

ACC

AC/24.5/TN6

10000/148/3458

PO
Jul

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PORT
JUL. 1945

OF SANTO
STEFANO

OPENED: 27 JULY
CLOSED: 31 JULY

PORTS

10000/148/3458

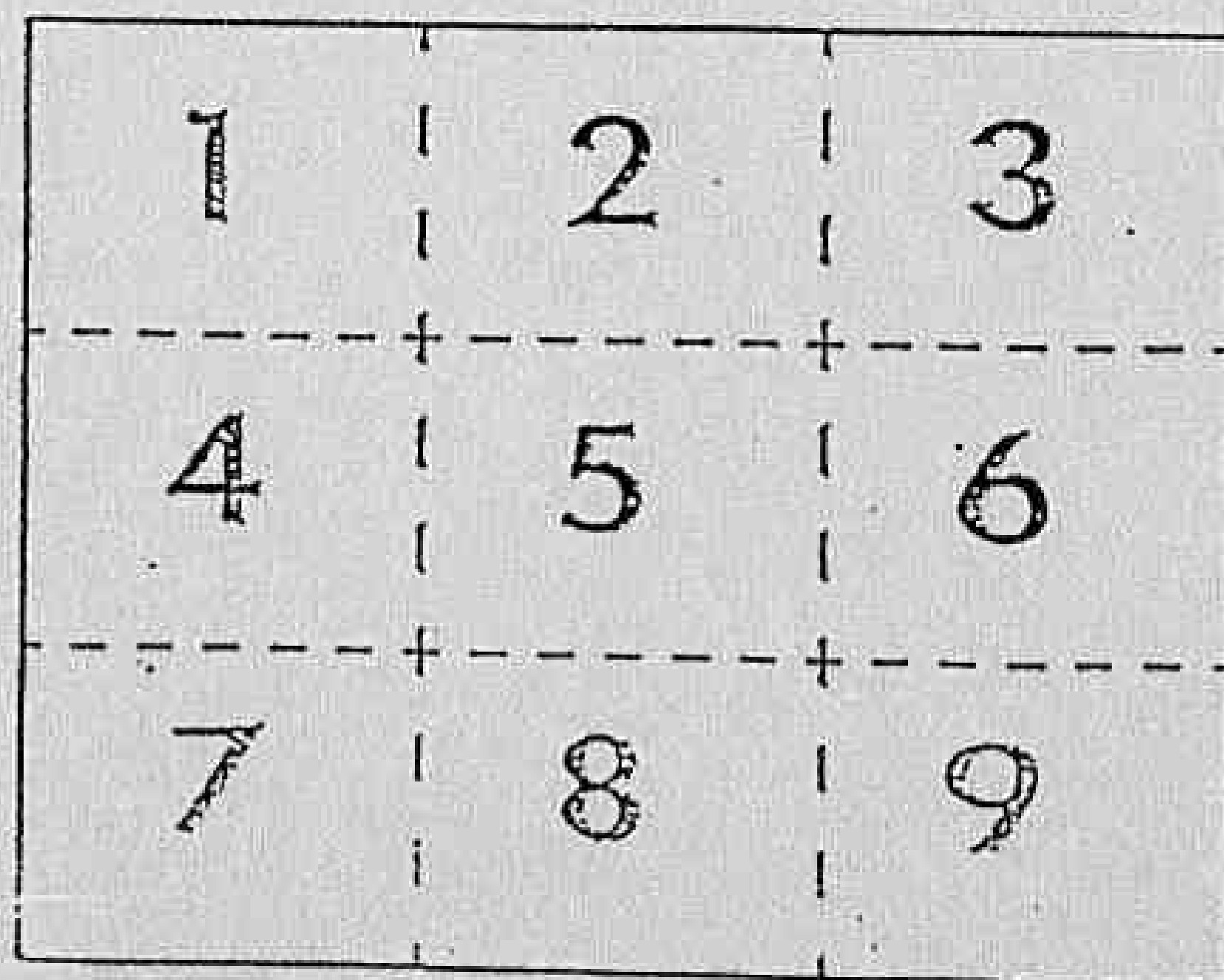
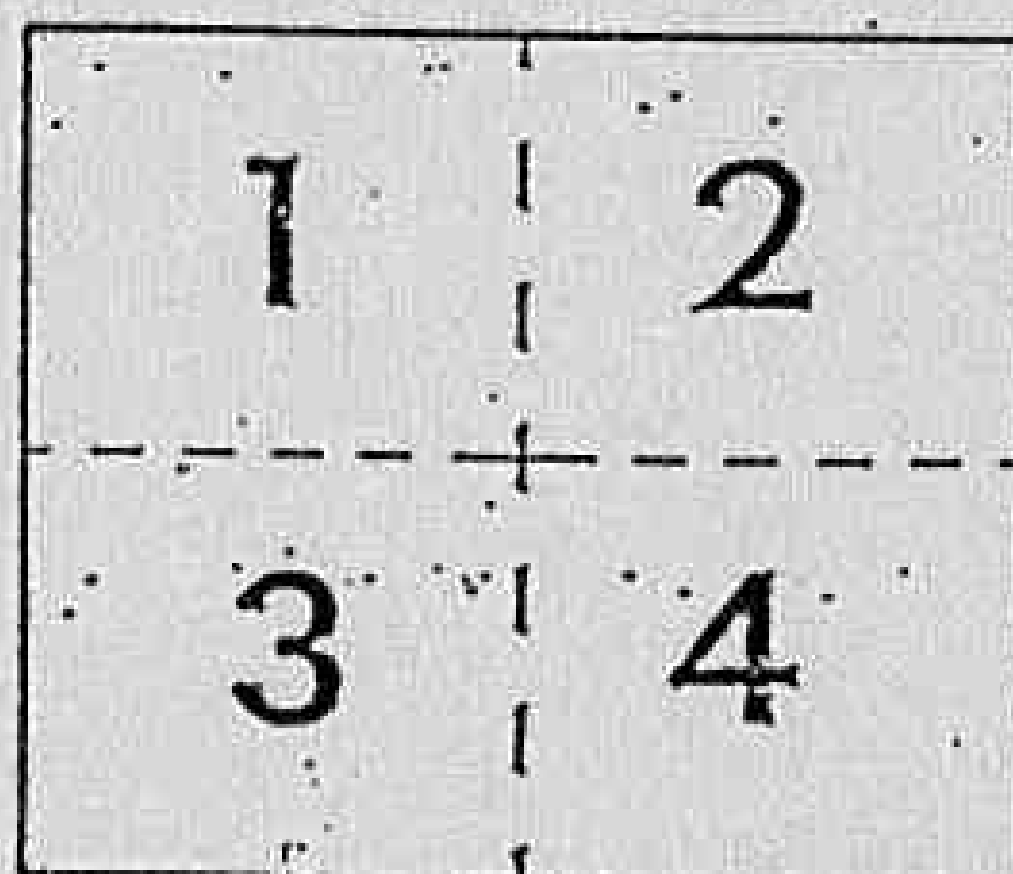
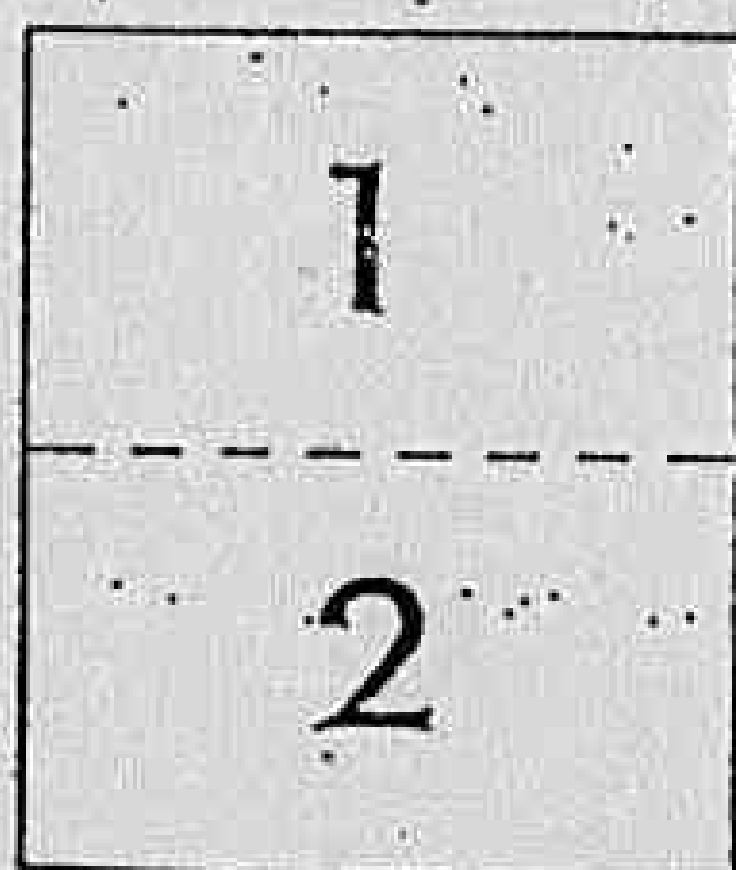
THIS FOLDER CONTAINS PAPERS	
FROM	JULY 40
TO	—
CATALOGUE—	

PORTS AND WAREHOUSE DIVISION

20

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.



PORTO S. ST

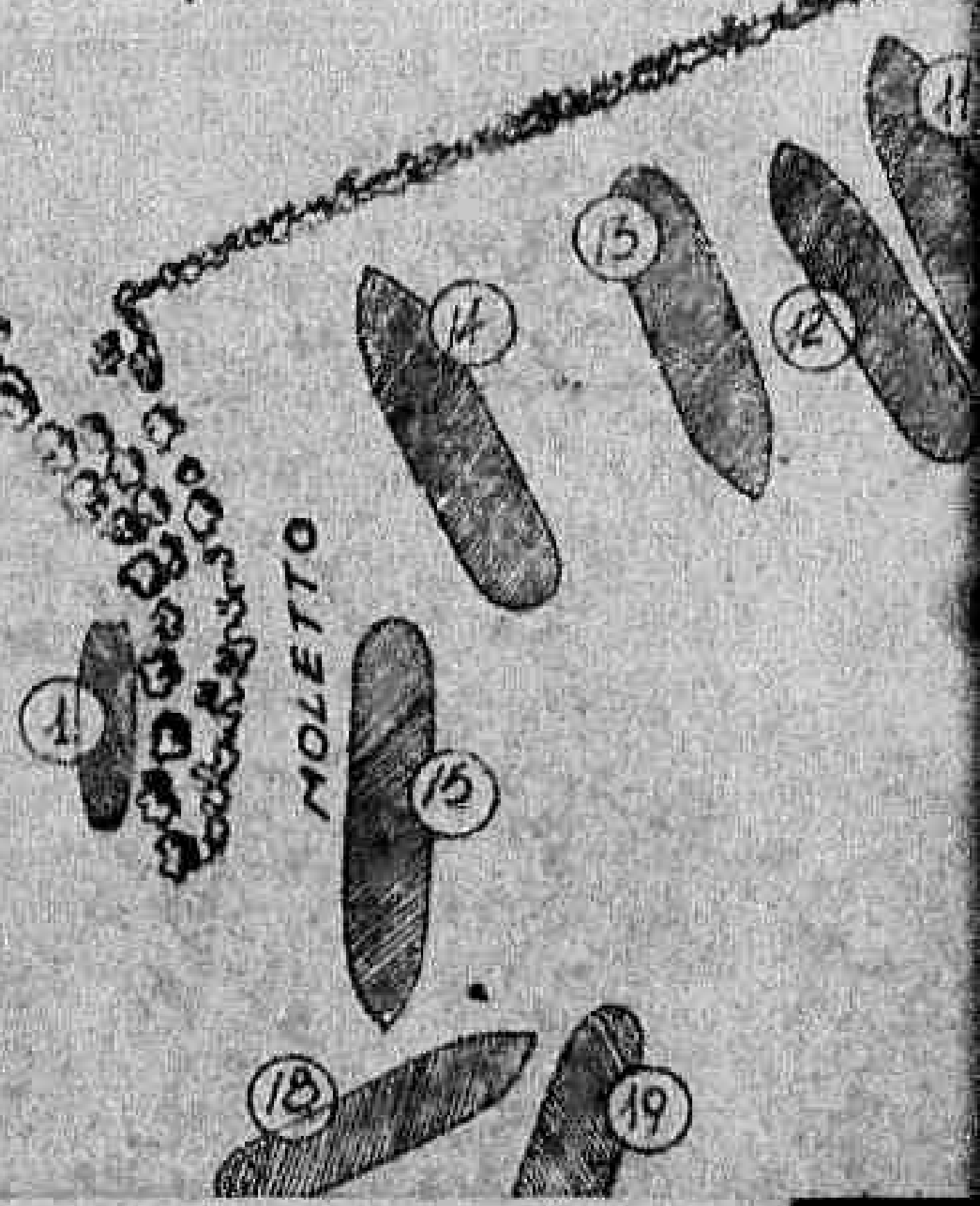
SCALO
D'ALAGGIO
PORTO

ARTURO

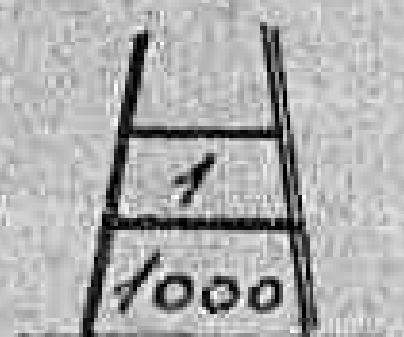
PIAZZALE CANDI

MOLETTA

MURALE DARSENA



PIAZZALE CANDI



Oil pipe line
carried on temporary
frame work.

Washington, D.C.

PLATO COLOMBO

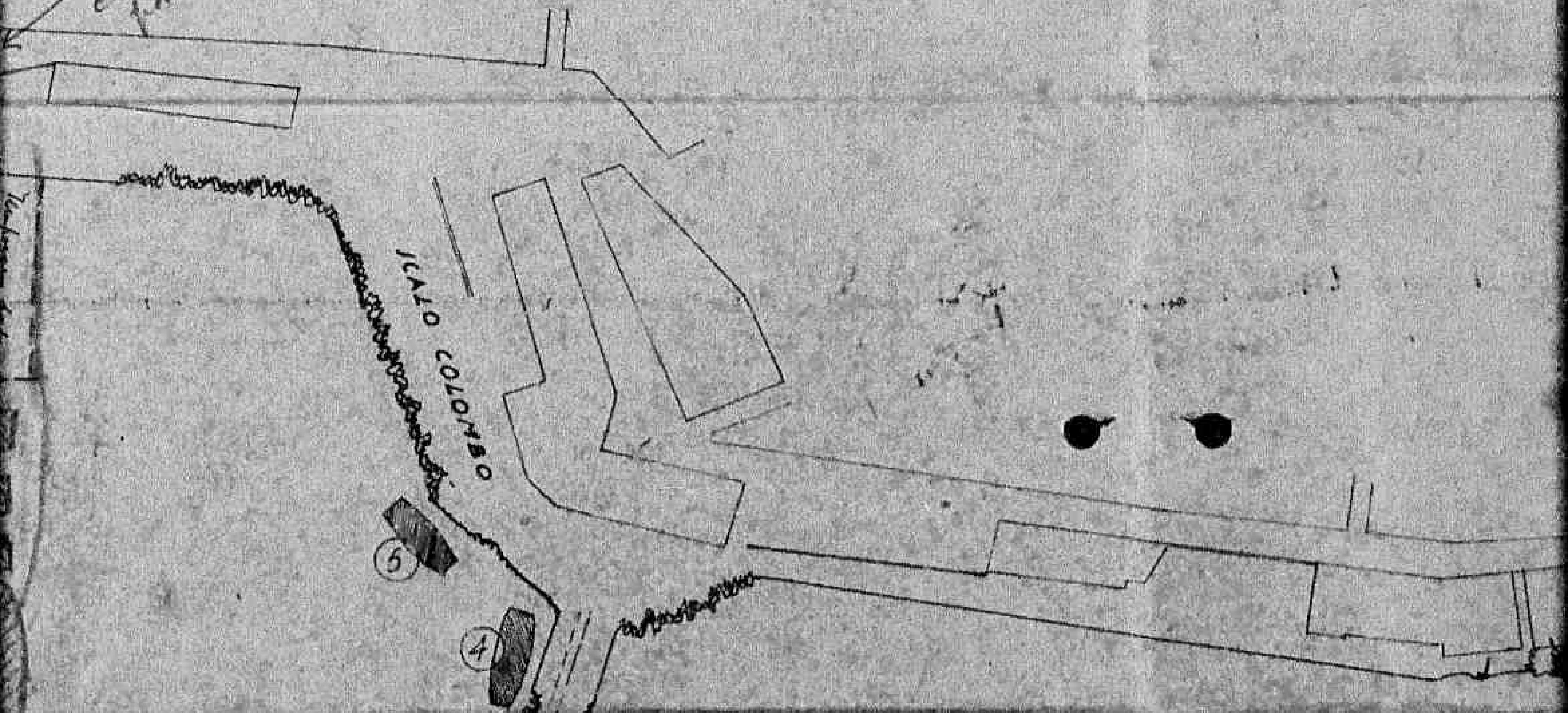
MOLLET

(4)

No objection from Navy or Amer. Mil. Co.
who are interested

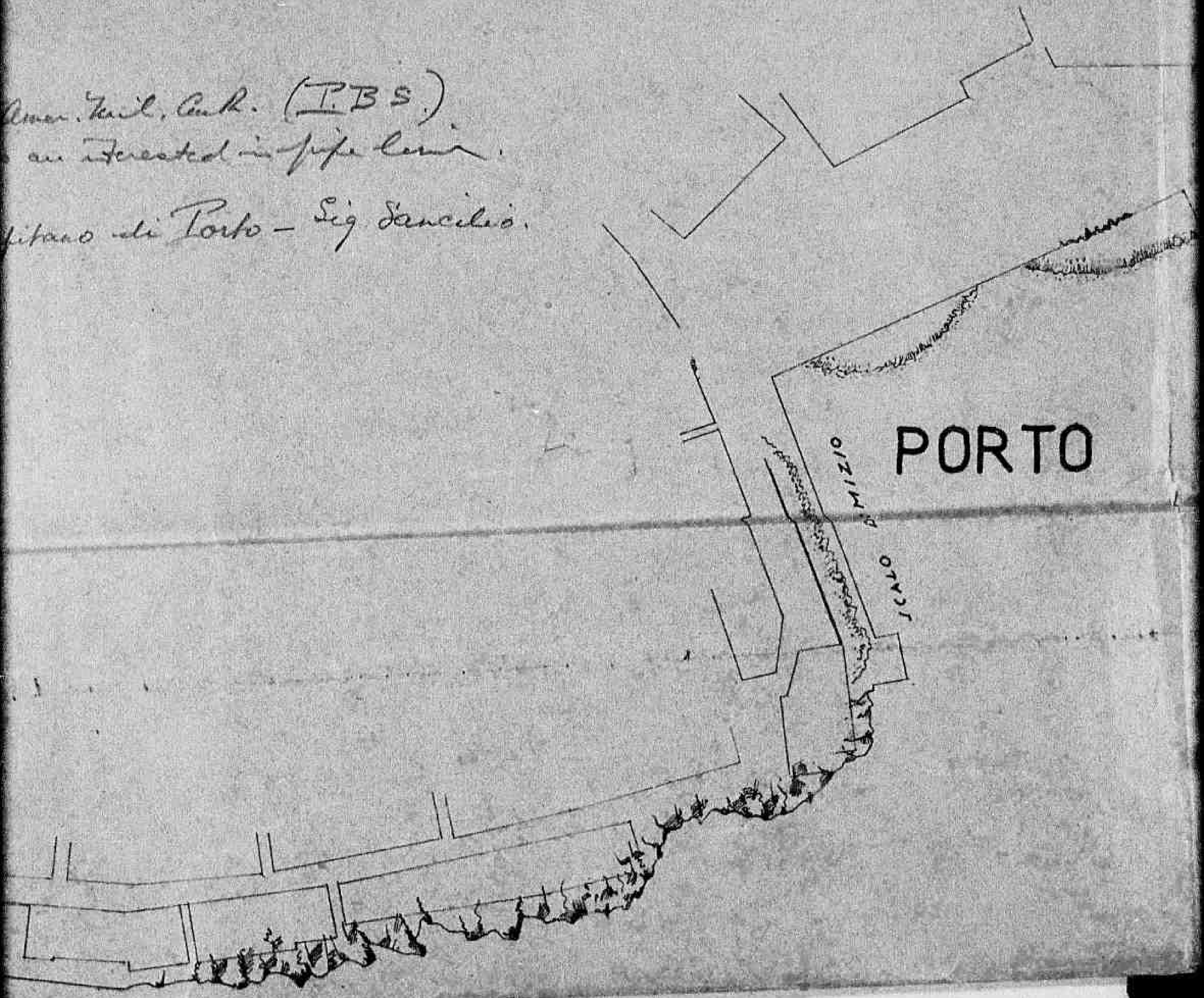
Capitano di F.

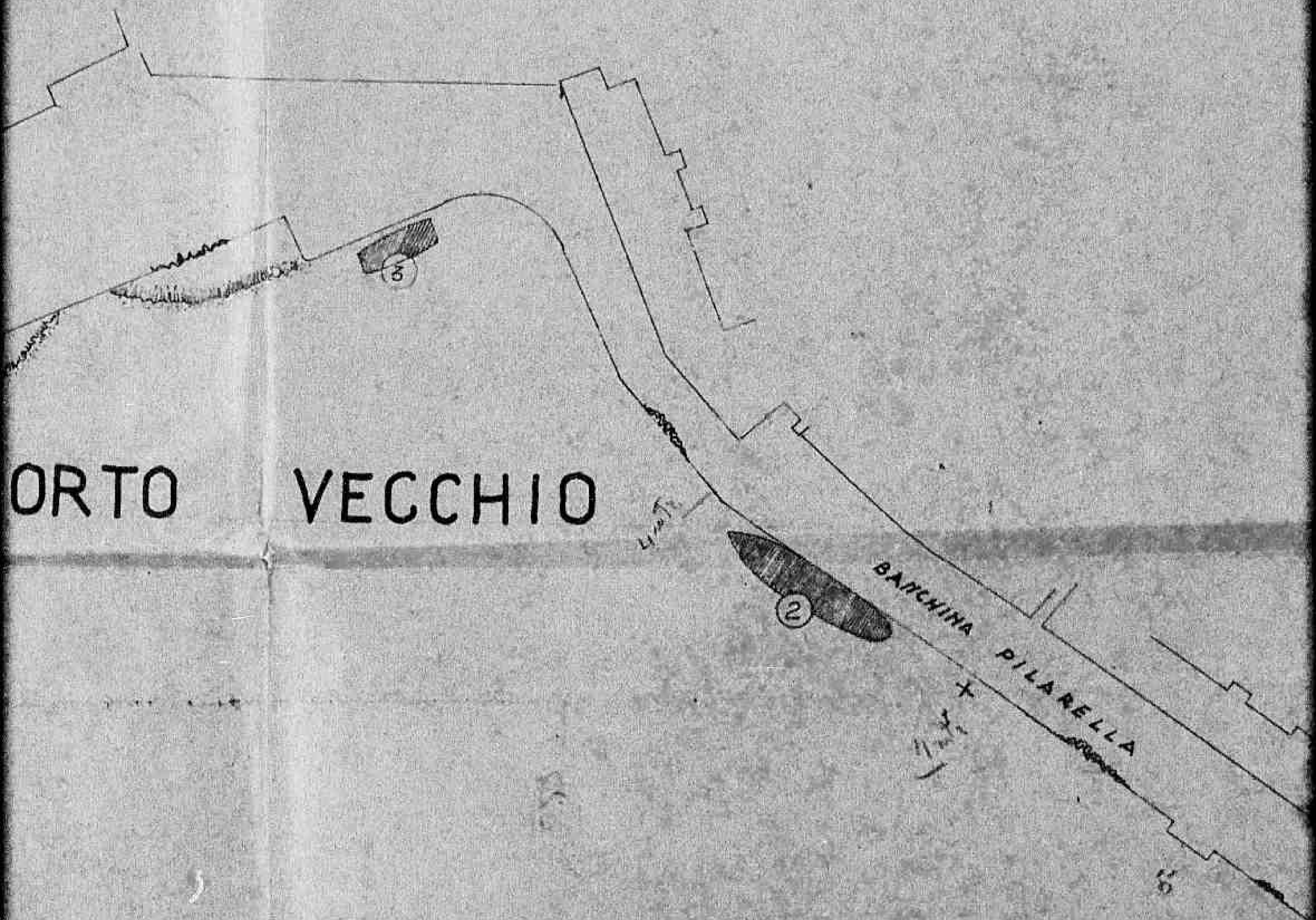
Oil pipe line
carried on temporary
pontoon barge.



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Amer. Rail. Auth. (I.B.S.)
are interested in pipe line.
Capitano di Porto - Sig. Sancilio.





CHIO

L. 1007

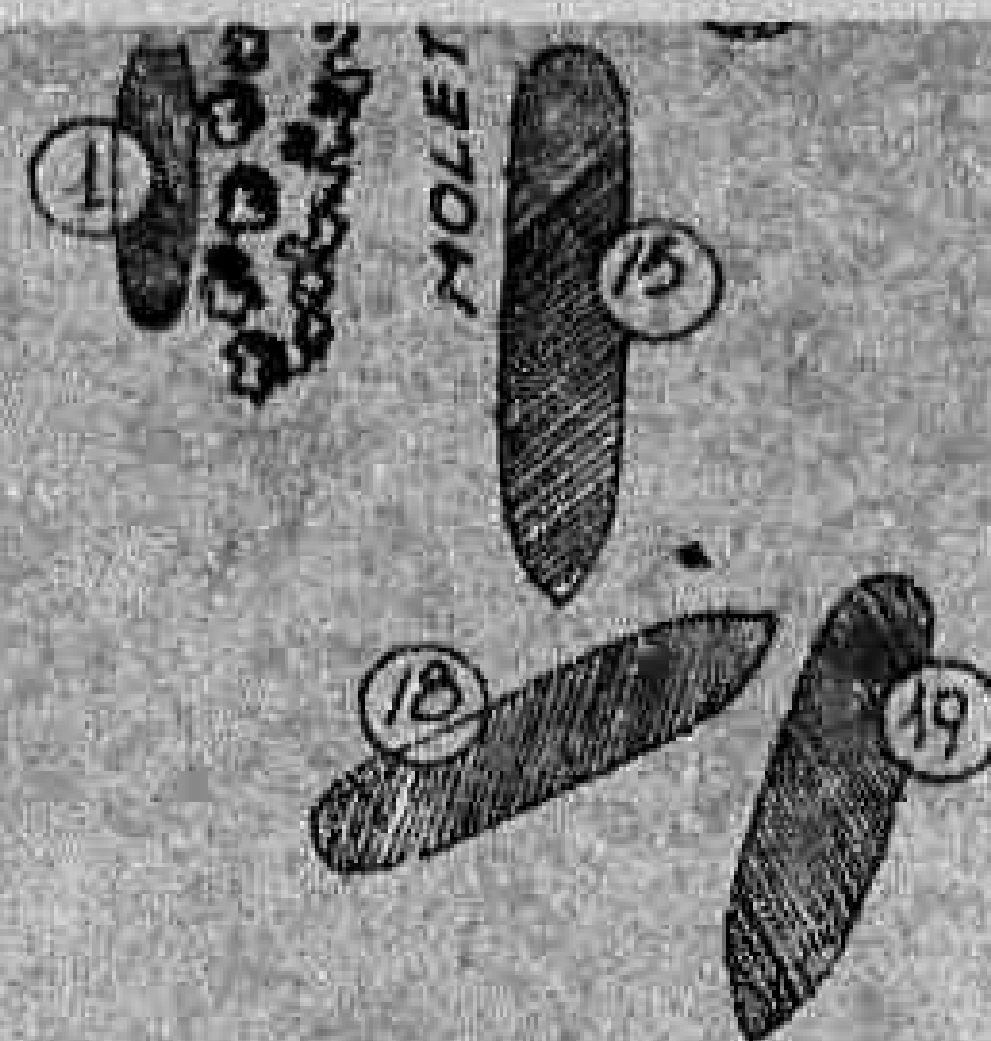
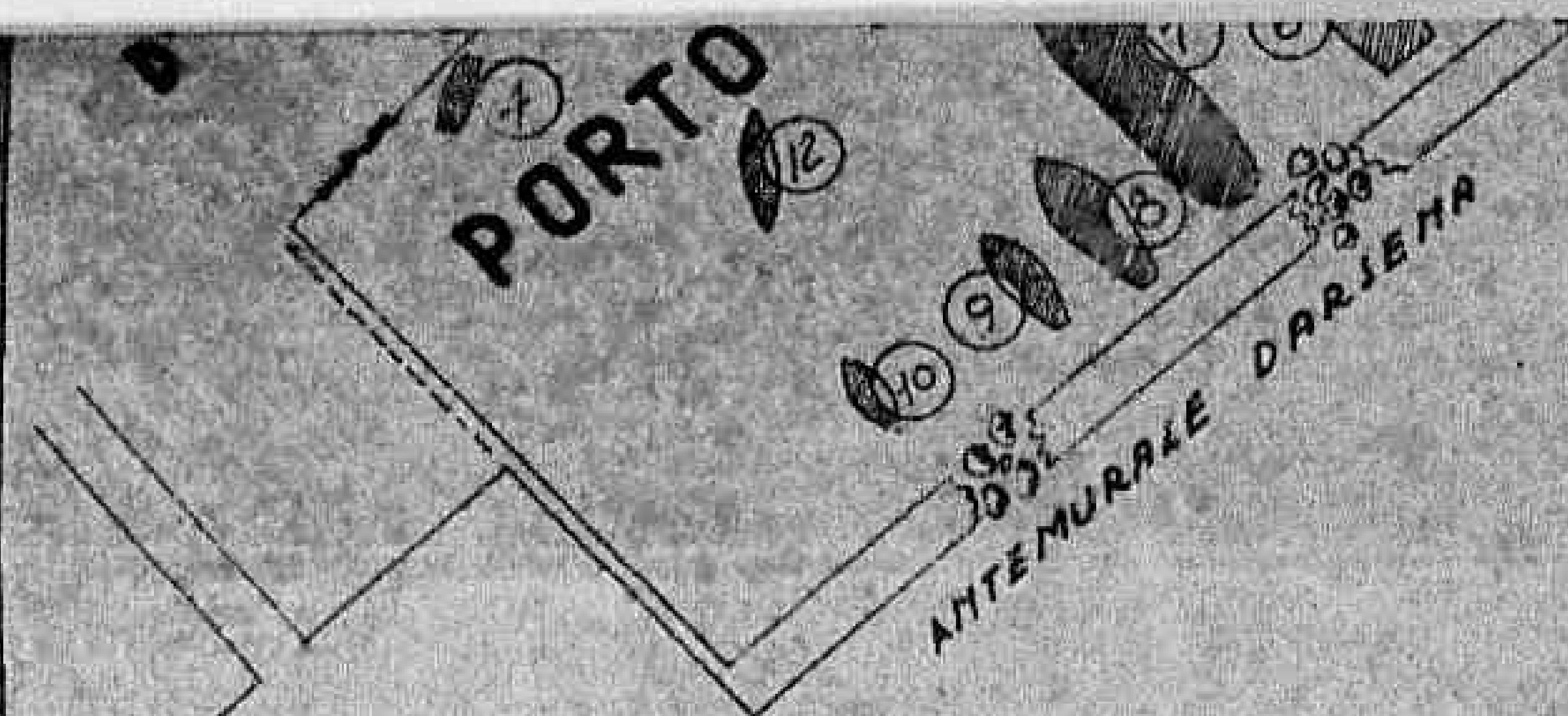
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BANCHINA

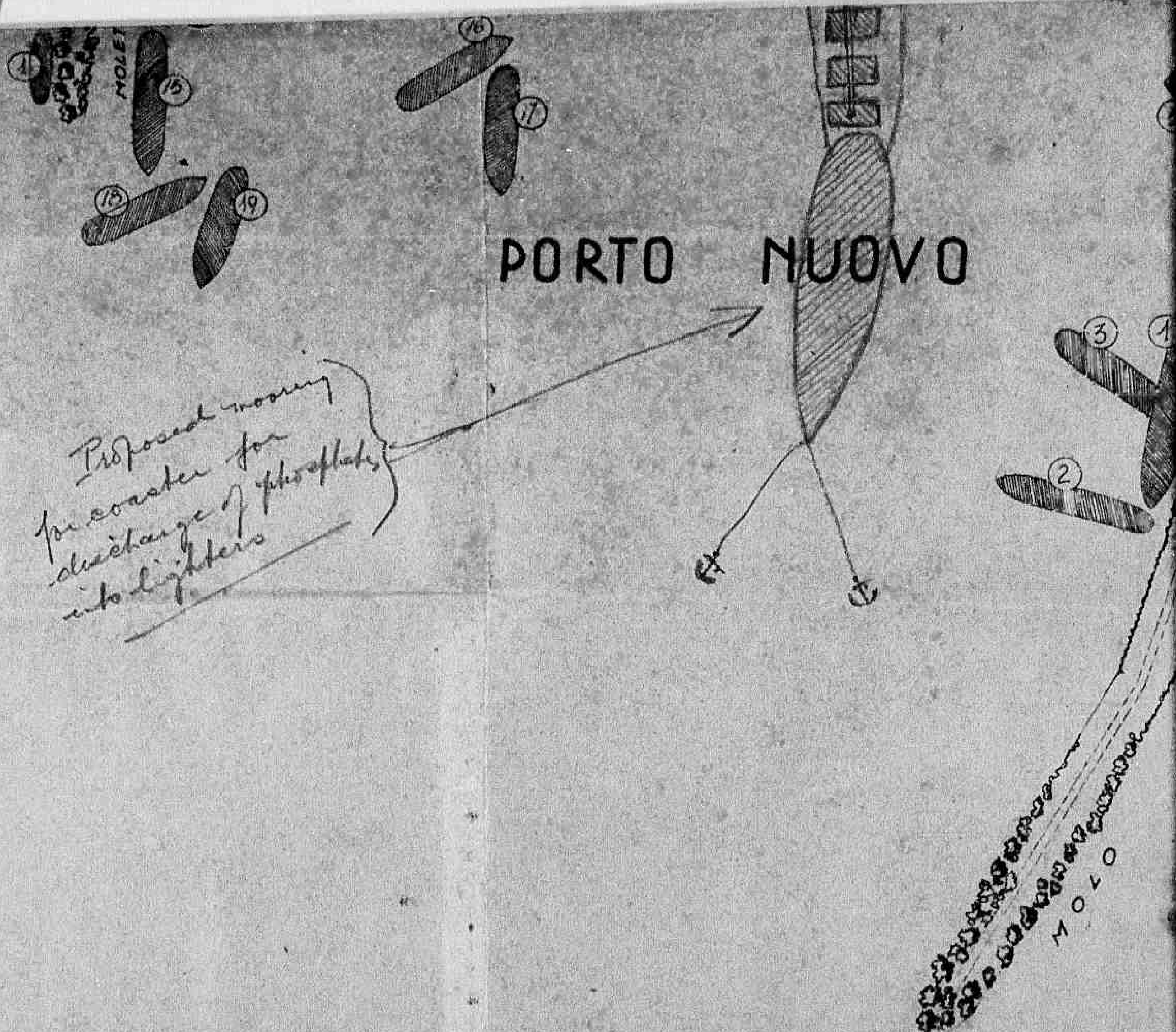
PILARELLA

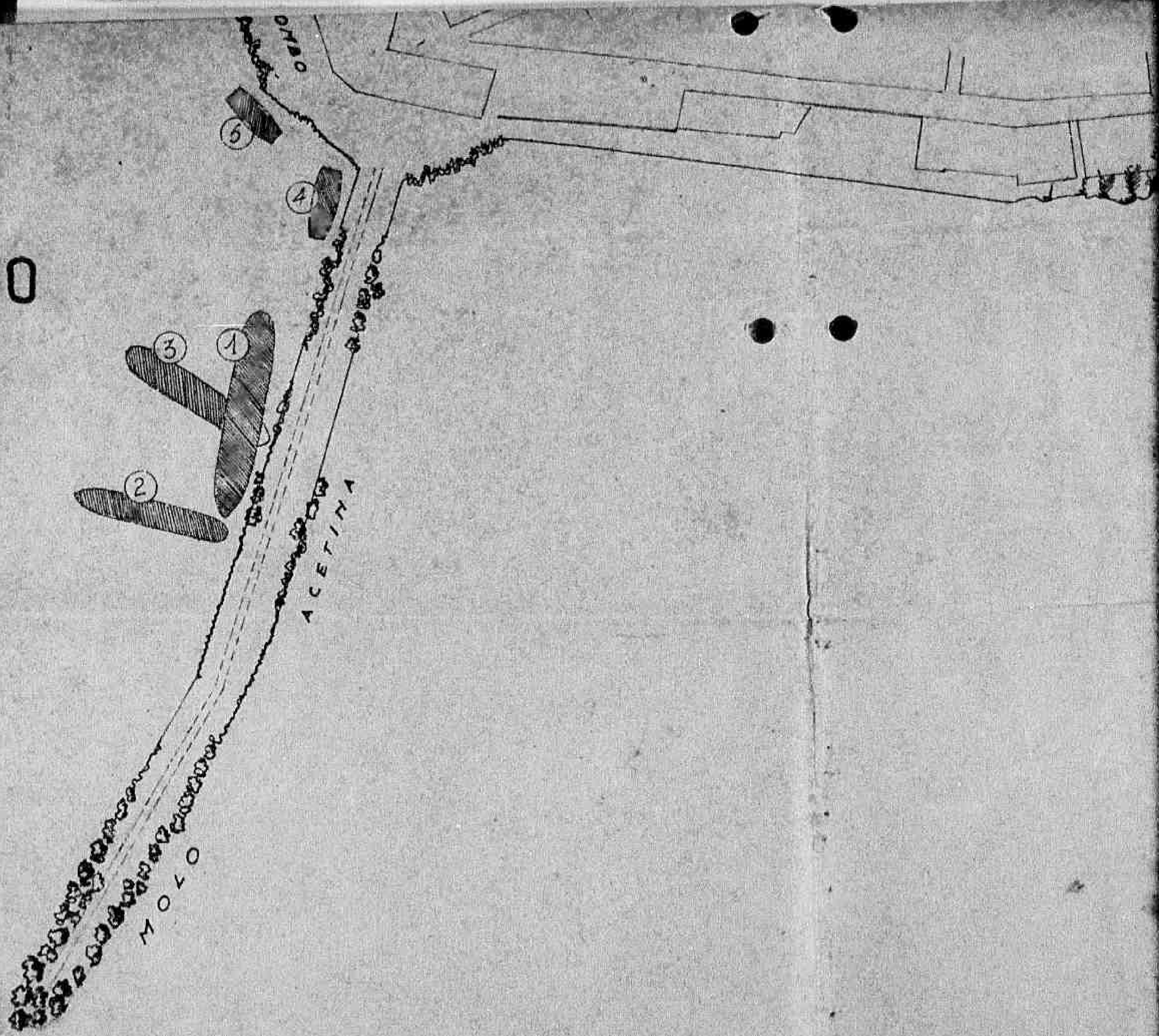
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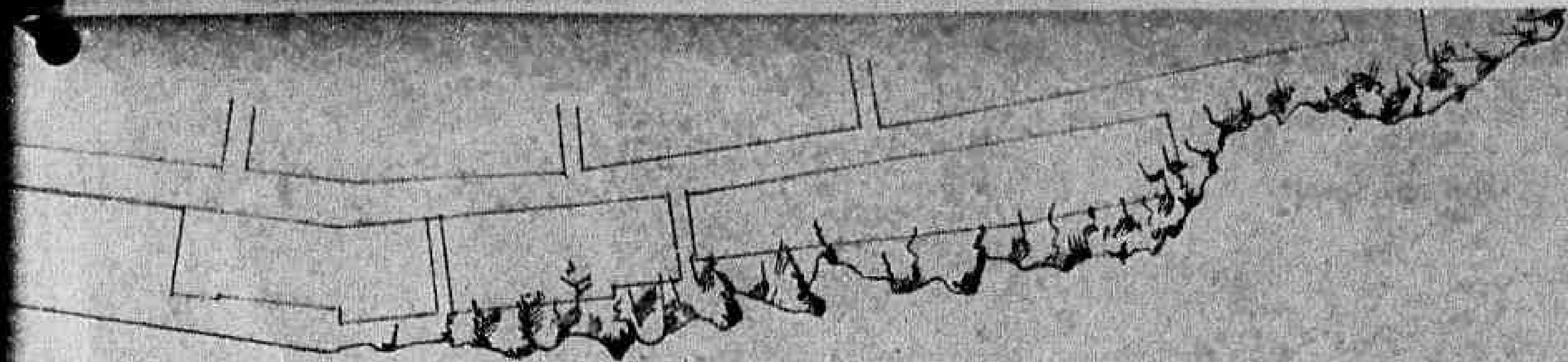
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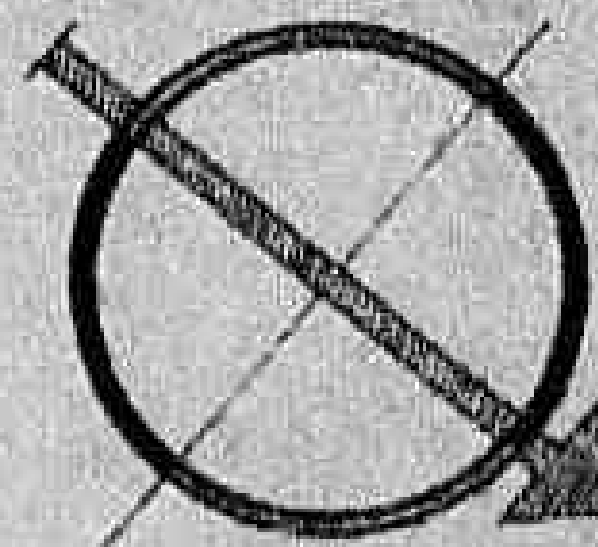
Proposed moving
for coarser for
discharge of phosphates
into lighters

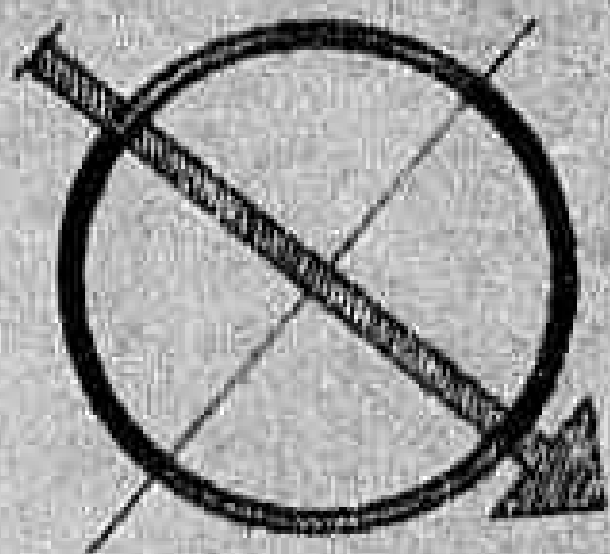
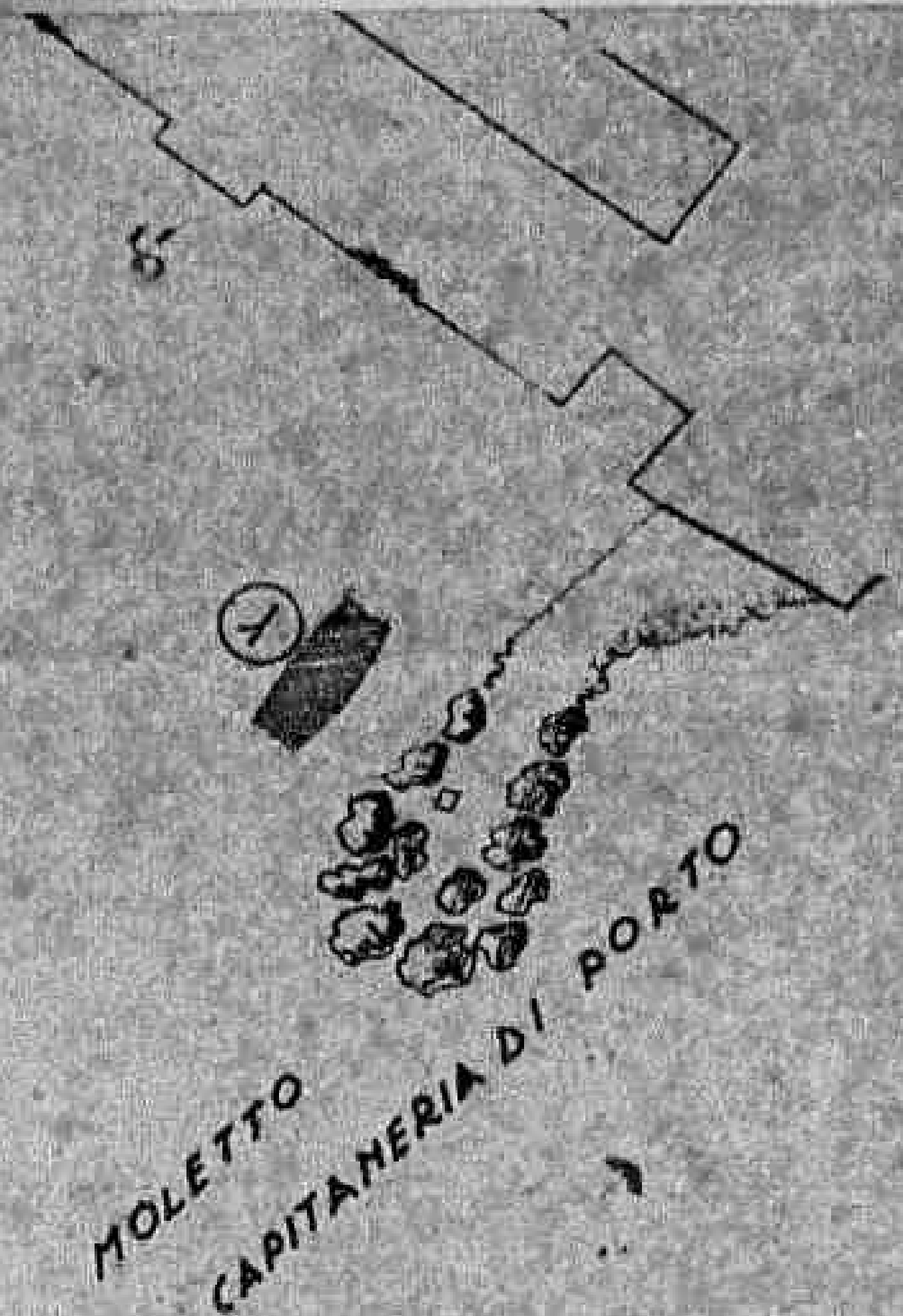






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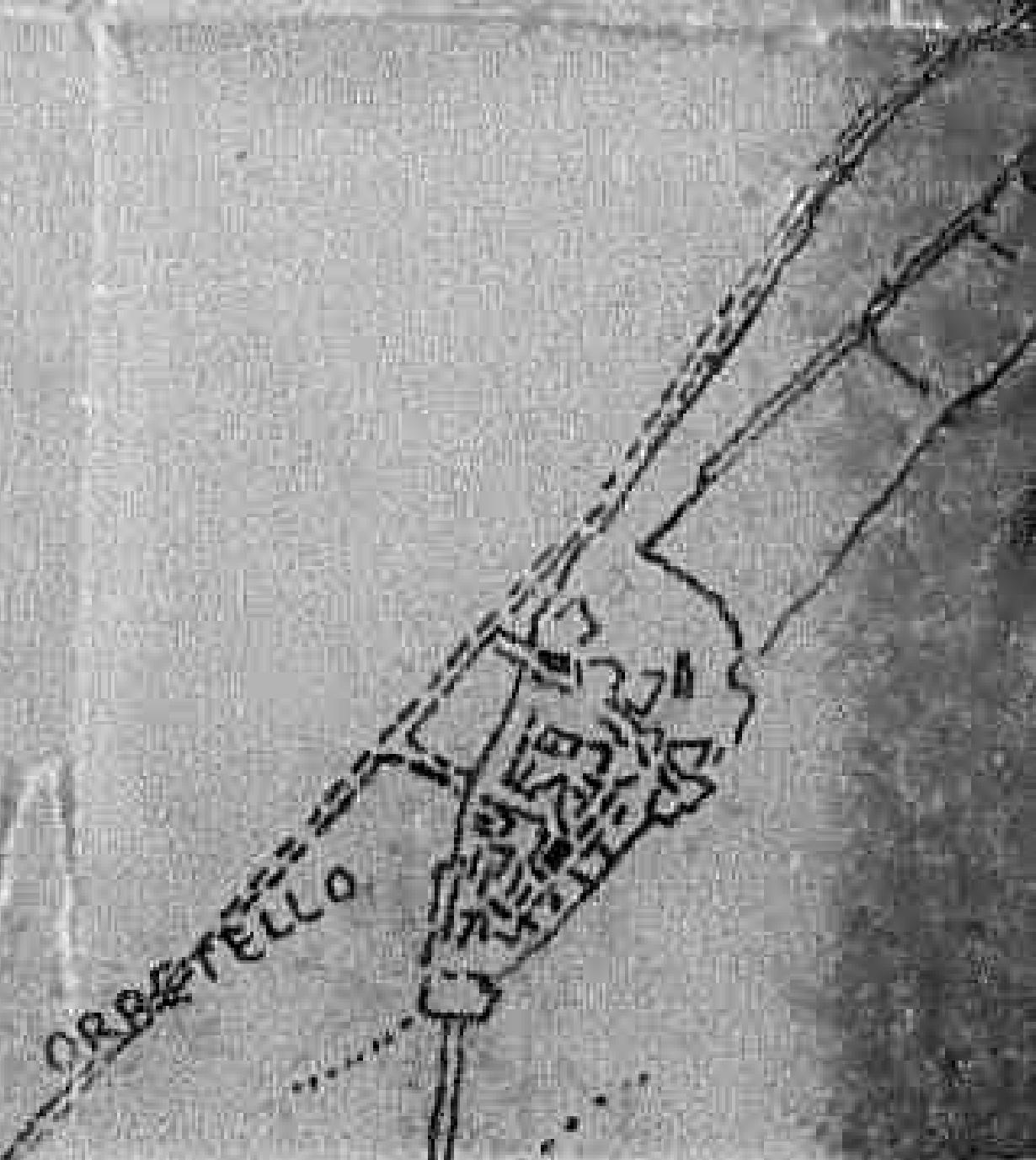
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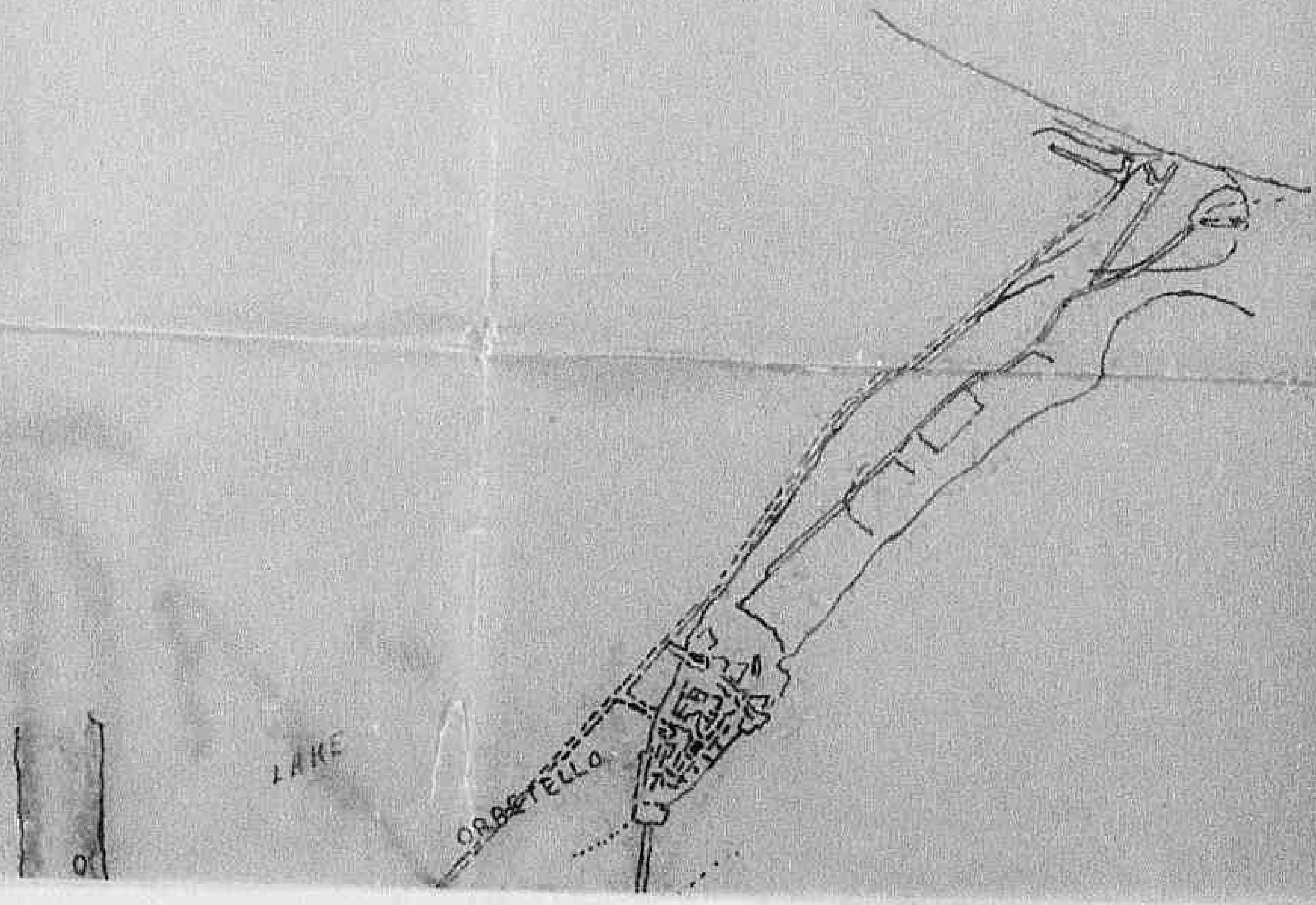
LAKE

ORDETTELLO



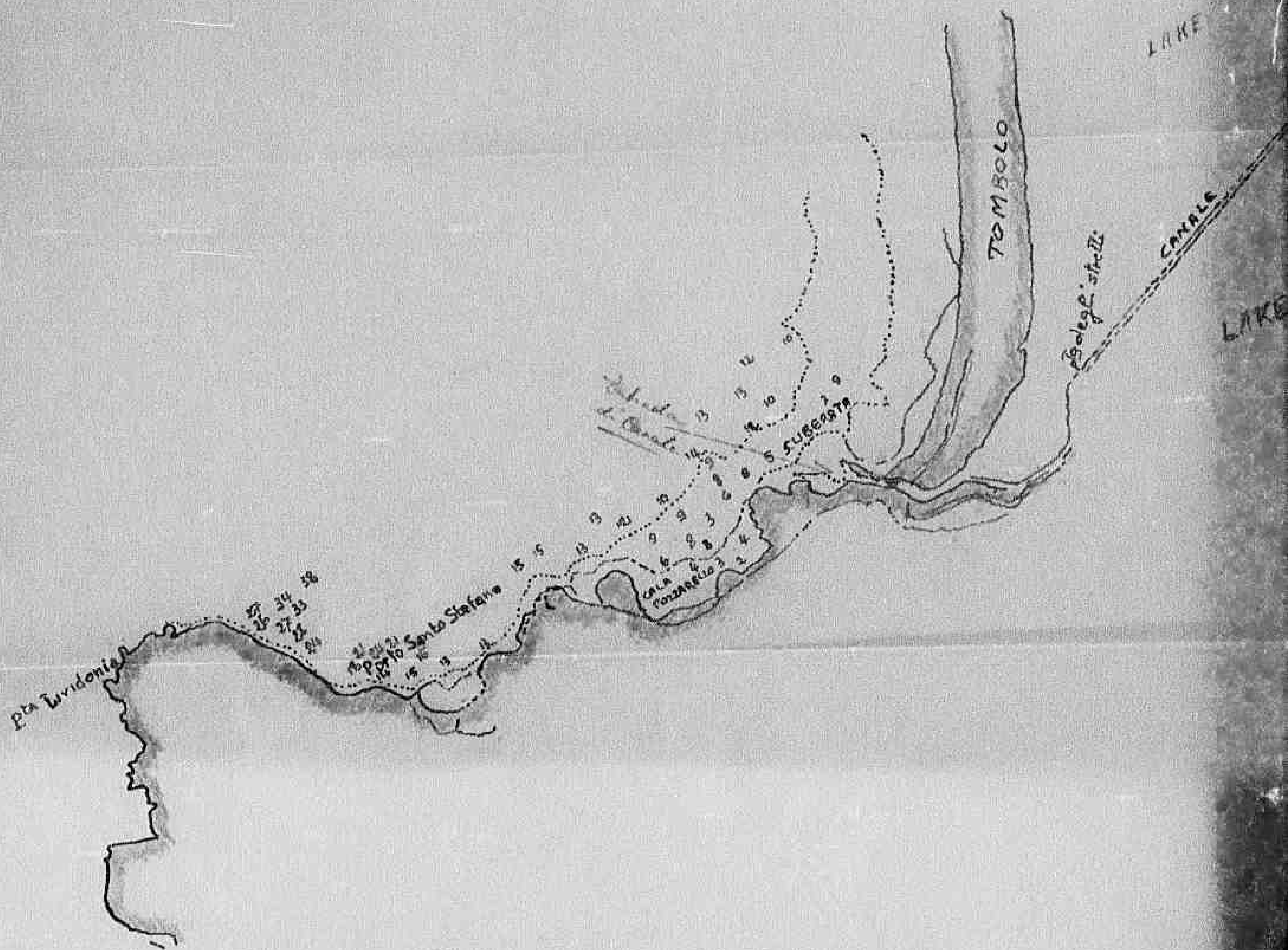
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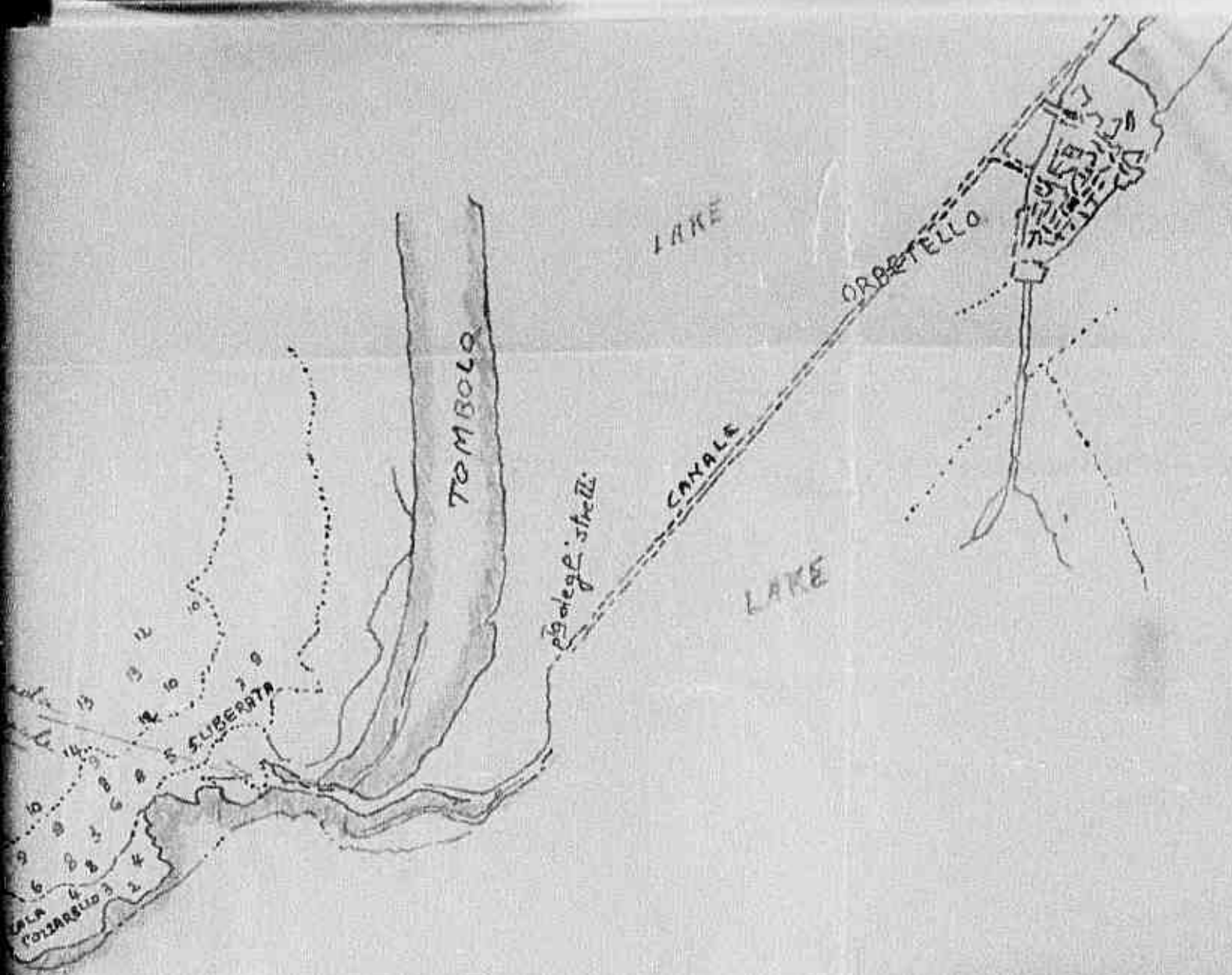


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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION
Ports and Warehouse Division

Tel. 489081
Ref. AC/24.5/33/Tn6

ACA/mvm
31 July 1945

SUBJECT: Possibility of Re-opening Service of Canal
Santo Stefano to Orbetello Scala for Shipments
of Phosphates discharged from coasters at
Santo Stefano into Lighters

TO : Compagnia Montecatini
Via A. Salandra #13
Rome

1. With reference to the recent visit (24 July) of Mr. A. C. Allman of the Ports Branch of this Division, together with Capitano A. Tosi, Liaison Officer attached to Shipping Branch of the Allied Commission, to Porto Santo Stefano and later to your office at Orbetello Scala, this is to confirm their verbal instructions to your Signore Galdangelo as follows.
2. That your Firm must expedite your program of repairs and arrangements for getting your floating plant, viz. tugs, barges and dredger, into service. You should also inform this Division as soon as you are able to give a firm date of completion of sufficient craft (at least two tugs and fifteen barges) to justify commencement of the service, by which time it may be possible to obtain the services of a third tug through the intervention of the Director of Harbor Craft, Naples.
3. Your acknowledgment of this letter will be appreciated.

for
R. M. BAZZANELLA, Chief
Ports and Warehouse Division

Copy to Captain Tosi - 20 August 45.

825

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.5/32/Tn6

UAG/mvm
30 July 1945

SUBJECT: Report on Santo Stefano and the Canal Leading to
Montecatini Works at Orbetello Scale and Facilities
for Sea Transport of Phosphate to Above Works

TO : Movements Division
(Att. Lt. Col. J. W. Baker)

1. For your information and retention, attached is
copy of the above report submitted by Mr. Allman of the Ports
Branch of this Division.

for
R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachment:
As stated above.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.5/31/Tn6

RMB/mvm
27 July 1945

SUBJECT: Report on the Port of Santo Stefano and the Canal
Leading to Montecatini Works at Orbetello Scale
and Facilities for Sea Transport of Phosphate to
Above Works

TO : Mr. R. M. Buzzanella, Chief
Ports & Warehouse Division

1. As directed, I proceeded to Santo Stefano in company with
Capitano A. Tosi, Liaison Officer with Shipping Branch, Tn S/C,
on Tuesday, 24 July 1945, arriving there about noon.

2. We immediately sought out Lt. Sancilio, Captain of the
Port, who was able to give us much information and who accompanied
us on our tour of the Port and the Canal, together with a Signor
Dedomicini, a Port pilot.

3. From information supplied by the Port Captain and the
Pilot and from our own observation, the following notes are
submitted:

Physical aspects of the Port

A. Santo Stefano lies at the southern end of the Gulf
of Santo Stefano, nestling under the headland named Punta Lividonia
which protects it from south and westwinds.

B. There are two sections of the port named respec-
tively, Porto Vecchio and Porto Nuovo (see attached plan).

C. Porto Vecchio is a small bay sheltered at close
hand by Banchina Pilarella alongside which small schooners can
moor in 12 feet of water; part of this quayside is obstructed by
a sunken vessel marked (2) on plan. Vessels can anchor under the
lee of Banchina Pilarella in 12 fathoms of water and good holding
ground.

D. Port Nuovo, two or three cables to the eastward, is
formed by Molo Acetina in conjunction with the lie of the land,
and here is situated the temporary oil wharf and pipe-line used
for supply to shore installations (inland) of aviation spirit.
(N.B. We were informed that no tankers have discharged here for

- 2 -

over a month). This section of the port appeared to be ideal for the purpose in view, as large coasters could be moored stern on to the end of the oil wharf (as indicated on the plan) where they would discharge phosphate into lighters. The berth indicated is well protected at close hand by Molo Acetina with ample depth of water, at least 7 fathoms and good holding ground. Even with winds from a northerly or northeasterly direction, only exceptionally severe gales would interrupt work of discharge.

E. As, however, the lighters would have to be towed some two miles along the coast to enter the canal, rough weather from a northerly quadrant would inevitably hold up operations but we were informed that even during the season of strong northerly winds, i.e. January and February, these blow in strength on an average of only four or five days a month.

F. According to Pilot Dedomicini, it is quite safe and feasible for vessels to anchor and discharge into lighters off the entrance to the canal but, as the water shoals more gradually on this part of the coast, vessels would have to anchor about 3/4 mile offshore in about five to six fathoms water. This, however, would be a useful anchorage in fine weather as it would shorten the tow from ship to canal.

G. The canal to Orbetello, which is approximately 5 miles in length, appeared to be partially obstructed by a bridge (wood temporary structures) and sunken vessels and the question of requisite dredging was also raised, when, in due course, we conferred with the Manager, Signor Galgangelo, of the Montecatini Factory at Orbetello Scalo.

4. He informed us that, although these partial obstructions existed and some dredging would be of benefit when the dredger became available, a tug had recently navigated the whole length of the canal without impediment, and he was therefore confident that the canal was in a sufficiently good state to permit resumption of barge traffic. He affirmed that these barges would pass through the wooden bridge previously referred to which had a lifting span.

A. Gear for discharge of coasters - Montecatini dispose of adequate gear, tubs, etc. for discharging phosphates using ships tackle.

B. Labor - (at Porto Santo Stefano) - the Port Captain stated that Compagnia Portuali have 92 permanent port workers on their books and in addition can always muster some 4/500 casual laborers for port work.

C. Backpiling - There is space on Piazzale Candi for some 7000 tons, but this quayside is so badly obstructed by sunken

- 3 -

vessels (see plan) that nothing can get alongside. Work now in progress of reconstruction of roads and buildings rules out other possible spaces for back piling.

D. Cranes - none.

E. Port Reconstruction - Work on repairs to and reconstruction of quays and moles, particularly Molo Acetina, is in full swing.

5. Harbor Craft

A. Barges - From inspection of the port of Santo Stefano, we proceeded to the Marine Engineering works at canal side at Orbetello, where some twenty barges and two tugs are lying. The barges, of wooden construction, are specially built and designed for use in the canal and are designed to carry approximately 50 tons on a draft of only 4 feet. These barges have a beam of only 14'6".

B. Tugs - One small tug boat, the "Drago", 55 h.p. draft 4'6", of wooden construction appeared to be in fairly good order and we were informed that she would be ready for service in about two weeks' time. Another small tug boat, the "Alcione", 80 hp. draft 4'9", of steel construction, was merely a rusty shell with deck removed and only the boiler in position, the engines being completely dismantled, parts missing and remainder, including crankshaft, lying in the work shop on shore. I judged that some four to six months would elapse before this tug would be in commission again.

C. Dredger for canal - The dredger was seen to be in a dismantled condition and we were told that some of the main parts had been destroyed and are now being manufactured at Folonica Foundry & Engineering Works.

6. Proceeding to the Factory at Orbetello Scala, we met Signor Galdangelo, the Works Manager, with whom we discussed the over-all position. We informed him that apparently his firm is very behind-hand with its repair program in respect of tugs, dredger and barges. Signor Galdangelo admitted that they were behind and explained that with respect to the barges, there was a great lack of skilled carpenters. I pointed out that I had seen carpenters at work at Santo Stefano repairing salvaged schooners but he replied that there were only five all told engaged in that work. There were, however, shipwrights and slip-way facilities on the island of Giglio some 12 miles away where he proposed to send a number of the barges for repair.

7. With regard to tugs, he stated that he hoped to obtain the release of the "Delfino" from M.O.I.C. Leghorn where she is

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- 4 -

at present but that they would require three tugs for the service, two for towing a two way service in the canal, the third, which they hoped to obtain on loan by intervention of Allied Commission, would be required for attendance on lighterage at the anchorage point of discharge of steamer.

8. We were informed that the rate of acceptance of tonnage at the factory berth on canal, where the discharge from lighter to storage shed is effected by chain bucket type elevator, is 500 tons per day and this, of course, would limit the maximum rate of discharge from steamer. Working three gangs into lighters, the Captain of the Port stated that this rate could be accomplished working some 9 hours, i.e. a rate of 150 tons per gang per 8 hour shift.

9. With regard to the dredger, the Manager stated that every effort would be made to obtain materials and get her re-commissioned for dredging. He was, however, able to give an assurance that, without dredging, the canal is at the present time navigable by tug towing loaded barges. A sketch of the canal course is attached.

10. Recommendations:

A. That Messrs. Montecatini be informed that they must expedite their repairs and arrangements for getting their floating plant (i.e. tugs, barges and dredger) into service and should inform this Division as soon as they are able to give a firm date of completion of sufficient craft (at least 2 tugs and 15 barges) to justify commencement of the service, by which time it may be possible to obtain the services of another tug through intervention of Director of Harbor Craft.

B. The number of barges which can be put into service by Montecatini, some 20 in all, is sufficient for the requirement of the service. In any case, it would be extremely difficult to find other barges which would be of suitable size and design for the canal.

A. C. Allman

A. C. ALLMAN
Ports Branch

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