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PORTO TORRES

NO DATE

SARDINIA

HEADQUARTERS ALLIED COMMISSION

TRANSFORMATION & RE-COMMISSION

PORTS & WAREHOUSE DIVISION

PORT REPORT

PORTO TORRES

10000/148/3439

THIS FOLDER
CONTAINS PAPERS

FROM

NO DATE

CATALOGUE-

PORTO TORRES.

Porto Torres was the third largest commercial port of the Island and is situated in the north west. The port is artificial and consists of an outer and an inner harbour. The latter has an entrance of 600 feet with a minimum depth of 36 feet. The inner harbour has an entrance of 250 feet and depth of 20 to 23 feet.

The port has Railway connections with ~~the~~ the Italian State Railways and has suffered very little damage.

Attached is a plan giving the layout of the harbour and a schedule of all berths at present available for use. One large warehouse is situated on the Customs Quay. This was formerly used for storing hides, hemp and commodities of similar nature and as it is open sided, it is not suitable for the storage of grain. Approximately one mile from the quay side on the main road to Sassari two new warehouses have been erected. One is actually completed and the other is being plastered. Each has a storage capacity of 50,000 tons of grain.

From the schedule of berths it can be seen that the port is capable of berthing 4 vessels not drawing over 15 feet or 16 feet of water. At the present the port is dormant, there being one vessel "Santa Chiara" of 1,800 tons capacity cargo moored alongside the Customs Quay, empty and awaiting orders, and a partly salvaged ship "Luigi Razza" moored alongside the Pontile del Faro, (South West side).

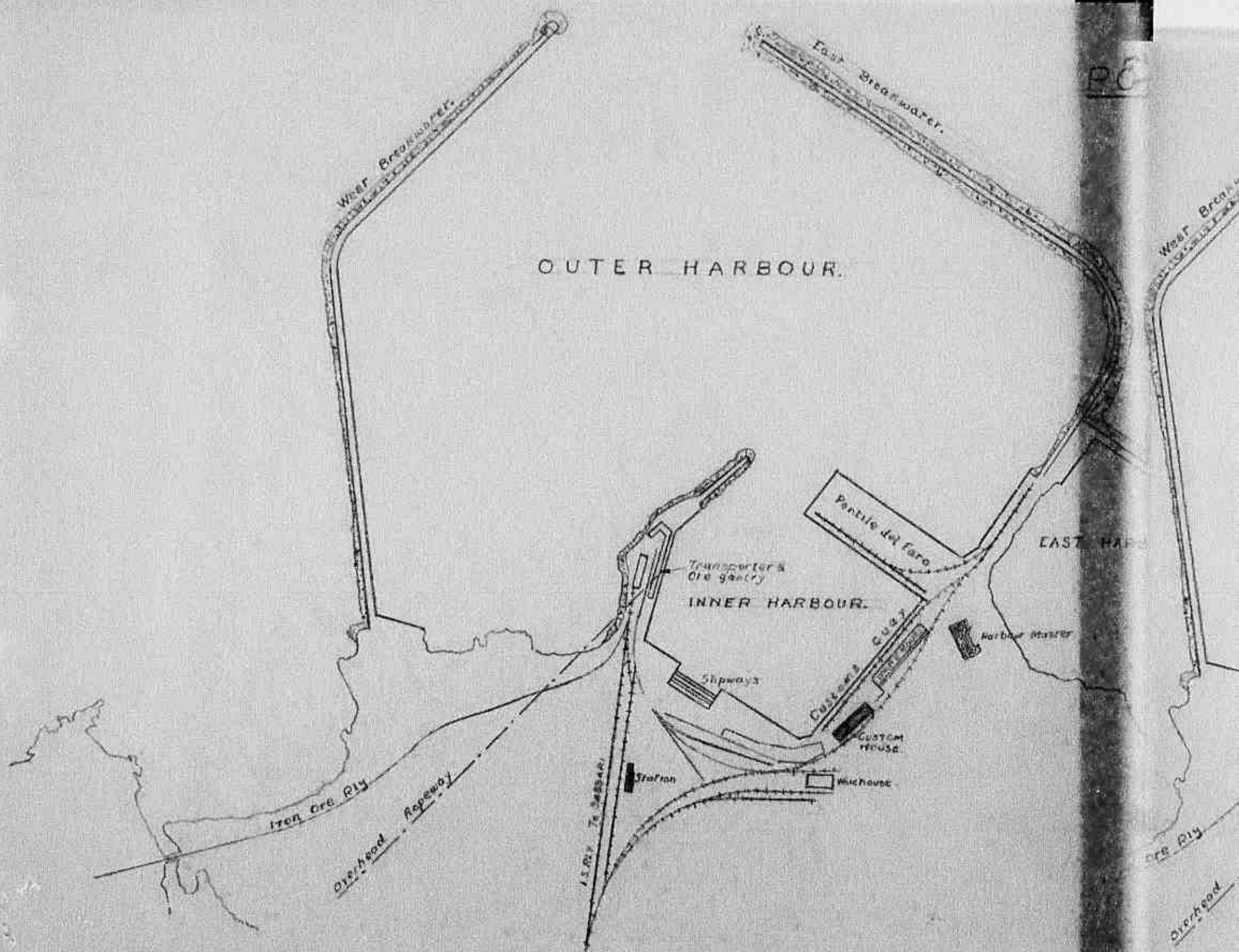
The port is protected by a mine field but a known passage is available for shipping and it would appear that with the road and rail facilities this port could be immediately put into operation to relieve the severe congestion at Cagliari.

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From the schedule of berths it can be seen that the port is capable of berthing 10. 4 vessels not drawing over 15 feet or 16 feet of water. At the present time the port is dormant, there being one vessel "Santa Chiara" of 1,200 tons capacity cargo moored alongside the Customs Quay, empty and awaiting orders, and a partly salvaged ship "Luigi Rezza" moored alongside the Pontile del Faro, (South West side).

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PORTO TORRES

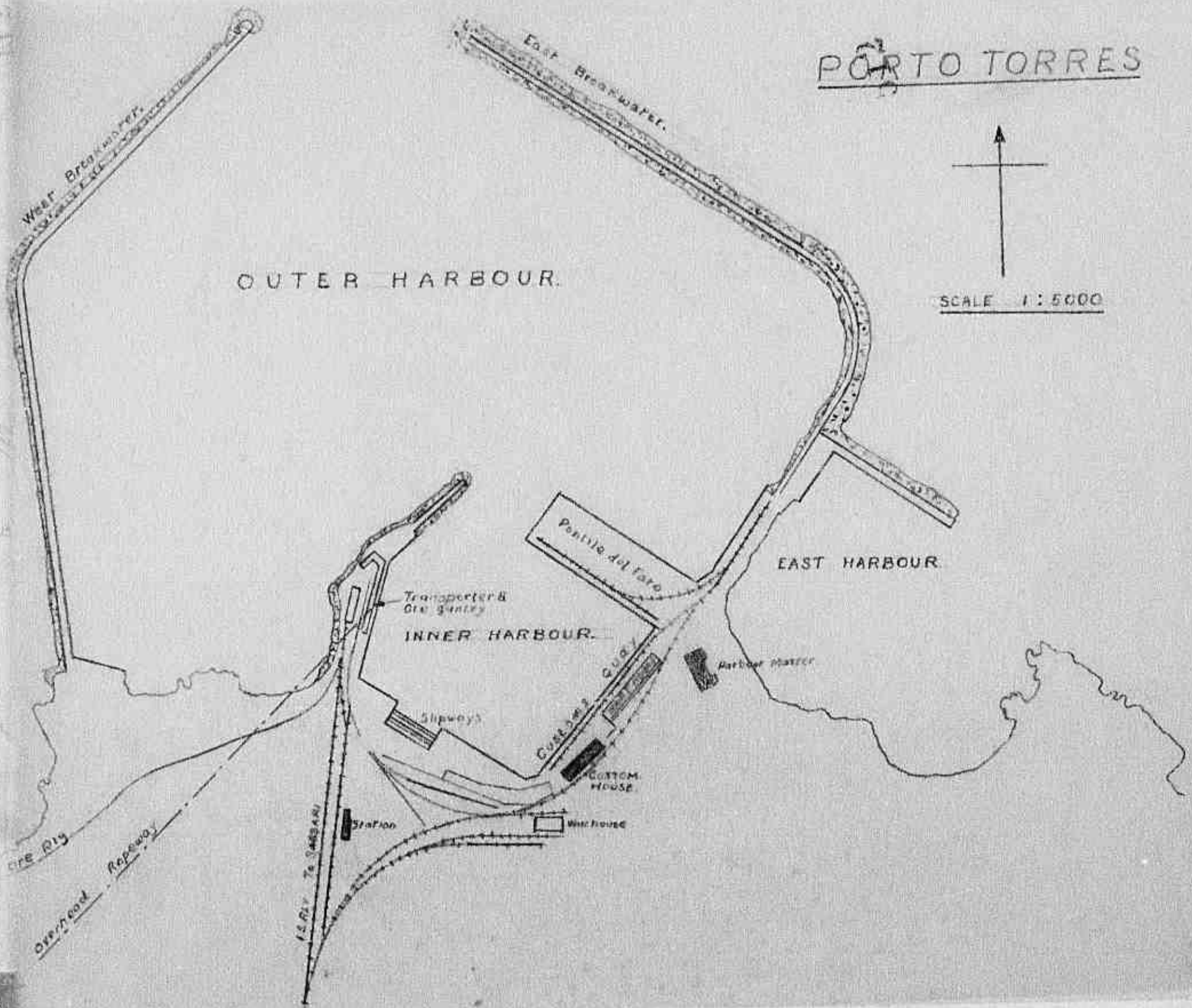


SCALE 1:5000

OUTER HARBOUR.

EAST HARBOUR.

INNER HARBOUR.



PORTO TORRES

Name.	Depth at low water.	Length.	Width.	No. of berths.	Cranes.	Remarks.
Molo Teleferica.	21 ft.	510 ft.	25-60 ft.	-	No. 1 Electric Iron Ore Transporter.	Not suitable for purpose
S. West Side Inner Harbour	3 To 7 ft.	450 ft.	50-100ft.	+	-	Used for fish ft. wide section
Customs Quay	18-21 ft.	620 ft.	35ft.	No. 2/230ft.	No. 1 1 1/2 Ton capacity electric travelling.	Quay is out of being is limited sided
Pontile Del Varo; S.W. Side	18-24 ft.	500 ft.	100ft.	No. 2/230ft.	-	S.W. side alleged rail track could partly on S.W.
N.E. Side	16 ft.	530ft.	100ft.	No. 2/230ft.	-	
East Breakwater N.W. side of base	8 ft.	310 ft.	35ft.	-	-	Rail ves. of trawl

PORTO TORRES

Length.	Width.	No. of berths.	Cranes.	Remarks.
10 ft.	25-60 ft.	-	No. 1 Electric Iron Ore Transporter.	Not suitable for any traffic other than loading iron ore into purpose built vehicles.
50 ft.	50-100ft.	+	-	Used for repairs to small craft as fishing vessels. Slipway 150 ft. wide divides quay into two sections
20 ft.	35ft.	No. 2/230ft.	No. 1 1½ Ton capacity electric travelling.	Quay is rail served but crane is out of use owing to electric cable being removed. Maximum draught is limited to 15 to 16 ft. Open sided warehouse on quay.
100 ft.	100ft.	No. 2/230ft.	-	S.W. side of quay damaged by alleged shells from submarine, rail tracks damaged and masonry displaced and shattered. Repairs could be easily carried out but partly salvaged ship blocks berth on S.W. side.
30 ft.	100ft.	No. 2/230ft.	-	
10 ft.	35ft.	-	-	Rail served and could be used by vessels of shallow draught as trawlers etc.

