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10000/148/3429

FOR
MAR.-

10000/148/3429

2-
FORTS OF RICCIONE AND
MAR-MAY 1945 RIMINI

ADRIATIC

91

HEADQUARTERS ALLIED COMMISSION

TRANSPORTATION SUB COMMISSION

PORTS & WAREHOUSE DIVISION

PORT REPORT

PORTS OF RIOTIONE & RIMINI

9-5-1945

10000 / 148 / 3429

THIS FOLDER

CONTAINS PAPERS

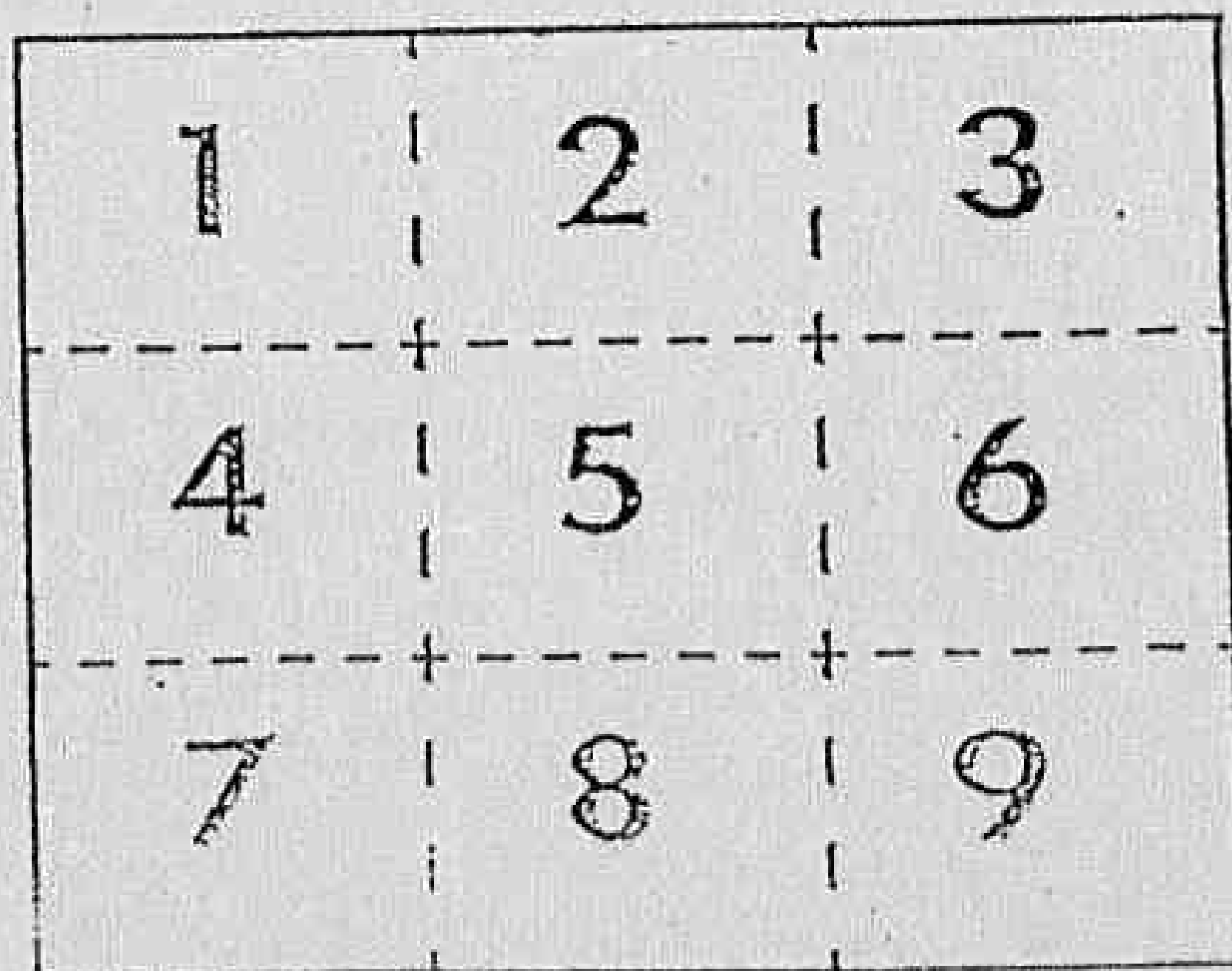
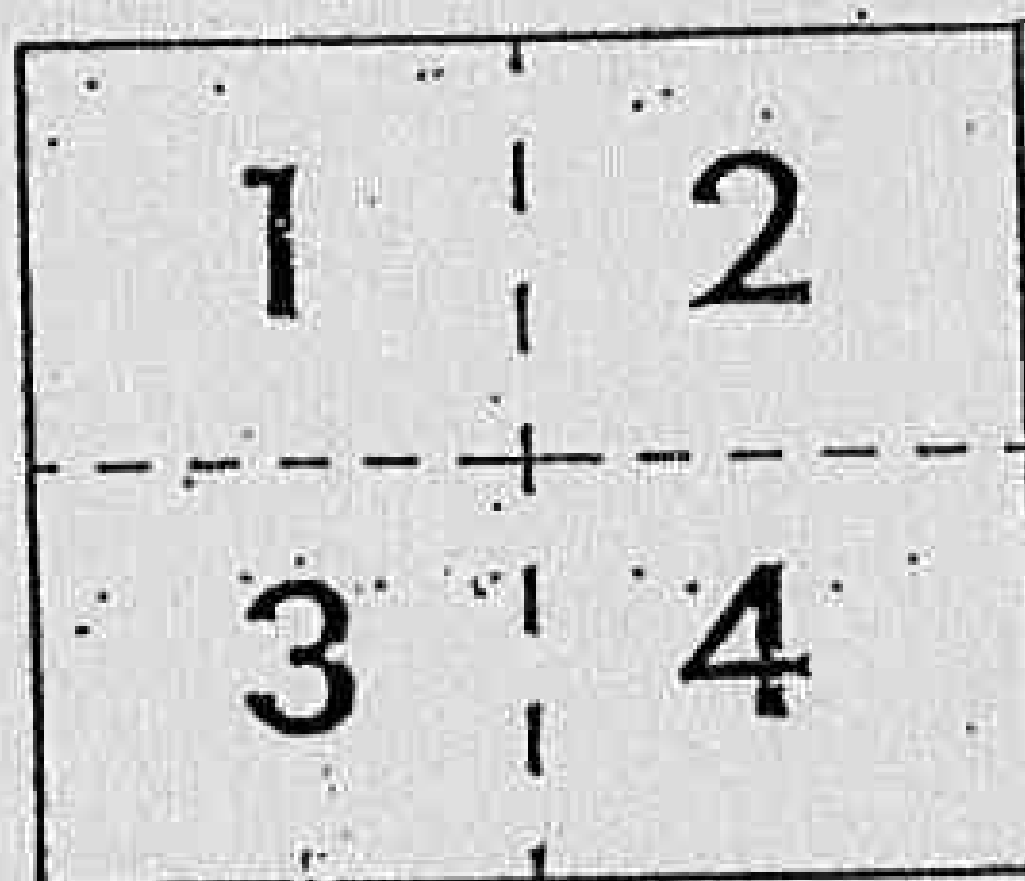
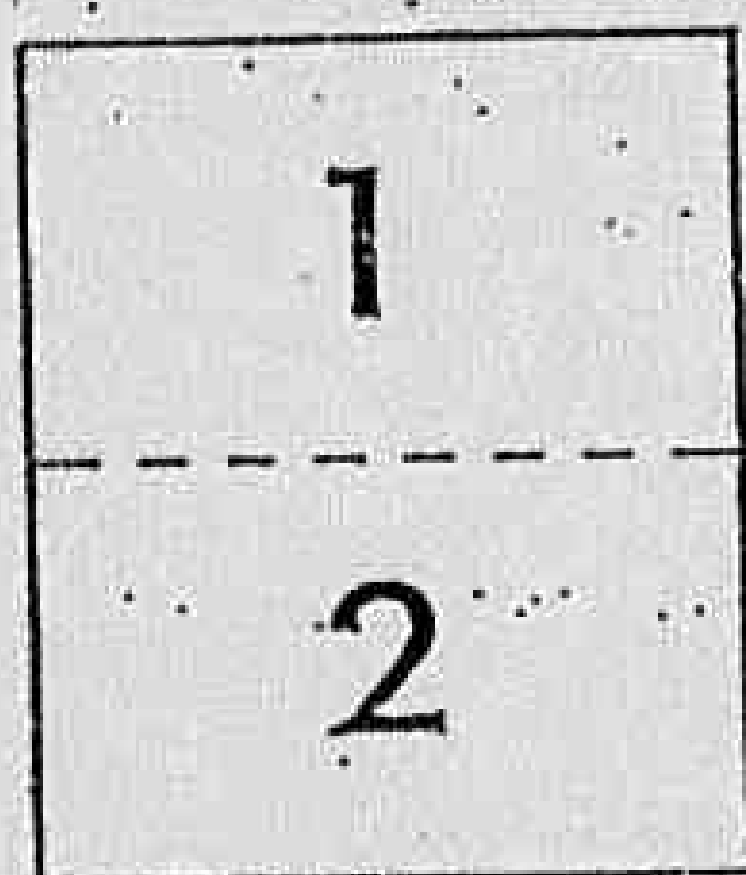
FROM MAR. 1945

TO MAY. 1945

CATALOGUE

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



ITALY

RIMINI

685,000m.E.

400,000m.N.



GRID PROVISIONAL

685,000m.E.

12° 34' East of Greenwich



DIVISIONAL

SECOND E

686 000m.E

12 35

TOWN PLAN OF RIMINI

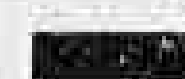
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Yards 100 0 100 200 300 400 500

Metres 50 0 100 200 300 400 500

REFERENCE

- Railways, normal gauge
- Railways, narrow gauge
- Important Buildings
- Other Buildings
- Churches
- Sand
- Harbour Lights



AUTHORITIES

G.S.G.S. No. 4228 Italy, 1:25,000 Sheets 101 III S.W.

Intelligence Information 1943

Air photographs have been used in the production of this plan.

HEIGHTS IN METRES



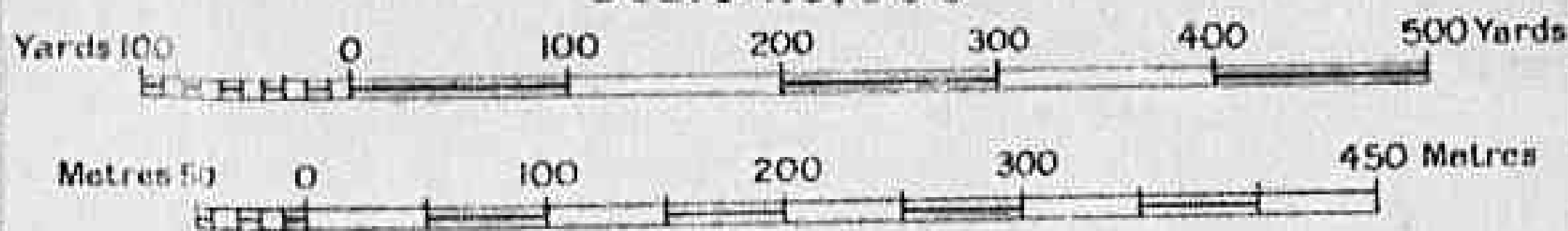
SECOND EDITION

686 000m.E.

12° 35'

TOWN PLAN OF RIMINI

Scale 1:5,000



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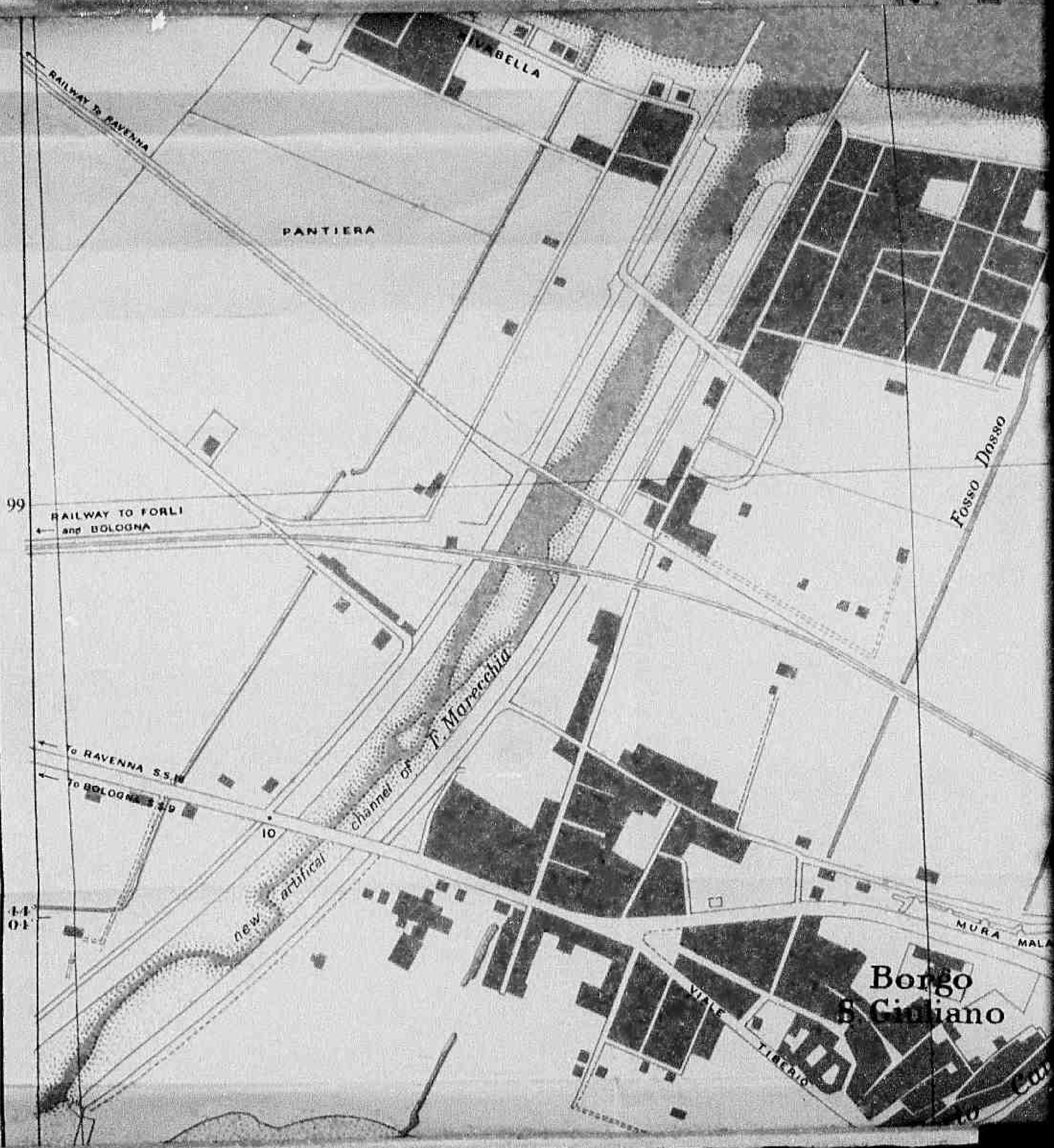
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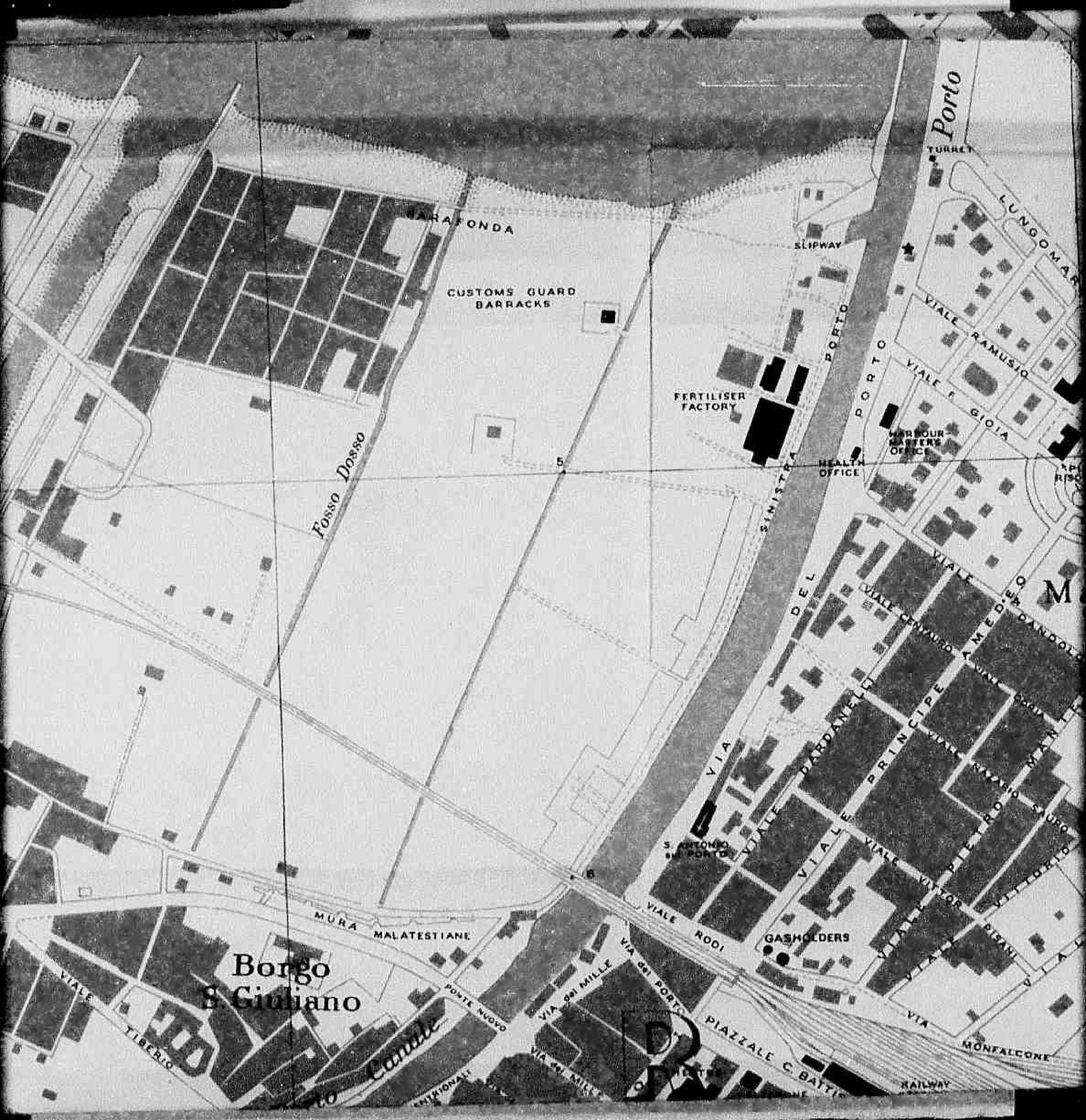
Air photographs have been used in the production of this plan.

HEIGHTS IN METRES

Canale

LUNGOMARE





Churches
 Sand
 Harbour Lights



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HEIGHTS IN METRES



CHU CHES

Sand

Harbour Lights

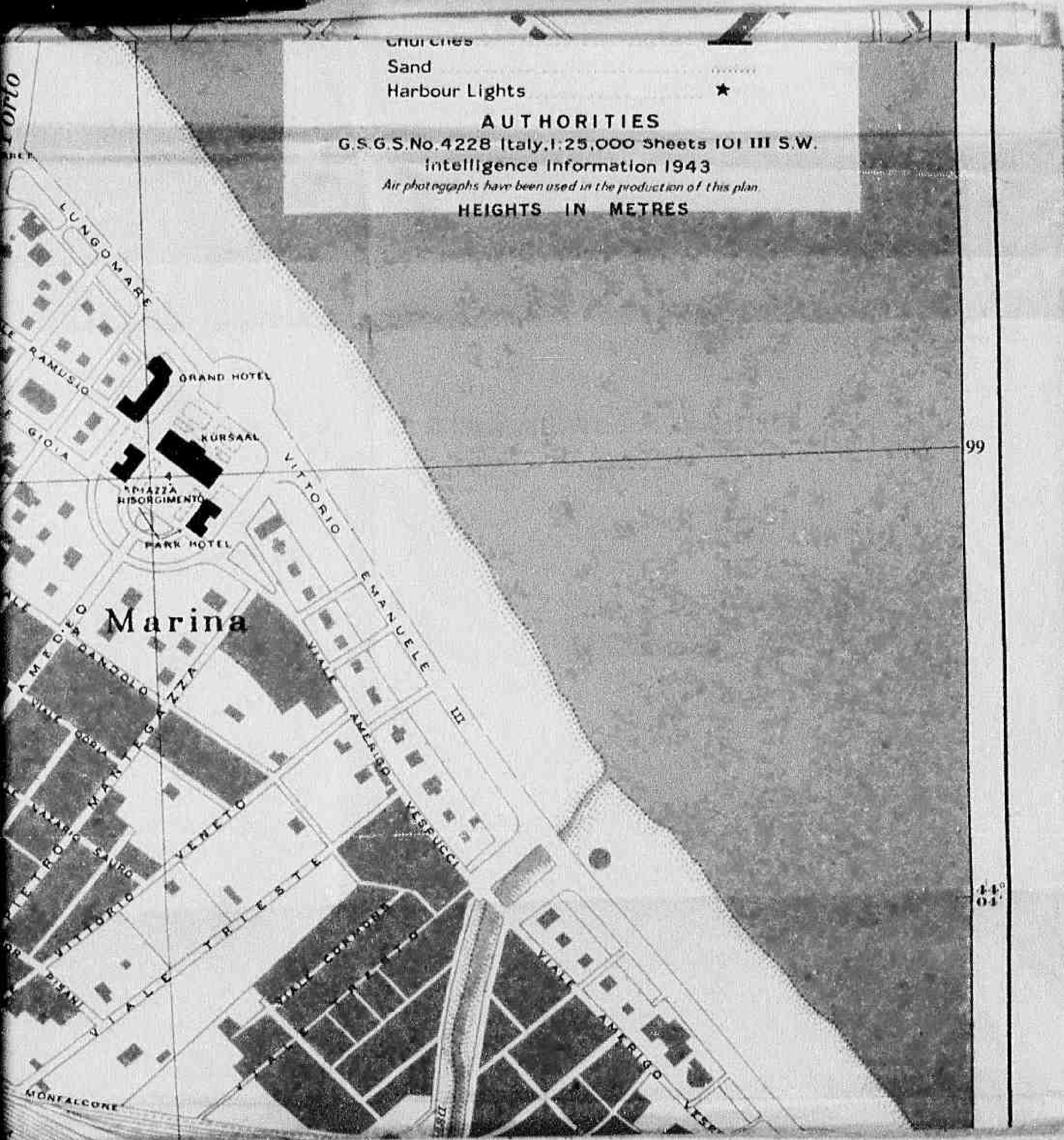
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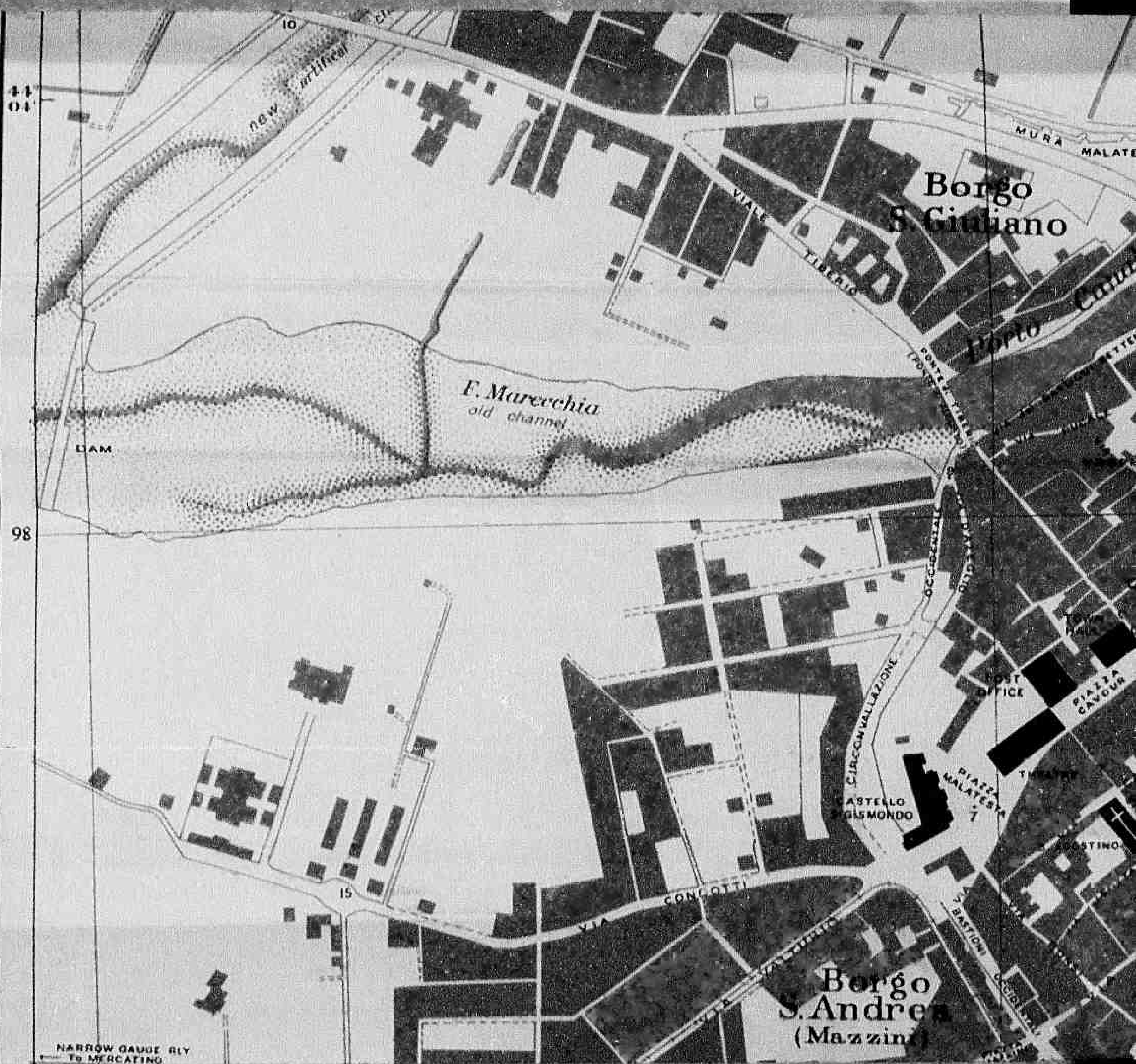
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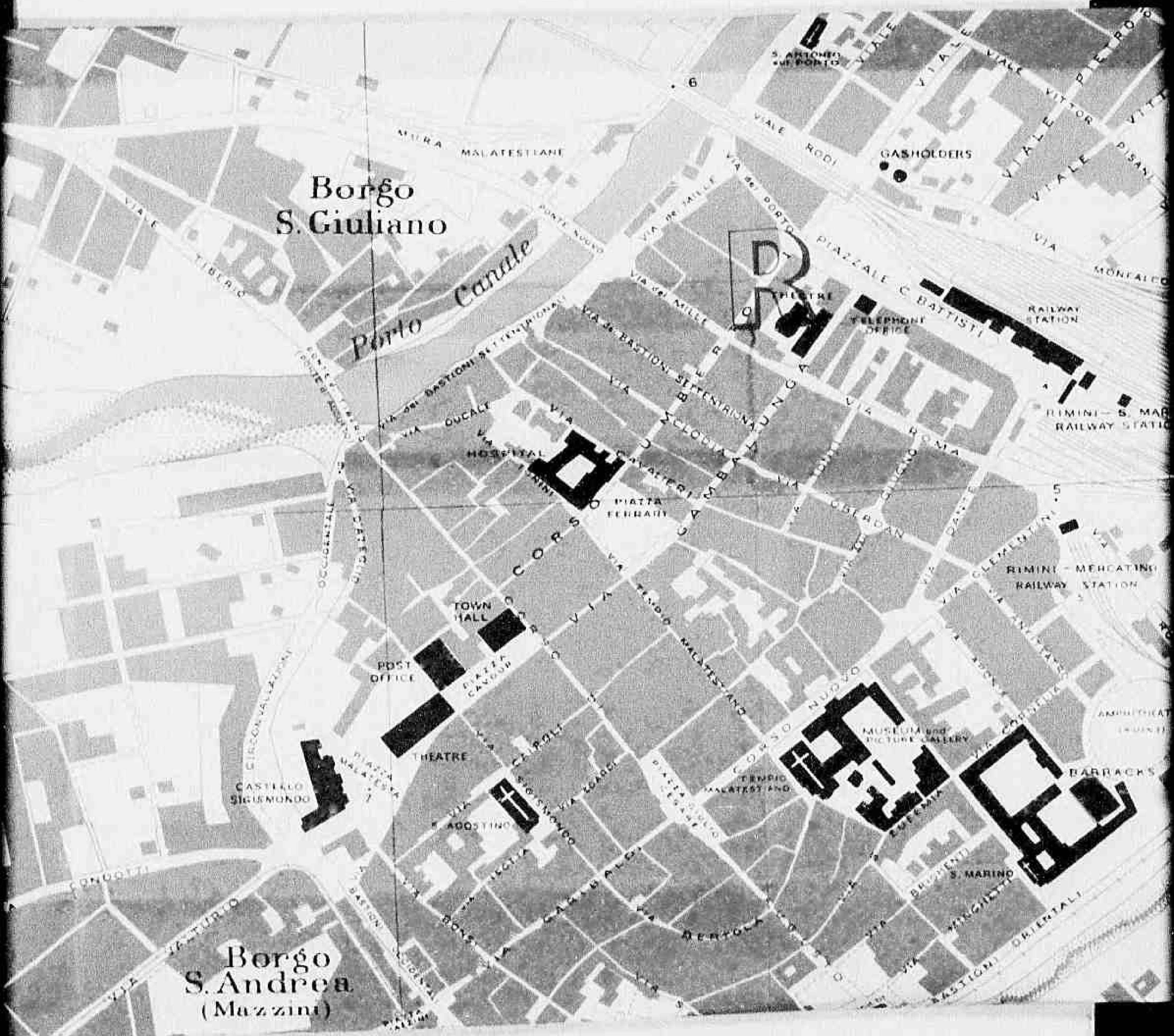
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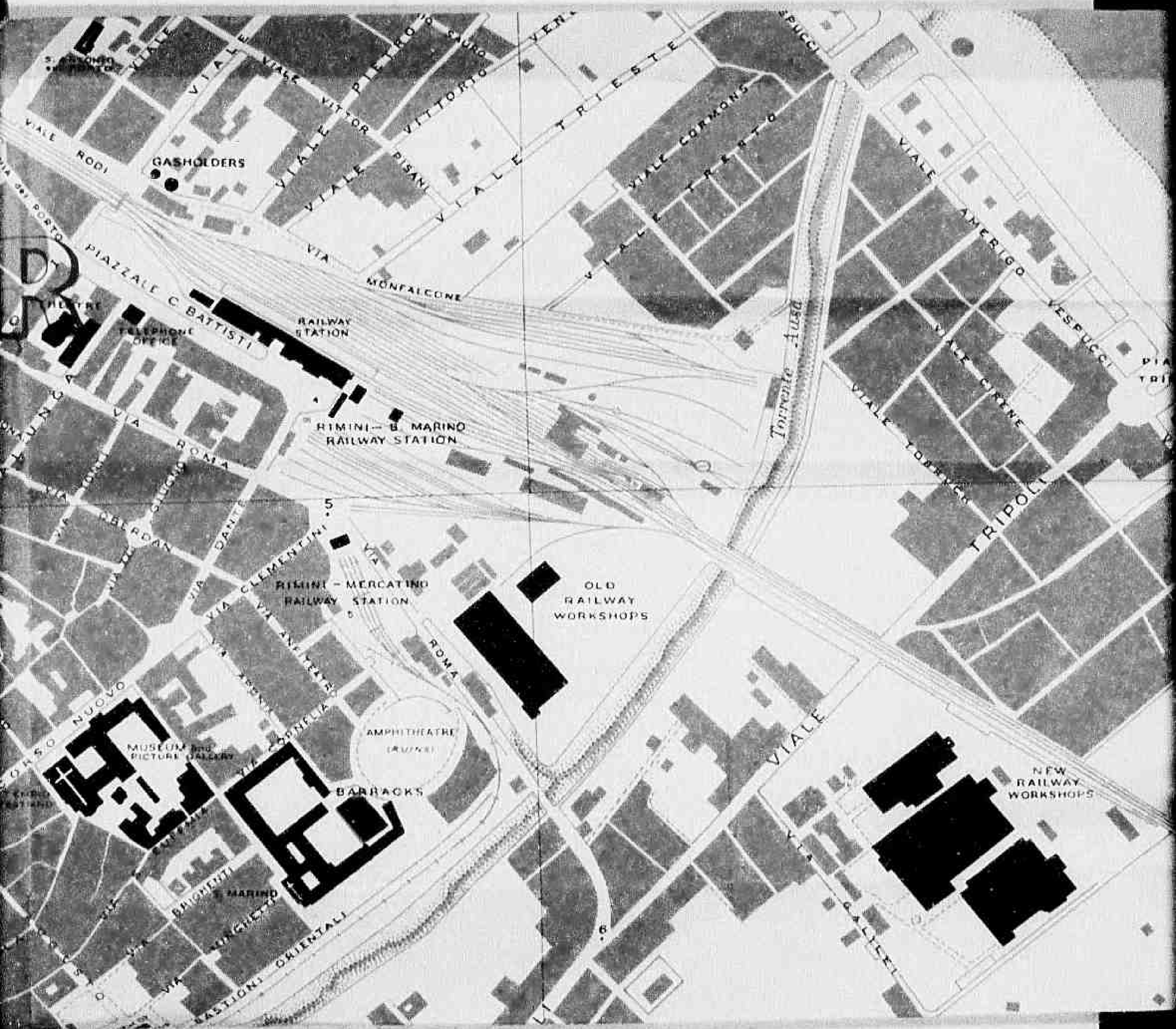
HEIGHTS IN METRES

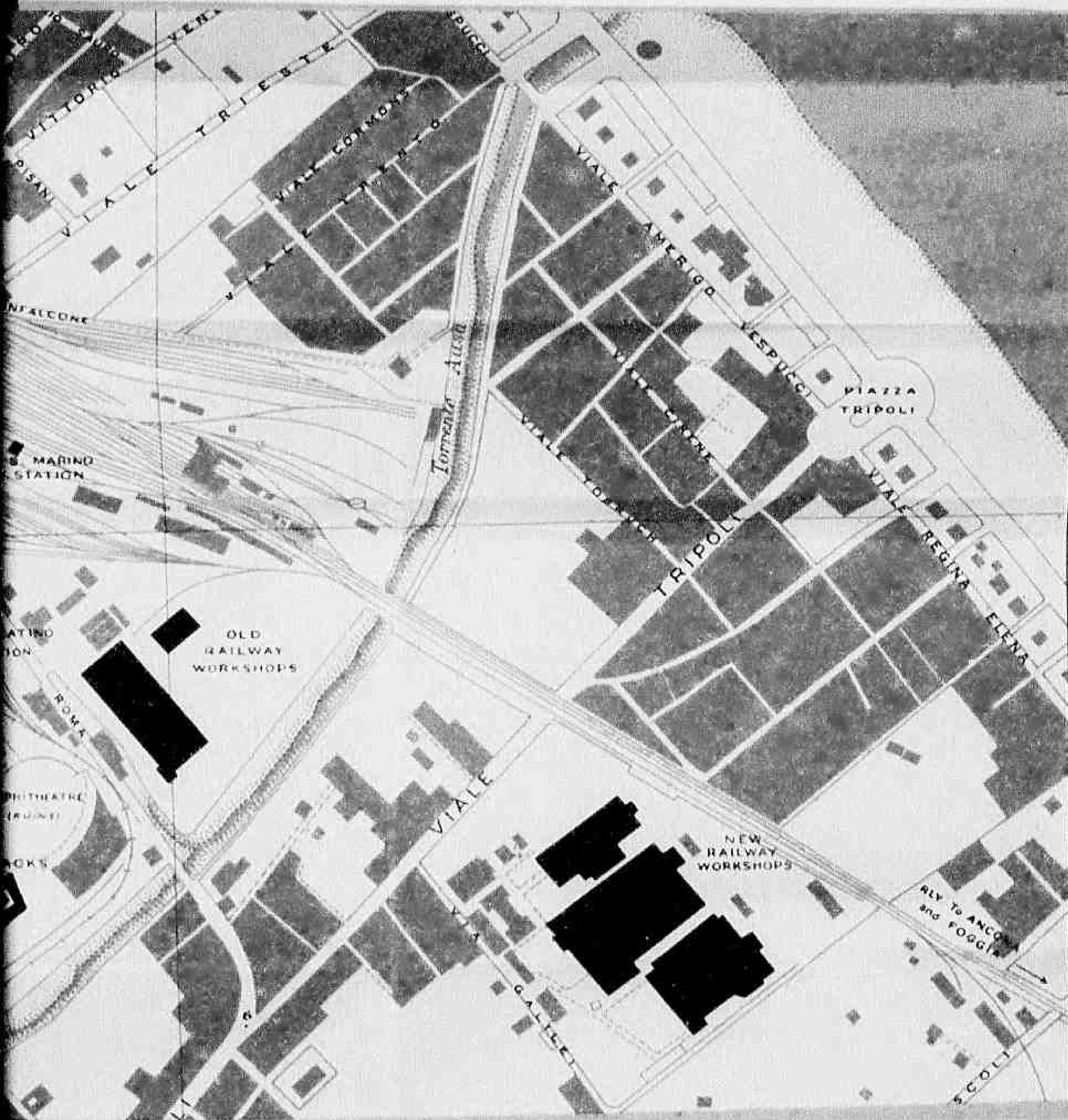




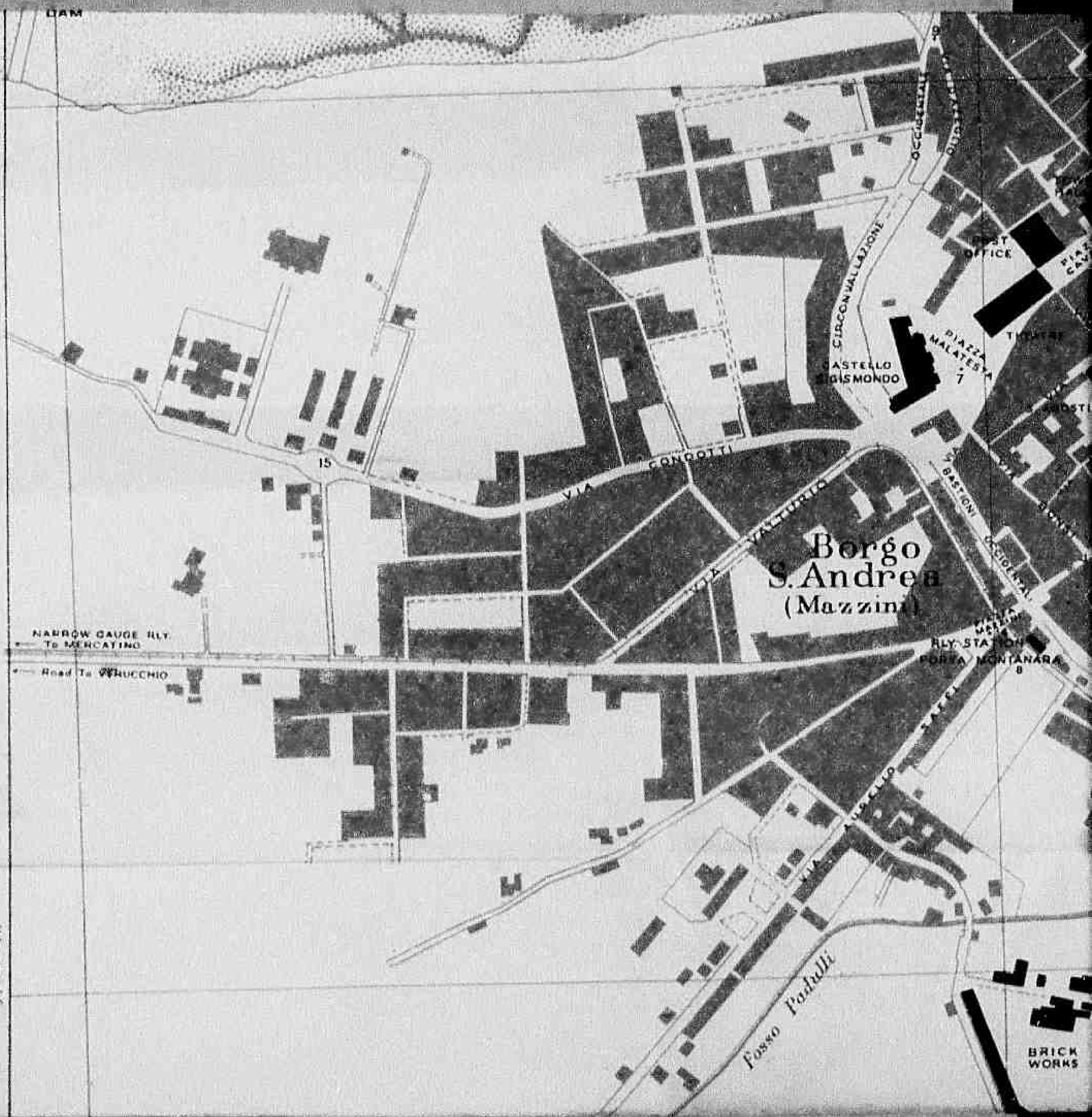
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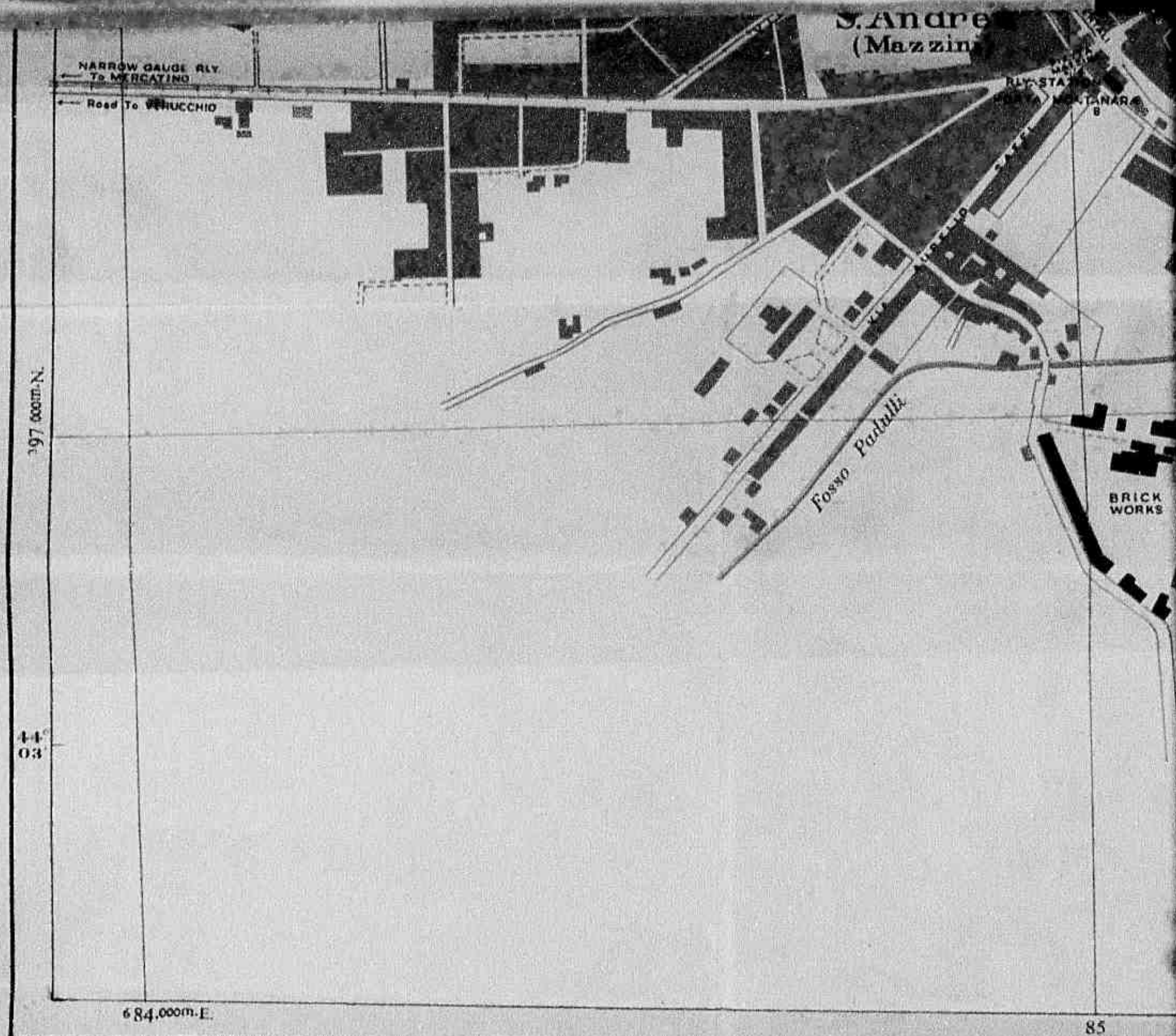


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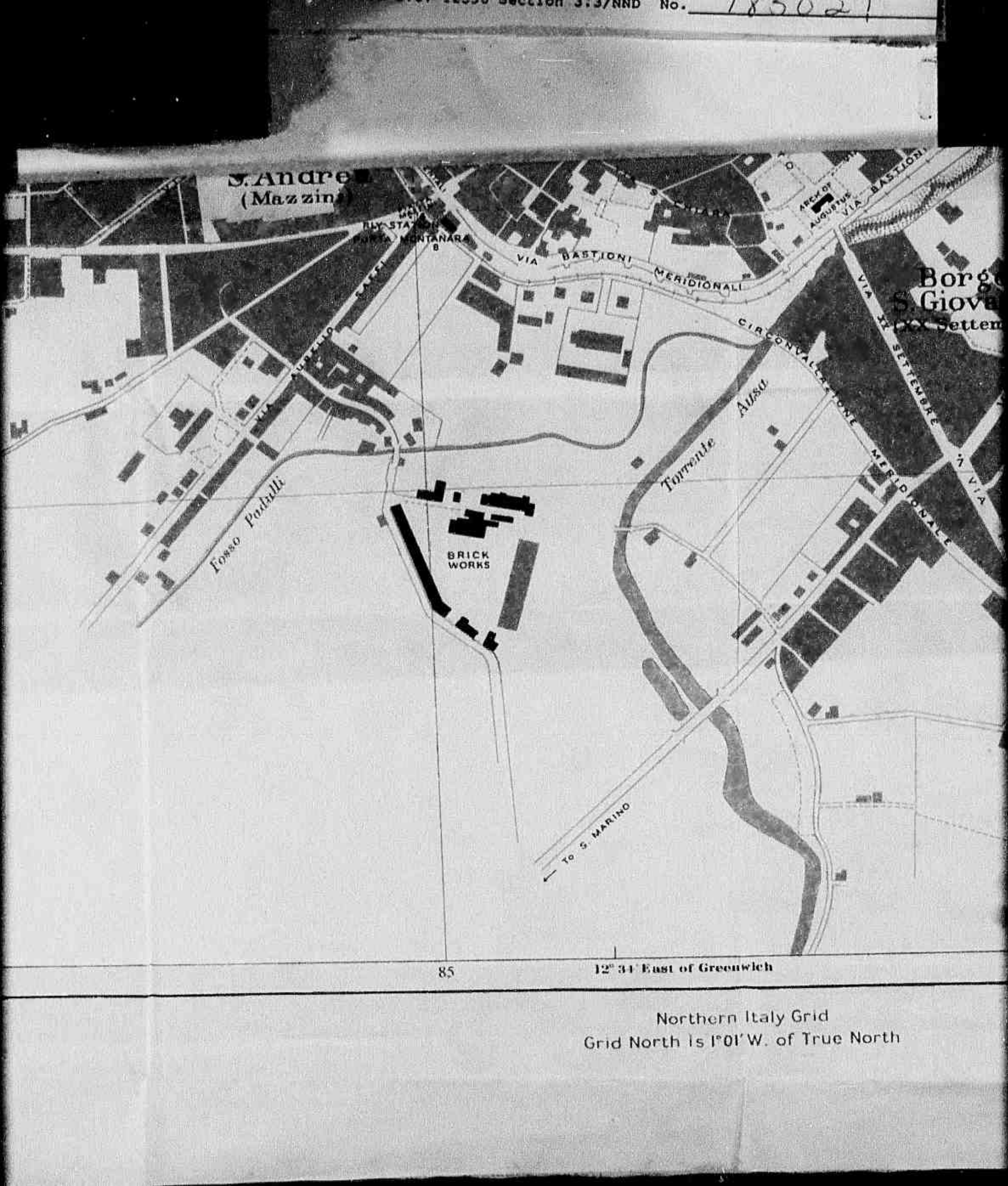


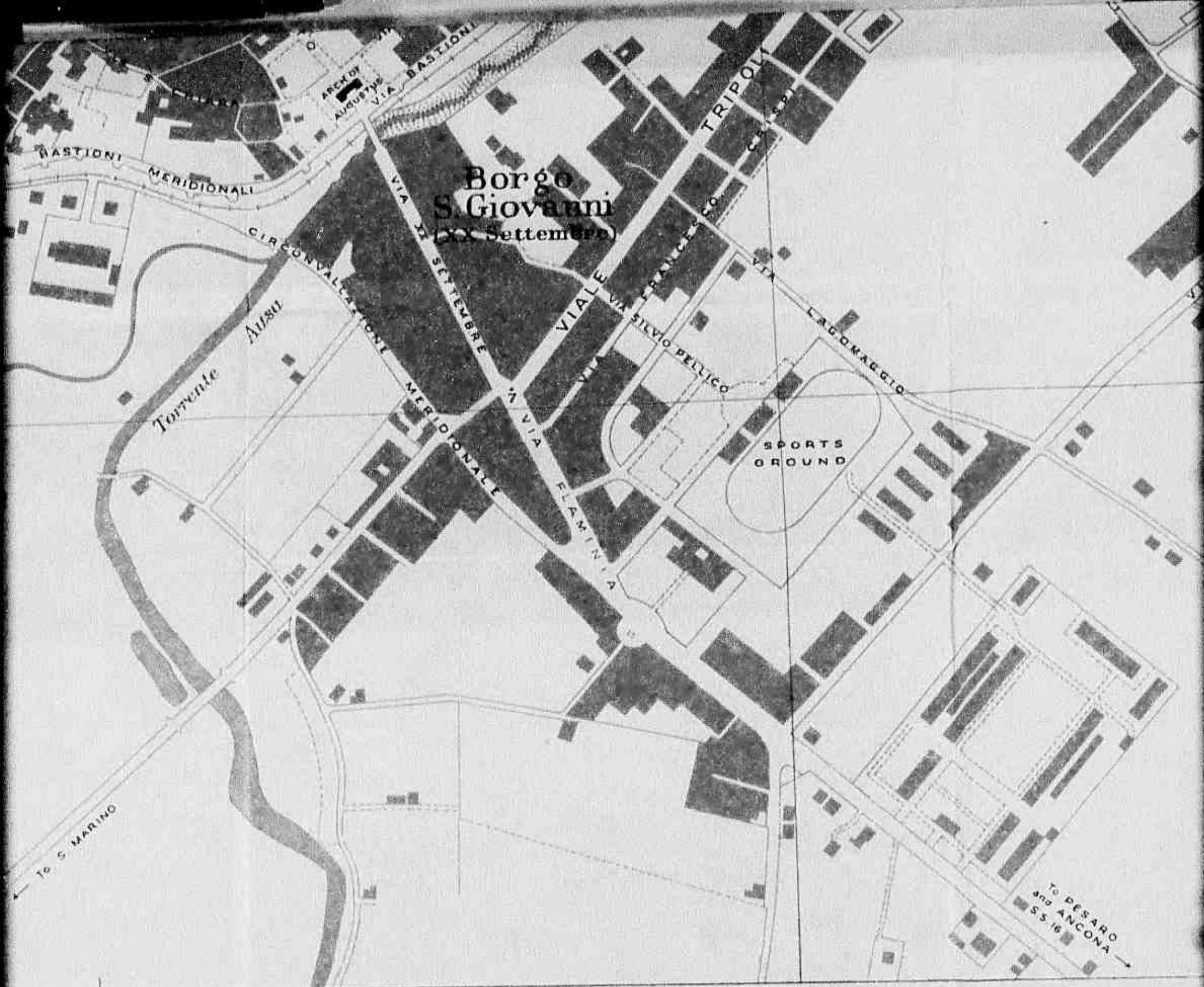




Geographical Section, General Staff. No 4380
Published by War Office, 1943.

W.O. 10/10/43 S.P.O.



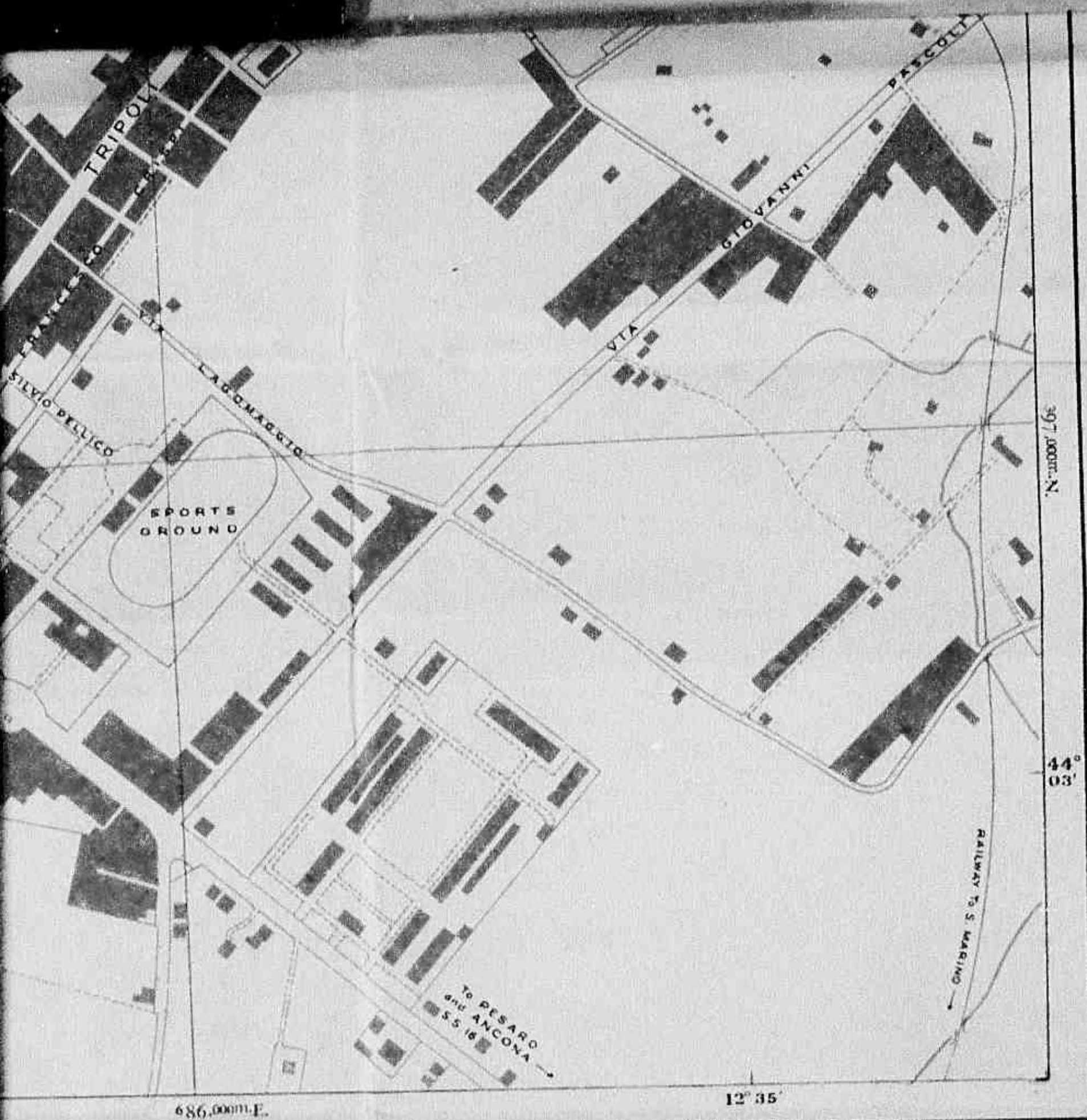


12° 31' East of Greenwich

686,000m.E.

Northern Italy Grid
Grid North is 1°01' W. of True North

Co
Gr
Ph



Compiled and drawn by C.I.U.
 Ground information supplied by I.S.T.D.
 Photolithographed by the War Office. 1943

R I C C I O N E

9th May 1945.

RICCIONE, about six miles South of Rimini on the Adriatic 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 Military Transit and Leave Hotels. There is a small but good Fishing Boat Basin, reached through an entrance about half a mile long and about Seventy feet wide.

A considerable number of Fishing Boats are owned 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 3ft 6ins and at low water about 18 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 undredged, some degree of priority might be given to this.

W. H. Smith

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F.H. Smith

F.H. SMITH

Captain R.E.

40

RIJINI (Adriatic coast) May 8th, 1945

GENERAL

RIJINI town and the Porto Canale area have suffered considerable war damage. Before the port can be used, several wrecks will have to be removed from the canal and dredging operations undertaken to obtain the pre-war depth of 3 1/2 metres, the present depth varying from 2 to 2 1/2 metres. The port and sea area are forbidden for anchorages until the place has been swept and cleared of mines.

WRECKS

These are located in the canal as shown on the attached plans and consist of a wrecked bucket dredger and three hopper barges each of 200 tons capacity, a wrecked motor schooner and other obstructions. Of these, only two hopper barges appear to be in such condition that they could be used again after being raised and repaired. There may be other obstructions submerged in the muddy water of the canal, not visible.

QUAYS

The quay wall on the South Bank of the canal has been damaged in many places but could be used and there are mooring bitts which would hold vessels of small tonnage. A large open wharf on the South side has been damaged in places but could 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 Semaphore station tower which were located on the South Bank of the canal are almost completely demolished and beyond reconstruction.

BRIDGES

On the South Bank of the Canal are several parts of the quay in good condition which could be utilised 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 Porto 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 war, 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.

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PIANINI

-2-

RAIL FACILITIES None in the canal area. Previously narrow gauge line connected the quays with the local narrow gauge railway.
From the Railroad, standard gauge rail now operates to Faenza.

The Coast railway to Ravenna is not working. May have been destroyed.

ROADS. All road surfaces in bad condition.

CRANES AND DISCHARGING GEAR Nil.

ITALIAN MARITIME AUTHORITY. Capitaneria of Port. At present in

Via Gambalunga No. 22.

FUTURE DEVELOPMENTS PROPOSED.

As the Town of Rimini and particularly the Port area have been so badly damaged by War that nearly all the buildings have been damaged or demolished, the Italian authorities are studying a project to reconstruct the new 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 amusement interests.

F.M. SMITH

Captain R.N.

Attached. Plan of vast length of canal

GRANTS AND DISBURSING CLERK/ NIL.

ITALIAN MARITIME AUTHORITY. Capitaneria of Port. At present in

Via Cambalunga No.22.

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F.R. SMITH

Captain R.N.

Attached. Plan of West length of canal

Enclos. Town plan of Misini.

22

6-1

← Bridge, which must be removed before vessels can proceed to internal zone of canal.



07

08

06

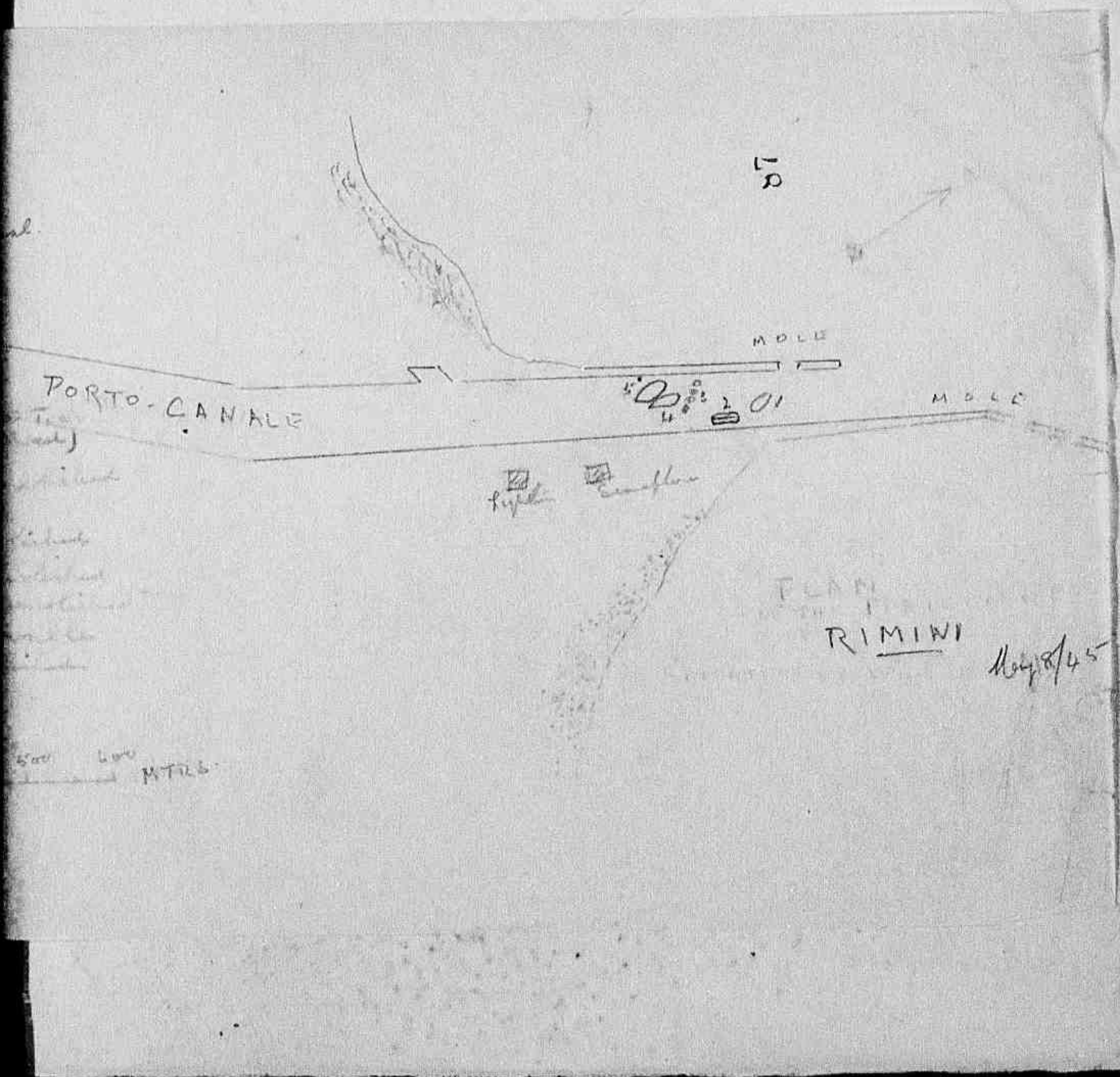
09

PORTO-CANALE

- 1 - Hopper Barge - 200 Tons (cont. probably in canal)
- 2 - Bucket Dredger - 100 Tons
- 3 - Barge - 100 Tons
- 4 - Hopper Barge - 100 Tons
- 5 - Hopper Barge - 100 Tons
- 6 - Hopper Barge - 100 Tons
- 7 - Hopper Barge - 100 Tons
- 8 - Small boat - 10 Tons

Lighter Crane

100 200 300 400 500 600 MTRS.



Secret

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division)

MJB/vb

Tel: Ext. 318

12th March, 1945.

781/9/Tn.3.

SUBJECT: Executive Commissioner's Tour
of Emilia Region.

TO : Administrative Division,
Transportation S/C.

1. Reference Economic Section's letter ES/1.21, dated
5th March, 1945.

2. "Schooners": The ports of Rimini and Ravenna are
mined. Ravenna is being cleared at present, but according to
latest information will not be free for traffic before the end
of March; AFHQ has already agreed to the use of this port for
A.C. traffic. A request is being made to AFHQ for the sweeping
of Rimini but the date when this port will be cleared is not yet
known.

3. "1000 G.T. Company": It is not known who promised
1000 G.T. Company to Emilia Region. No promise was made by the
representatives of the Movements or Roads Divisions of the Trans-
portation Sub-Commission. This Company has been moved from the
north-west to the north-east area to enable greater quantities of
grain to be amassed, and the sulphur programme agreed with industry
Sub-Commission to be carried out. It is at present employed on
the assessment of wheat and the haulage of food from Ancona to
Forli; the latter move is necessary because 8th Army are unable
to allocate adequate rail capacity for the movement of supplies for
stock pile to fill up warehouse space available at Forli.

4. 1001 G.T. Company is operating in the Emilia Region,
though under the control of AMG 8th Army.

M. J. Siff

M. J. SIFF, Colonel,
Chief, Movements Division.

cc. Shipping Section, Mov. Div.
Port & Warehouse Division.
Roads Section, Mov. Div.
Roads Division.

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AC/24.1

