

Declassified E.O. 12333 Section 3.3/NND No. 785021

Port of Rimini

10000 / 148 / 1231
1 Mar 45

14690 • J. Neurosci., December 2, 2009 • 29(48):14682–14692

...of the ...
...the ...
...the ...

These are located in the canal as shown on the attached plan, and consist of a second bucket dredger and three smaller bucket dredges to take down to 200 tons capacity, a second water elevator and other obstructions, if there, only two buckets being added to be in such condition that they could be used after being raised and repaired. There are no other obstructions assigned to the study of the canal, not visible.

The many wells on the South Bank of the river have been abandoned in many places but still be used and there are many little wells which would have been of great service. A large open wharf on the South side has been turned in place but could accommodate a considerable quantity of goods in the open.

in the 1940s station tower which was located on the south side of the island and almost completely demolished and beyond reconstruction.

On the South bank of the Canal are several points of the way in good condition which could be utilized for the mooring of a few motor schooners up to 150 tons. The Canal is at present crossed nearly in the middle of its length by an iron bridge, placed there by the Alliance for San Requirements and used by military vehicles. This bridge connects the entrance of all craft from the exterior zone of the Porto Canale (the left shore on Atlantic side) to the internal zone which serves and receives vessels used to discharge. Until this bridge is removed, the system of internal traffic of the canal cannot be used.

CLAIM

entrance of the canal, not visible.

The quay wall on the South bank of the canal has been damaged in many places but could be used and there are mooring bits which could hold vessels of small tonnage. A large open wharf on the South side has been damaged in places but would accommodate a considerable quantity of goods in the open.

MOLES

The West Mole has been damaged badly for a length of 50 metres (practically demolished), whilst the East mole has been damaged in three places for a length of 40 metres each.

LIGHTHOUSE and Searchlight station tower which were located on the South bank of the canal are almost completely demolished and beyond reconstruction.

BRIDGE

On the South Bank of the Canal are several parts of the quay in good condition which could be utilized for the mooring of a few motor schooners up to 150 tons. The canal is at present crossed nearly in the middle of its length by an iron bridge, placed there by the Allies for War requirements and used by military vehicles. This bridge prevents the passage of all craft from the external zone of the Fort de Canale (the part shown on attached plan) to the internal zone where cargo and fishing vessels used to discharge. Until this bridge is removed, the Eastern or internal length of the canal cannot be used.

DEPTH OF WATER. The two moles forming the entrance to the Canal are built in a sandy area, and the Canal is subject to silting up and therefore needs periodical dredging. Before the Armistice, the Ministry of Public Works sent during each summer a dredger to clear the sand which had silted up the canal, to maintain a regular depth of water of 2 1/2 metres. No dredging has been done for two years with the result that the depth in most places is not more than two to 2 1/2 metres. Soundings have not yet been taken.

-2-

RAIL FACILITIES.

None in the coast area. Previously, a narrow gauge line connected the coast with the local narrow gauge railway.

From the railroad, standard gauge rail now operates to Pisco.

The coast railway to Seavista is not working. Any have been destroyed.

All road surfaces in bad condition.

ROADS.CRUISE SHIP DISCHARGING STATION/ MIL.

ITALIAN CRUISE SHIP AUTHORITY. Captain's of Port. At present in Via Gambalunga No. 22.

FUTURE DEVELOPMENTS PROJECTS.

is the Town of Pisco and particularly the Port area have been so badly damaged by war that nearly all the buildings have been destroyed or demolished. The Italian authorities are studying a project to reconstruct the town from the ruins. The project is to reconstruct the town from the ruins with buildings really even from the ruins. It includes the construction of a new modern harbour located to the west of the present one. to cater for commercial, fishing and amusement interests.

H.M. SMITH

Captain P.M.

As the town of Rimini escaped by war that
area have been so badly damaged by war that
nearly all the buildings have been damaged or
destroyed. The Italian authorities are studying
a project to reconstruct the town in the
maritime zone with buildings easily seen from
the sea.
It includes the construction of a new modern
harbour located to the west of the present one,
to cater for commercial, fishing and tourist
interests.



F. H. SMITH

Captain R.N.

Attached. Plan of west length of canal
Enclos. Town plan of Rimini.

2263

078

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09

PORTO - CANALE

- 1 - HOPPER BARGE - 200 Tons
(Probably be salvaged)
- 2 - Bucket Dredger - demolished
- 3 - BARRAGE - demolished
- 4 - Hopper Barge - demolished
- 5 - Hopper PONTON - demolished
- 6 - Motor Vessel DORA - demolished
- 7 - HOPPER Barge - Salvable
- 8 - Small craft - demolished

□ □

100 200 300 400 500 600 MTRS

NORTH

0 - CANAL

PLAN
OF THE PORTO-CAVALLI
OF RIMINI

OF RIMINI
SITUATION OF WORKERS MASSA
1965

672
L MTR. S

81001048

5th May 1945.

SINGAPORE, about six miles South of Vientian on the
Indo-Chinese Coast, is a seaside Resort and Fishing
Harbour for small craft.
Very little damage has been done here and the Hotels
are at present in use as auxiliary Transit and Leave
hotels. There is a small but good Fishing Boat Basin,
reached through an entrance about half a mile long and
about twenty feet wide.
A considerable number of Fishing Boats are owned here
but only the smaller ones can be used now owing to the
silt up of the Bar. The present depth of water at
high tide is only fifteen and at low water about 10 inches.
Fishing boats have therefore to wait outside the bar until
high water, which is dangerous in bad weather and boats
are damaged outside the fairway.
The silt up affects chiefly about 100 yards of the
entrance. It would take only a few days to dredge the
entrance to a depth of 5 ft.
This would be a boon to the local fishing industry
and would help with the food supply.

about Seventy foot wide.

A considerable number of fishing boats are caught here but only the smaller ones can be used now owing to the silting up of the Bar. The present depth of water at high tide is only fifteen and at low water about 10 inches. Fishing boats have therefore to wait outside the Bar until high water, which is dangerous in bad weather and boats are damaged entering the fairway.

The silting up affects chiefly about 100 yards at the entrance. It would take only a few days to dredge the entrance to a depth of 8ft.

This would be a boon to the local fishing industry and would help with the food supply.

As the silting becomes worse all the time it is urged,

some degree of priority might be given to this. 2261



F.H. SMITH

Captain R.N.

5200

Subject: PORT OF ALDRA

ALLIED CRUISE SHIP LINES

2-6 (Rev 8 Feb) 3/56/ALDR

7 APR 62

To : The Sub-Commissioner.

Ref : FREEDOM 302

Ref your AL/504/12/2 of 1 April. It is regretted that the port is not yet swept and that existing commitments will not allow the sweeping for some considerable time.

Further, the availability of resources is such as to preclude the provision of escort vessels for the submarines proposed for this trade.

You should therefore plan to meet your requirements for this area through the port of Aldra and transport forward by rail. Unless the position changes radically, it is anticipated that it will be possible to provide a total rail lift of approx 500 tons per day on Allied Commission account forward of Aldra.

G. H. Kelly
S. A. C. Aldra, Col.
For Brigadier,
S. A. C. (Rev 8 Feb).

n/s.

2254

2013/2014 (2)

Figure 10-11

50: Only (100% = 100%)
 1.00.00.

1. Confirming observation Major King/Major de Vries, request is hereby made for the port of Kistal to be cleared of mines and dredged.
2. It is desired to use the port for shipments belonging wine and foodstuffs from the South, and for export of local grown fruit and produce to the North when liberated. The area is very short of wine at present, the whole harvest having been spoiled by military operations.
3. This port will be of some use from hereon for a long time to come, as it is rail-served, which Davao is not.

For the Chief Candidates:

John W. Hall
John W. Hall, General,
County Reporter.

Dear Sir: Shipping Sub-Commission
S-5 Section, A.F.M.C.

HEADQUARTERS ALLIED COMMISSION

APD 192

Transportation Sub-Commission

Ref : 478704

141/15/70 3

19 March 1945

SUBJECT : Report of Joint of Northern Territory, 14-17 March 1945

TO : See Distribution

1. Flourish

(a) Rail Bidding Procedure

The new Rail Bidding Procedure is set out in Memorandum No 4 and generally understood by all concerned. The Economic & Supply Officer (E.S.O.) has, however, a little concern regarding further movements out of the region to connect with ships that had brought stores in for the region. It was agreed that a very close working would have to be maintained between the Rail and Shipping Branches and to this end it was arranged that for any application for movement by sea, copy of the bid would also be sent to the Rail Branch for joint consideration. The new bidding procedure for movement by sea was explained to Capt. Leeb, and it was agreed that movements (Shipping) would notify him immediately when ships were set up for piers or any other port under his jurisdiction. This would enable him to make the necessary arrangements for rail and shipping movement of stores for export. Accurate estimates of ships will also have to be signalled to the Region, in order that the arrival of vessels containing stores for shipment at ports can be known, and as nearly as possible with ships arrive. This is particularly necessary at Ploerine where there is no warehouse or storage accommodation available.

It is generally thought that the transport for export, because of the nature of the goods, will be considerably smaller than the imports and will therefore in most cases have to be moved by rail. The Regional Commissioner (Region) has laid down that him for 1945 and 1946, will be supported by the Regional Supply Officer

(a) Rail Bidding Procedure

The new Rail Bidding Procedure as set out in Memorandum No 4 was generally understood by all concerned. The Economic & Supply Officer Capt. Leob was, however, a little concerned regarding further movements out of the region to connect with ships that had brought stores in for the region. It was agreed that a very close working would have to be maintained between the Rail and Shipping Branches and to this end it was arranged that for any application for movement by Sea, copy of the bid would also be sent to the Rail Branch for joint consideration. The new bidding procedure for movement by Sea was explained to Capt. Leob, and it was agreed that Movements (Shipping) would notify him immediately when ships were set up for Ploembo or any other port under his jurisdiction. This would enable him to make the necessary arrangements for rail and shipping movement of stores for export. Movement of ships will also have to be signalled to Toscana. In order that the arrival of anyone containing stores for shipment at ports can be synchronized as nearly as possible with ships arrivals. This is particularly necessary at Ploembo where there is no warehouse or storage accommodation available. It is generally thought that the tonnage for export, because of the nature of the goods, will be considerably smaller than the imports and will therefore in most cases have to be moved by rail. The Regional Commissioner Toscana Region has said that bids for food and F.O.L. will be accepted by the Regional Supply Officer and that all other bids will be accepted by the Industry and Commerce Division. When assessed the bids will be passed to the Regional Transportation Officer, who in turn will submit them to the AC HQ, where it will be decided whether the movement is to be carried out by Sea or Rail.

<u>Action.</u>	<u>Movements Rail</u>
	<u>Movements Shipping</u>

(b) Procedures of Rail Movement

Some difficulty was being experienced regarding clearance of AC or LMS stores from railheads as the first intimation of arrival of wagon was usually by phone from the E.T.O. stating that certain wagons had arrived and may be cleared immediately.

New file: List of Rimini. (para 5)

56th

A request has been made for copies of loading programmes to be sent each week by the various Transportation Officers to Transport-ation Officer Florence.

Action Memoranda sent

(d) Re-opening of Lines 219 and 218. - Leithorn to Florence via Zepoli and via Pion

It was stated that line 219 Leithorn to Florence via Zepoli would be open by the end of March 1943 and that line 218 Leithorn to Florence via Pion would be opened very soon afterwards.

Information

(e) Port clearance from Pion

Following discussions on how stores would have to be cleared by Rail ex Pion, it was stated that the policy was to allow 1000 tons per day Northward on line 50 for clearance of traffic ex Pion Port. It was agreed that this arrangement would cover some any difficulties likely to arise.

Information

(f) Sugar Beet Plant at Grimsby

The question of the proposed reactivation of this plant and the freeing of existing Coal Stocks was discussed. Information was given that only about 1/10th of the beet crop could be transported as suggested by more and out and that the balance, which was likely to be about 60% would mean the allocation of approx 10 x 3 Tonnage for a period of about 40 days.

It was possible that this might create a difficult problem, but the matter was actively in hand. It is suggested that question of allocation of Beet transport is gone into by the Health Movement Branch in conjunction with Industry Sub-Committee at HQ and Capt. Jack Morrison & Supply Officer Pion. With regard to the possibility of the existing stock of Coal being frozen for the concentration of a Coal plant nearby, it is understood that the concept works referred to is likely to be the Machine works at Calverton in the Leithorn - Florence via Pion line. Should this prove to be correct Coal supplied for the current winter should be brought in through Leithorn and railled direct to Calverton, and

Following discussions on how stores would have to be cleared by Rail ex Florence, it was stated that the policy was to allow 1000 tons per day Northbound on line 50 for clearance of traffic ex Planting Port. It was agreed that this arrangement would cover some any difficulties likely to arise.

Information

(e) Sugar Beet Plant at Granello

The question of the proposed reactivation of this plant and the freezing of existing Coal Stocks was discussed. Information was given that only about 1/10th of the beet crop could be transported as suggested by horse and cart and that the balance, which was likely to be about 60% would mean the allocation of approx 30 x 3 Tractors for a period of about 40 days.

It was possible that this might create a difficult problem, but the matter was actively in hand. It was suggested that question of allocation of Road transport is gone into by the Roads Movement Branch in conjunction with Industry Sub-Commission AC HQ and Capt. Jack Womack & Supply Officer Florence. With regard to the possibility of the existing stocks of Coal being frozen for the reactivation of a Cement plant nearby, it is understood that the cement works referred to is likely to be the Marching Works at Calenzano on the Leghorn - Florence via Pisa Line. Should this prove to be correct Coal supplies for the cement works should be brought in through Leghorn and railed direct to Calenzano, and the stocks at Granello should be frozen for the sugar beet plant.

Action

Movements Rail
Movements Shipping
Industry Sub-Commission

(f) Rebuilding Agordo - Florence Line

Major Drake, Regional Industry and Commerce Officer stated that the demands for materials for the rebuilding of this line had been received but it was very doubtful if the demands could be met. He is talking the matter up with Rail Division.

Action

Rail Division

2. April - Warehouse Accommodation

- (a) Conversations were held with Major Kennedy and Supply Officer Yell regarding warehouse accommodation and rail connections. It is understood that Army will definitely not release the Bouchi Factory to AC which means that there now only remains about 3500 tons of covered space for AC flour.
- (b) With regard to the repair of siding connecting the main line with the Concrete Warehouse a reconnaissance is being made by Movement 3rd Army Base and AMB 5th Army and a joint report will be forwarded as soon as possible.
- (c) Under existing conditions 150 tons can be cleared daily from Port A. However, should the siding be repaired the figure would be increased to 500 tons per day.

Action

Movement 3rd Army Base
AMB 5th Army
Movement 3rd Army

3. General - Warehouse Accommodation

- (a) It was ascertained from the 3rd Army and Supply Officer (Lt. Pender) that there was a likelihood of the American warehouse, capacity 50,000 tons, being allocated for storage of stores from America. This warehouse is still under construction although certain minor repairs to the track are necessary. The arrangements for staffing and working of this warehouse are, it is understood, in the hands of the Warehouse Division HQ.

Action

Warehouse Division

(b) Supply Base Plant Needs

2254

Contact was made with Major Fleming at Coburn regarding arrangements which it was understood he had with regard to movement of Coal and Lignite by Sea. Mr. Fleming was advised that the Bouchi above plant. It was stated that no arrangements had been made but that the various alternatives for transport of the materials had been discussed with the Director Mr. Smith and Mr. Chamberlain. It was also stated that the Bouchi plant was under construction.

(c) Under existing conditions 150 tons can be cleared daily from Port of Landed, should the lifting be repaired this figure could be increased to 500 tons per day.

Action
Movement 8th Army Rear
8th Army
Movement Rail

3. Cosona - Warehouse recommendation

(a) It was understood from the 8th Army and Supply Officer (Lt. Fender) that there was a likelihood of the original warehouse, capacity 50,000 tons, being allocated for storage of stores from America. This warehouse is well served although certain minor repairs to the track are necessary. The arrangements for staffing and working of this warehouse are, it is understood, in the hands of the Warehouse Division A.C. HQ.

Action
Warehouse Division

(b) Super West Plant Cosona

2286

Contact was made with Major Fleming at Cosona regarding arrangements which it was understood he had made regarding movement of Coal and Limestone by Sea through America and Cosona for the above plant. It was stated that no arrangements had been made but that the various alternatives for transporting materials had been discussed with the Director Dr. Zaki and Dr. Chamberle. Subsequent conversation with Dr. Chamberle disclosed that the Limestone could be obtained from Porto Nuevo quite close to Amos or from Seron B. Quirico and that due to the conditions of the port at Cosona it was almost certain that with the Limestone and Coal could not be transported by Sea but would have to be moved by Rail. Major Fleming and Dr. Chamberle were informed that the matter would be further examined with Industry Sub-Commission and a decision would be reached with the minimum of delay.

Action
Movement Rail
Movement Shipping
Industry Sub-Commission

4. Ravenna

As a result of a poor recommendation, and conversation with the Naval Surveyor and A.J.C.(M) Eighth Army Rear HQ the following information was obtained :-

- (a) The sea channel to the entrance of the canal has not yet been cleared of mines.
- The mine at the entrance to the canal is damaged but is under repair. The draft at present is 10', but it is understood that the dredger S. Albana, at present idle in Ancona, is to be moved up to start dredging here.
- (b) There are two wrecks in the canal. These are being removed. The canal runs for about five miles to the natural port of Ravenna and its depth varied considerably. The general figure is about 16' but there is one stretch of 200 yards where it varies from 11' to 14' and another stretch of 2000 yards where it is 16' to 19'. The bottom is soft mud and can easily be pushed out, but dredging would probably have to be continuous. There are still a few mines in the canal, but these are being cleared.
- (c) In the port itself the quays are badly damaged but are under repair. There are no mines.
- There are two berths for steamers stern on and the following alongside berths:-
- | |
|----------------|
| One 200' x 15' |
| Two 100' x 16' |
| One 510' x 16' |
| One 240' x 12' |
- There is also berthing space for a number of yachtsmen. There is no warehouse accommodation and necessary rail facilities are not available. The railway late for the reopening of both ports is the end of April, but this should not be taken as definite.

Information

5. Rimini

This is a small canal port, considerably damaged. The quays run along the sides of the canal, and there is berthing space for a number of yachtsmen. There are no mines.

The entrance depth is 13', but the canal has silted up considerably, and in places is not more than 5'.

The sea channel to the entrance has not been cleared of mines, and it is understood that the Navy are not prepared to act at present, on account of the small draft, and existing. It is believed that it

(c) In the port itself the quays are badly damaged but are under repair. There are no cranes. There are two berths for gunboats stern on and the following alongside berths:-

One 200' x 16'
Two 300' x 16'
One 510' x 16'
One 240' x 12'

There is also berthing space for a number of schooners. There is no warehouse accommodation and necessary rail facilities are not available. The target date for the reopening of both ports is the end of April, but this should not be taken as definite.

Information

5. Rimini

This is a small canal port, considerably damaged. The quays run along the sides of the canal, and there is berthing space for a number of schooners. There are no cranes. The entrance depth is 13', but the canal has silted up considerably, and in places is not more than 5'. The sea channel to the entrance has not been cleared of mines, and it is understood that the Navy are not prepared to act at present. In account of the shallow draft, and siltage. It is believed that if a special request for sweeping were made, it would be considered. The necessary rail facilities are available.

Information

6. Biocione

Headquarters Emilia Region was visited and contact was made with Lt. Col. Buck, Chief of the Economics & Supply Division, and Major Haghen, Regional Transportation Officer. Lt. Col. Buck asked that recommendations be made to the Navy to sweep channels into Ancona and Rimini. He was also concerned about the slow rate of movement of flour from Ancona to forward depots. He was assured that this matter was actively in hand and that increased tonnage for movement by rail would be expected towards the end of the month, when the line Ancona to Forlì had been doubled. The new bidding procedure for movement by sea was explained, and the importance of shipping citreps was stressed.

Major Clayton said he understood the proposed bill shipping procedure set out in November 1945. He said that the bill was No. 4, but said that at the moment they would not be shipping it. He said that it was a violation of the reference and that the bill was not yet registered, but at Havana that at Fall 1945, he said that the bill was not yet registered, but at that time it was not yet registered. He said that the work carried out by the 104 was not yet registered. He said that the bill in future be charged at 1001 G.T. Clayton said that the bill in future be charged at the normal civilian rate.

Armed Forces Shipping
Armed Forces Rail
Armed Forces Road

7. Armed

(a) There is no bill in the bill of lading. These letters are at present being carried out by Capt. Smith, the Warehouse Officer, with the assistance of Capt. Smith, the bill of lading officer. In addition was therefore asked to submit the bill of lading officer. In addition transportation was carried out by Capt. Smith, the Warehouse Officer, to the return which he has carried to Porto and Warehouse Division.

(b) Capt. Smith said he had been appointed as Regional Rail Transportation Officer for Armed Forces Region. This means that the boundaries will not change with the bill of lading. In order that the new bill of lading procedure be set out in Memorandum No. 4 can be properly carried out, it is recommended that when Regional boundaries are determined, they should be revised regarding the policy Armed Forces Region. This means that the boundaries, due to incorrect of the new bill of lading procedure, that the boundaries, due to incorrect information having been given at the time the Armed Forces Region information was not included. This has been notified and Capt. Smith advised.

Armed Forces Rail

(c) He pointed out that the bill of lading was to be open to the public. Mrs. Anderson said that the bill of lading was still a lot of work to do by the beginning of 1946. She said that the bill of lading, which

Transportation Division, to the return which he has rendered to ports and warehouses

Division. Close liaison is maintained between the AC officers and the Port

Commandant.

(b) Capt. Smith said he had been advised Regional Rail Transportation Officer for Abruzzi-Marthe Region. This means that the boundaries will not coincide with the railway compartments. In order that the new rail bidding procedure be set out in Memorandum No 4 can be properly carried out, it is recommended that when Regional boundaries are redrawn, Capt. Smith is made responsible for the Abruzzi compartments. There were no queries regarding the policy of the new bidding procedure, but unfortunately, due to incorrect information having been sent out by the IRR the Abruzzi compartments were not isolated. This has been rectified and Capt. Smith advised.

Movements Rail 255

(c) Re-opening of the Abruzzi/Ortona line

MRS Ancona states that the line is likely to be open as for traffic by the beginning of May 1945, but there is still a lot of work to be done in the reconstruction of bridges north of Ancona, which may delay the opening later. MRS states that so far no loading or off loading stations have been indicated by Army or AC and therefore no provision for siding has been made. In effect most stations will have a running loop which can be used for loading or off loading if necessary, but a list of definite loading or off loading stations is required.

Movements Rail

6. Military Transport

Large numbers of all types of Army transporters were observed at Foligno. Vehicle Pt is apparently for re-equipping purposes. It is suggested that some of this transport could very usefully be released on an immediate withdrawal basis for movement of certain AC traffic.

Roads Branch

C. H. W. ...

C.R. WORTHINGTON,
Major R.E.
Movements Div. Rail

A.M. McCLURE,
Major R.A.
Movements Div. Shipping

DISTRIBUTION

Deputy Director, Transportation Sub-Commission

Movements Shipping (2)

Movements Rail (2)

Movements Road (2)

AMS 15 Army Group

AMS Rear 8th Army

AMS Rear 5th Army

Regional Commissioner, Abruzzi Marche Region

Regional Commissioner, Toscana Region

Regional Commissioner Emilia Region

Regional Transportation Officer, Abruzzi Marche Region

Regional Transportation Officer, Toscana Region

Regional Transportation Officer, Emilia Region

Regional Commissioner, Ancona (2)

Ports & Warehouse Division

Road Division

Rail Division

Shipping Sub-Commission

M.W.T.

W.S.A.

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