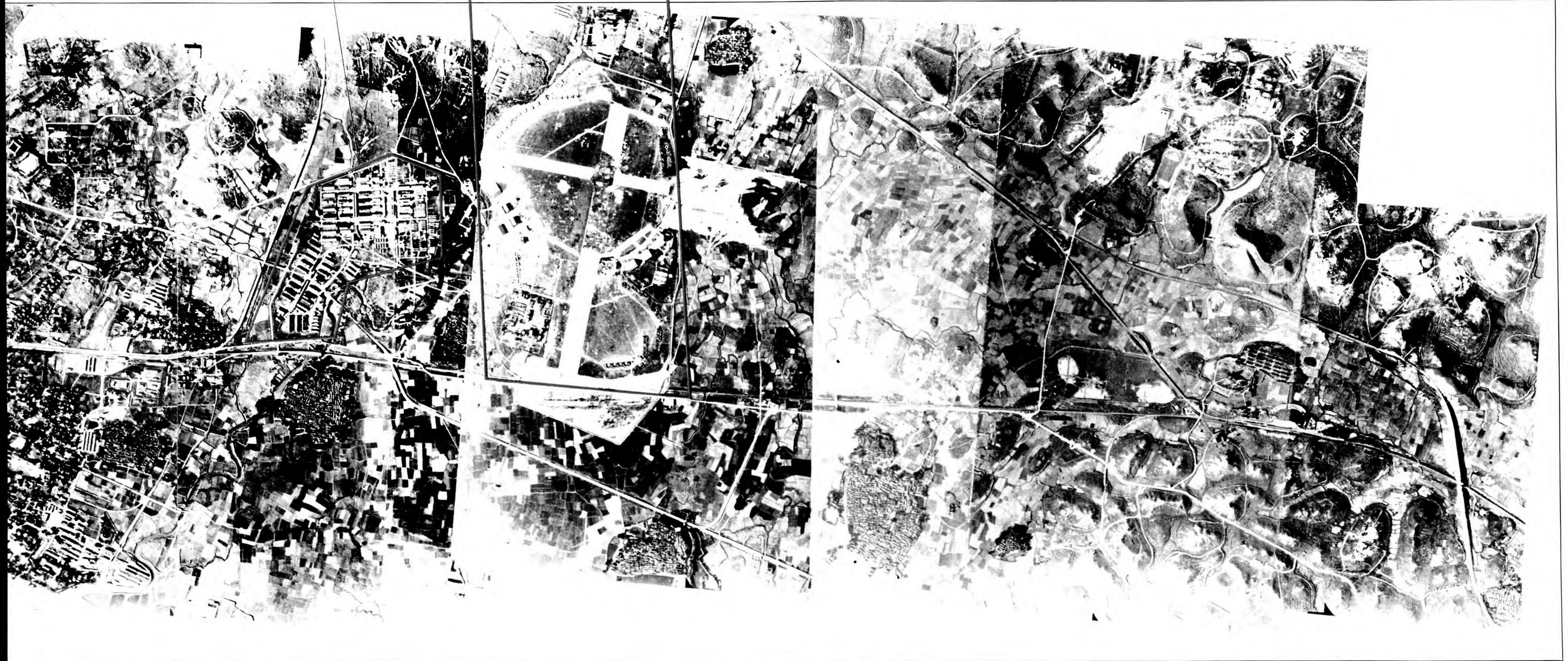


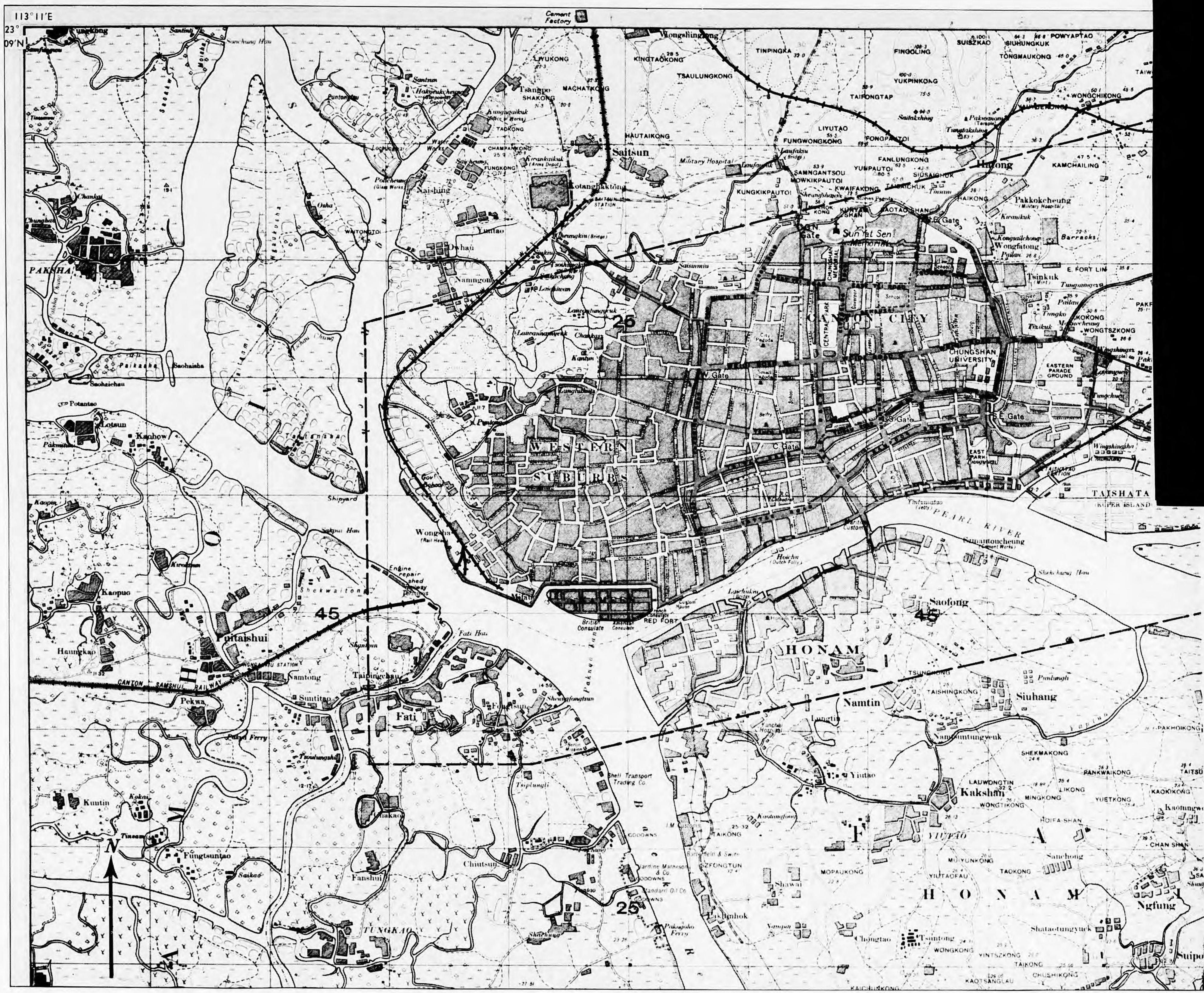
SKETCH PLAN OF TIEN-HO AIRPORT











# CANTON CITY AND TIEN-HO RAILROADS ROADS 1 34 1/2 1/4 0 STATUTE MILE

FOR TARGETS 47 AND 97 ALSO SEE MAP ON PAGE M-6.



# CANTON CITY AND TIEN-HO STATUTE MILE

