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POSTWAR IMPROVEMENT  
OF NAVIGATION FACILITIES

Rebuilding of Rijeka Harbor in 1948

The only construction work done in Rijeka harbor in 1946 and 1947 was the restoration of damaged breakwaters and wharves. The problem was to make available as much wharf space as possible in the shortest time. Consequently, the most necessary installations, such as the Zagreb wharf and the Baroicov mole, and those requiring the least repair were chosen. The passenger harbor, parts of the badly damaged wharves, like the Ivo Lola Ribar mole, the Ljubljana wharf, and the Susak breakwater, and nonessential installations were put aside until 1948.

Despite shortages of labor and lumber, the following projects were undertaken in 1948:

1. Moles in Susak Harbor

The southern mole was completely demolished. The northern mole, which was much less damaged, will be repaired after the southern mole is finished. The southern mole is purely protective, too low and short for any operational use, even for mooring ships. As the land approach to the mole is virtually cut off by the badly damaged Susak breakwater, all construction work is being done from boats. The proximity of the Baroicov mole, where ships are loaded and unloaded constantly, keeps the dimensions of the working sites down to a minimum. The main technical problem at present is the laying of the concrete foundation on which finished concrete blocks will be placed. Work is proceeding more slowly than was anticipated because the mole is exposed to the open sea.

2. The "1 Maja" Wharf

The main breakwater in Rijeka harbor, the only one that was not mined, was in poor condition, although it handles practically all the passenger traffic. The top of the mole was completely under water because of the weakness of its foundation, and the poor-quality materials of which it had been built. Although

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this is one of the newest installations in Rijeka harbor (it was completed after World War I), the underwater wall was built of such soft material that the divers went down to clean it in preparation for laying the concrete literally cut the wall with their hands.

The entire top of the underwater wall and part of the sides of the mole have been walled in, and the southeast corner has been completely rebuilt. After the underwater work was finished, a wall was built above the surface on the top of the mole. The repair of the mole has been completed, but the pavement has not been finished because the necessary oak timbers have not been received.

### 3. Vladimir Hator Mole

The west side was rebuilt in 1947. In accordance with the revised plan, work on the top, although it had been started, was laid aside, and work was done only on the eastern side. Unlike the other wharves in Rijeka and Susak which have been rebuilt so far, this mole will be altered from its original plan, to provide 2 meters more of wharf.

### 4. Ivo Lola Ribar Mole

This mole was built as a breakwater on the west, and as a wharf on the east side. This side was particularly badly damaged. The mole abuts on the Zagreb wharf, which has been completed since the war. The Ivo Lola Ribar wharf has the best railroad connection with the Rijeka classification yard, the best rail service, and the most satisfactory length of all existing wharves.

Parts of the east side and of the top of this mole were badly damaged, and the underwater foundation on both sides of the southeast corner suffered particularly.

The top and walls are being completely rebuilt with concrete blocks. The foundation, also of concrete blocks, has been finished.

### 5. Petroleum Harbor

This harbor is used for loading, unloading, and reloading of petroleum and its derivatives, and for general cargo for the refinery. It was mined, and its main wharf and breakwater were entirely destroyed. Tankers could still take on a liquid cargo by means of pipes, but this was impossible in bad weather because the harbor was unprotected.

The breakwater was blown into six pieces by the mine explosion. The stone blocks were dislodged but not damaged. During the summer and fall, most of the repair work on the breakwater was completed. The wharf also was repaired with concrete blocks. Now, most of the wharves in Rijeka have been repaired.

### 6. The "10 Rujna" Wharf

This wharf was almost finished during 1947, and was completed early in 1948.

### Lighting for Yugoslav Navigation

The following table shows the development of navigation lighting in Yugoslavia since the war.

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<u>Type</u>	<u>Number of Lights</u>				<u>Increase Since 1945 (in %)</u>
	<u>6 Apr 41</u>	<u>1945</u>	<u>1947</u>	<u>1 Oct 48</u>	
Lighthouses	58	13	29	54	360
Coastal lights	144	45	101	150	333.33
Light buoys	5	1	5	9	900
Harbor lights	<u>232</u>	<u>64</u>	<u>152</u>	<u>212</u>	<u>321.25</u>
Total	439	125	287	425	340

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