

WXPost

MAY 8 1975

Machinery to Rebuild N. Vietn

By Daniel De Luce
Associated Press

HAIPHONG, North Vietnam, May 7—Machinery to help rebuild North Vietnam is pouring onto the docks of Haiphong from friendly nations around the world.

The dock activity is rivaled by rebuilding projects in Haiphong, which was badly damaged by two weeks of bombing by U.S. B-52s in December 1972.

Four freighters were being unloaded Tuesday by a fleet of Soviet-made steel cranes which piled five-ton crates in huge mounds.

The largest freighter was the 38,000-ton Henningsdorf from East Germany, which reportedly makes the run to Haiphong frequently. Others were smaller vessels, the 13th of March from Cuba and the Pavlovsk and the Irkutsk, both from Russia.

Among the unloaded cargo were 20 new bright orange Soviet farm tractors suitable for Vietnamese rice culture.

Arriving road-building and construction equipment included bulldozers, mobile cranes, scrapers, rollers and a variety of trucks.

Rock-crushing machinery from Poland to expand the capacity of a Haiphong ce-

ment factory already had been hauled from the docks to the factory for installation.

The Haiphong Foreign Service said a number of other foreign ships were waiting in the Cam River to be unloaded.

A harbor club for foreign seamen offered souvenirs for sale ranging from carvings made of pearl shell and buffalo horn to one very

nam Pours into Haiphong Port

musical canary and two live bear cubs found in a Vietnamese forest.

The city has erected a new courthouse in the original style of French colonial baroque and completed many blocks of workers' apartments. The city opera house, national bank and post office have all been refurbished.

Phan Van, who heads the Haiphong Cultural and In-

formation Service, said the city's population has returned to the normal level of 330,000 since the end of B-52 bombings. Schoolrooms have been provided for 100,000 children and hospitals completely restored, he added.

Phan Van said the current volume of shipping in Haiphong harbor exceeds the prewar record and that shipping lanes in and out are

completely free of American-laid mines.

Phan Van said a U.S. naval group that came to Haiphong after the Paris agreement signed in January 1973 to participate in clearing the harbor of American mines "stayed 2½ months, destroyed only three mines but sustained two dead, and then withdrew and left us to do the rest."

In Washington, the Penta-

gon said that no U.S. personnel were killed during the removal of the mines by the Navy.

Haiphong still bears bombing scars. A team of women road workers was laying a new tarred gravel surface on a street in front of the Hotel Duyen Hai. It had been cratered. On the waterfront, other workers were repairing bomb damage to the concrete dock.