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PORT

OF

MAZARA

JUN.-JUL. 1945

DEL VALENTINO

{ OPENED : 23 JUNE 1945
CLOSED : 16 JULY 1945 }

PORT

10000 / 148 / 3448
THIS FOLDER
CONTAINS PAPERS
FROM JUNE 45
TO JULY 45
CATALOGUE-

PORTS AND WAREHOUSE DIVISION

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TRANSPORTATION SUB COMMISSION
Ports & Warehouse Division

INTER OFFICE MEMO

Tel. 290
Ref. AC/24/23/Tn6

RMB/mvm
16 July 1945

SUBJECT: Port of Mazara del Vallo

TO : Movements Division
(Att. Col. M. J. Siefert)

1. For your information and retention, attached is copy of report on Port of Mazara del Vallo.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachment:
As stated above.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290

23 June 1945

SUBJECT: Port of Mazara del Vallo (Province of Trapani, Sicily)

1. The port of Mazara del Vallo was one of the two principal fishing ports in Italy before the war. It is the nearest port to Pantelleria Island, and the produce of the latter, especially grapes, passed through Mazara. Each grape season about 1,000 railway refrigerated cars loaded grapes in the port. The principal exports from Mazara del Vallo are: wine, sand for the manufacture of glass, preserved and canned fish.

2. The port is divided into two sections: the outer port and the port-channel. The outer port is exposed to the weather and has a depth of 15 feet today; the one loading wharf is destroyed. Before, vessels could load or discharge there in the summer season - May to October. There is a channel from the sea to the inner port. The opening to the inner port is nearly 600 ft. wide but owing to the presence of banks, it was necessary to make a channel about 220 ft. wide at the entrance and for the first 330 ft., and then narrows to just under 100 ft. It is used for schooners and boats today.

3. The depth of water in the channel before the war was 16 ft., and schooners of 500 tons loaded or discharged there, while steamers of 1,000 tons called regularly at the port, loading down to 15 ft.

4. However, the small river Mazaro opens into the channel, and there has been considerable silting (mud). The depth at this point is now only about 11 feet, and requires dredging by a small dredger. The length of time required for this work is estimated at only one month since the bottom is mud.

5. The port is served by a railroad connected with the main line. Now it is rumored that the railroad authorities want to take away the line, saying that owing to lack of refrigerated cars for the carriage of grapes, there is no reason to keep the line. However, it is pointed out that, if not this season, in future seasons this traffic will certainly be resumed, as the rolling stock will be gradually replaced.

6. The large dredger "SARDEGNA" is reported to be sunk in the port of MARSALA and can still be salvaged, but nothing has been done about it. It is rumored that this is because it is feared the dredger might be requisitioned and taken to Malta or elsewhere out of Italy.

The above information received by Mr. McDonnell of Operations Branch

23/6/45

PORT of MAZARA DEL VALLO (province of Trapani, Sicily).

The following information has been received by B.McD. on this port:

The port of Mazara del Vallo was one of the two principal fishing ports in Italy before the war. It is the nearest port to Pantelleria Island, and the produce of the latter, especially grapes, passed through Mazara, and each grape season about 1000 rly. refrigerated cars loaded grapes in the port. The principal exports from Mazara del Vallo are: Wine; Sand for the manufacture of glass; preserved and canned fish.

The port is divided into two sections: the outer port and the port-channel. The outer port is exposed to the weather and has a depth of 15 feet to-day; the one loading wharf is destroyed. Before, vessels could load or discharge ^{there} in the summer season - May to October. There is a channel from the sea to the inner port. The opening to the inner port is nearly 600 ft. wide, but owing to the presence of banks, it was necessary to make a channel about 220 ft. wide at the entrance and for the first 330 ft., and then narrows to just under 100 ft. It is used for schooners and boats to-day.

The depth of water in the channel before the war was 16 ft., and schooners of 500 tons loaded or discharged there, while steamers of 1000 tons called regularly at the port loading down to 15 ft.

However the small river Mazaro opens into the channel, and there has been considerable silting (mud) ~~and~~ the depth at this point is now only about 11 feet, and requires dredging by a small dredger. The length of time required for this work is ^{estimated} reckoned at only one month since the bottom is mud.

The port is served by ~~railway~~ ^{railroad}, connected with the main line. Now it is rumored that the rly. authorities want to take away the line, saying that owing to lack of refrigerated cars for the carriage of grapes, there is no reason to keep the line. However, it is pointed out, if not this season, in future seasons there ^{this traffic will certainly} will be surely ~~renewed~~ ^{be resumed} as the rolling stock will be gradually replaced.

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There is reported to be in the port of MARSALA the ~~sum~~ large dredger "SARDEGNA" and is ^{is reported to be sunk in the port of Marsala} ~~said to be still~~ salvaged but nothing has been done about salvaging it. Rumor ^{is} says that this is because it is feared the dredger might be requisitioned and taken to Malta or elsewhere out of Italy.

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salvageable

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