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**The miserable conditions of the
Historical Center and the
Plan for the Rescue
in extremis of Venice**

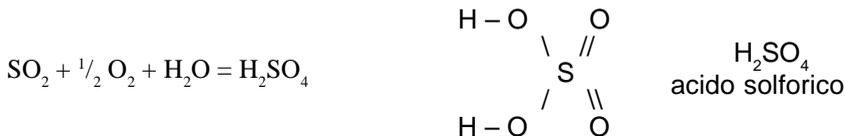
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Produced by
The Venice Public Health Committee

Press Release of emergency about Venice: report chemistry

The stones of Venice cannot withstand over attack of sulphur emitted by engines, attack combined to non-existent or pointless actions of slothful superintendence and traffickers of cement. The sulphation of calcareous areas and especially the veins of calcite (Calcium carbonate crystalline), which the majority of marbles and stones from Istria is thickly woven of, must be related to abundance of sulphur dioxide (sulphurous anhydride) in atmosphere.

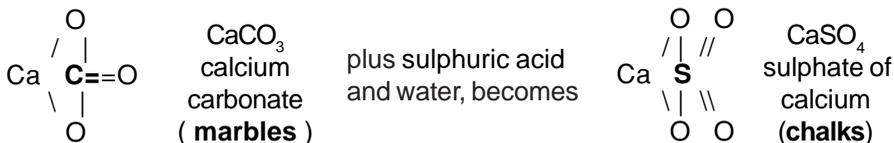
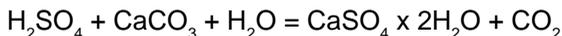
Reactions involved in the process may be outlined as follows:



Sulphurous anhydride (Sulphur dioxide)

+ Oxygen = Sulphur trioxide (dinitrogen Sulphur)
 + Water = sulphuric acid.

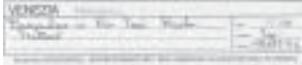
Sulphur dioxide (SO₂) placed in the atmosphere, alloys oxygen air (1/2 O₂) to become dinitrogen sulphur (SO₄), and by joining humidity and water rain (H₂O), composes sulphuric acid(H₂SO₄).



Sulphuric acid (H₂SO₄) dissolved in the rain and the dew (H₂O), in contact with the calcium carbonate (CaCO₃), hands over its component of sulphur and “move” the Carbon outside the compound, releasing it in the form of carbon dioxide (CO₂). Calcium carbonate is transformed into sulphate of calcium, in other words plaster.

We are witnessing the replacement in the centre of the structure, the basis of life, the carbon, with one of the most well-known agents of death and dissolution: sulphur. This happens because the sulphur is equipped with more chemical reactivity with respect to Carbon.

So our stones, which are almost totally all calcium carbonates, crush as chalks for blackboard, working as catalytic sponges for the desulphation of the rain, transforming it at the same time in sparkling mineral water by freeing Carbon dioxide, if I may the tragic jest.



1978



1991



9th March 2005



Bas-relief in Rio Terà del Barba Frutarol in Cannaregio

An emblem of the fate that threatens Venice and of the ineptness of the structures created to defend it:

This product shows the increase of speed which the sulphation is acting with, and it's only one of the countless masterworks of Venetian art in similar conditions, on which we could not find proper documentation in official archives.



In particular, it is noted the speed which the sulphation attacks the calcitic component with, and as it's crystal clear, that is calcium carbonate pure state, it's decoded with great rapidity from Sulphur.

Besides pulverizing the surface, where the less pure and amorphous calcium carbonate opposes a certain resistance to sulphur, stones are then deeply nicked and cut along the veins of calcite, with result of "dismantling" in breach.

Shaft in ^{fd^{ta}} Fontegheto at San Marco, literally bisected by erosion of calcite vein

Other observable phenomenon as particularly serious in the city is the break up of bricks. The clay, of which they are formed, belongs to silicates. These compounds are particularly sensitive to H⁺ hydrogen ions present in the acidified waters. By linking these ions H⁺, the silicates suffer a phenomenon of hydrolysis: the hydrogen ions manage to break their structure and to bring in solution other ions like Na⁺ sodium, K⁺ potassium, Ca⁺⁺ calcium, Mg⁺⁺ magnesium. These ions are then removed from the atmospheric and human agents, transforming the bricks in dust and rubble as it can be seen everywhere in Venice.



Both phenomena are now in advanced stage and in very rapid deterioration, coming to a reason to fear, as well as for total away of the decorative, for the static of buildings as we can see from the dozens of photos published on http://ourvenice.org/venezia/Venezia_gessificazione/index.html



The static is further threatened by insane interventions based to concrete casting in the foundations, made by companies of unworthy Venetian administrators for their advantage, with the connivance of sloth, incapable and manifestly colluded superintendence.

The seriousness of the chemical and social phenomenon pushed me, Umberto Sartori, to constitute the Public Health Committee with a group of citizens and to forward documentations to authorities in charge. Denunciations have

been published on http://ourvenice.org/venezia/Venezia_gessificazione/docs.html, but they have been all completely ignored.



- 1- Silicates: crumbled bricks show beams in ^{fd^{ta}} Bonlini at Dorsoduro
- 2- Silicates: marble of Verona in ^{fd^{ta}} Osmarin at Castello
- 3- Carbonates: Spirito Santo sulle Zattere church
- 4- Carbonates: Very critical damages in pierced decoration of Basilica di San Marco capitals

Venice and Mandala's impermanence

How many years still remain to this city before the broom of unlikely Tibetans monks makes the valuable work of architects as thin sand, crumbling the patient and loving work of stonecutters?

I move my hand on marbles and stone of Istria, portraying as white plaster, and in many cases produce even tiny landslide splinters. I have seen over the last 15 years a glossy seventeenth-century Madonna with Putto become stalk of itself, in the piscine Venier at San Vio; at this pace I can foresee that in the next 15 years it'll become the effigy of just a little stretched Hindu lingam. In practice, the sacred image shows an astonishing turning toward androgyny, followed by total dissolution in next 15 years. Countless frames of doors and windows in stone of Istria are deeply crumbled by gypsification and removal of veins of calcite, weary by slower melting of main white stone.

This is the sulphur in the air: it binds the rain becoming sulphurous acid, excellent agent to transform the calcium carbonate that constitutes calcite, marble and Istria. The carbonate, which is insoluble in water, in contact with sulphur dissolved in acid rain, becomes calcium sulphate (i.e. plaster), which, as everyone knows, easily melts then in the water. Smell of sulphur reminds me something ancient that Venetians had always known how to blunt it, dedicating themselves instead



to the stone and to piety in a greater good that, represented by the State, was clearly about metaphysics and religious faith.

The people nourished this aspiration with sacrifice and gift, thanksgiving God for every obtained advantage, and saddening to His presence in adversities.

A similar people could build and maintain the holy city, since it, as well as housing, was his temple.

We use to hear that “modern man has no more need of temples”, he would be more progressive.

And on the contrary it is still the ancient smell of sulphur, which tries to steal the World from the Grace of God and man to donate it to corruption and dissolution of the powder and the flies.

Where does the sulphureous suffumigation come from and which are the bad wills that allow it to breathe with so much strength, to devour the fruit of good will in stone and morality?



Merciful conditions of hewn stones in Palazzo Michiel on Canal Grande

The enemies of the temple are always the same enemies in man's life: avidity, fear, greed, deceit, manual and intellectual incapability; everyone knows what the capital vices are at the bottom of himself, those leading to death in sulphur... Past and current events show pretty well how collective, people, national and worldwide destinies overtop individual retaliation. People or national Karma in which malpractice or "vice" expands lapses in proportion to the spread of individual immorality.

The real sulphureous agent is not the diesel engine of uncontrolled means of transport. Engines are the workshop where the desire to use them for an always greater personal profit exhales its miasmas.

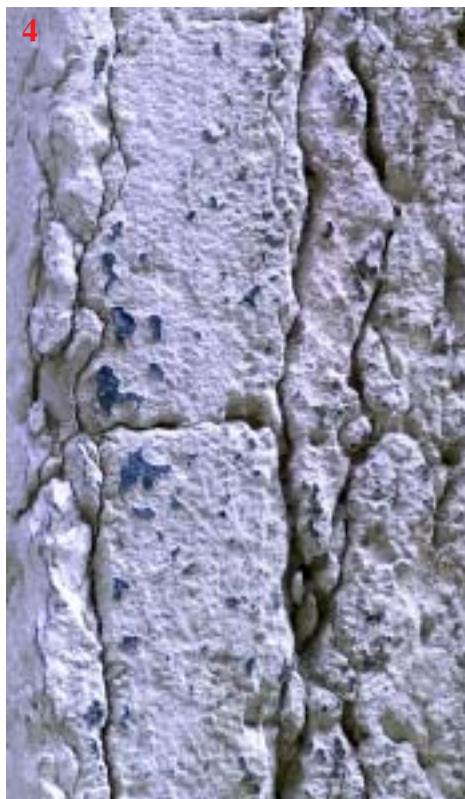
The human will is the real producer of this sulphur. It has individual origin and gets characteristic, since "bad" will, to degrade man from the State of individual, that is person aware to be part of a complex organism as the city, to the state of wild animal. Wild animals don't build temples, neither holy cities, and obviously they can't guard, maintain and even less defend them from an outside, often aggressive by itself.

Venice is a point outside the system, it's protected from sulphureous miasmas of Mainland by the sea breezes, the gangrene that dissolves it is not exogenous, but produced mainly in it, by less than 60.000 tiny souls, each one secluded in his shell, in the apnoea of a clam in the net.

The material substance of Venice nowadays is at the mercy of a people largely corrupted in its individual ex-individuals, which produces leading classes without the magical and poetic sensitivity that this city requires its engineers to proclaim it in its artists. Without such synergy, Venice is not anymore, she still lives by the enthusiasm's inertia of the fathers and in the true worship of a few her children.

The restoration of this extra-sensory requirement in the guardians of the city is very urgent; such requirement neither is referable nor compatible

to any materialistic or technical/scientific substitute but, better, it is on duty informing and directing all kinds of interventions. Without this change in political sight, I clearly see this city disappear as we knew it before, and become mythical memory of humanity, an Avalon precluded to mortals by now. They will have abused her more than the limit, exhausted and dissolved her in the vapours of their sulphuric bestiality.



We know now the diesel/gasoline engine, here, doesn't cost 1 euro per liter, it costs the definitive loss of the city of our Fathers and of Man.

These shafts are scattered and highly expensive. In reality, their apparent efficiency takes in exchange our soul for the temporary relief of our muscles, which will be flabby and dissolve themselves whereas even stone can't last. Wild animals destined to die as animal carcasses in the desert; this is the historical fate of people who abandon their memory between the clutches of the defect, whether active or sloth.

For the effect of my own little faith, I want to keep on hoping that 15 years are not too few to save us from the sulphur of our souls, and I want all those who have opportunity to read this writing, know that VENICE will cease to exist as wonderful human place within short

time, about 15 years, missing a decision-making power restoration in the hands of a group of determined priests of the city coping with the full cooperation by the industrious population. Disruption will be just visually delayed by the provisional embellishments achieved without art, to whom sulphur officiating administrators are making us get used to since some year.

We cannot even hope for a progressive and worthy parts replacement by them, because their devotion is due to the deep eradication of what Venice is and has always symbolized.

Their will is fed to vulgar insensitivity towards the metaphysical essence of Sacrum, Natural and their interactions. Sometimes the iconoclasm and the unbridled worship of ego typical of capital vices are even full blown.

Now it is Venice at the crossing of Her Sospiri's Bridge, leaving her gaze on the Lagoon with our last eyes: rivers will do other ones. She leaves Her gaze on the marble embroidery of the window and thinks that for very long time, beyond the history, no man's wish nor hand, will shape the stone for teaching that way.

CAUTION

Photos in this issue quite vaguely show the current conditions of buildings in Venice. Conditions daily get worse, especially after rain.

We kindly invite you to verify it personally, if you may have logistical chance to do it. You can stay updated on Venice situation visiting <http://www.ourvenice.org> and subscribing the mailing list.

1- Carbonates: Madonnina with Putto in piscina Venier at Dorsoduro

2- Carbonates: Jamb of lyceum Marco Polo at Dorsoduro

3- Carbonates: Parapet Shaft of San Marco's mole

4- Carbonates: Window Jamb alle Zattere

Below - snapshot of summer traffic in Bacino di San Marco e Canal Grande



Plan for the Rescue *in extremis* of Venice

Public Health Committee establishment

With these notes, I begin to enunciate the plan for the salvation “in extremis” of our city. Let it be clear that I simply want to provide an outline of possible solutions. I do not claim that they represent the best way to deal with problems, as a matter of fact I am sure that they are open to improvement or some better solution exists within the framework of their feasibility. The improvements won’t fail to come, if the Venetian goodwill will be able to assert itself in the determination to prevent the sliding toward the shoals of Fathers’ work.

If Venetians will gather back to the sense of the “Common Good”, they will be able again to calibrate their weight on unstable sandbank and keep the wonder of man alive.

Venice and its common good today cost much. However they cost less than diesel/gasoline engines that are the most serious and efficient enemies for the short-term survival of the city.

The loss in a short time of most of fascination of Venice is clear to those who take the trouble to observe the state of Istrian stones and bricks. The corroded stones are cut in depth along the lines of calcite; in the places most exposed to rain, whole orders of bricks are starting to miss.

This city is built almost entirely of brick and Istrian stone. Take a look of your door jamb. Someone has already had to replace centuries old stones that had resisted undamaged up to 30 years ago.

Changing a jamb is easy, but the state of the stone that you may read on your door jamb is also that one of the gothic arches and decorative friezes that make amazing this city. Who will rebuild the balcony of Desdemona, or the traceries of Ca d’Oro? Who will make the adorned and flowering patterns on countless gothic windows?

In the first times they will attempt to replace them with slaphappy copies, which will not last more than some years, and Venice slowly will become as those eastern holy cities, tumbled down jointly with the quality of the faith of the people who had built them.

We see the roughness with which important parts of the city are replaced, the provisional nature and unprejudiced incompetence in structural consolidation works, which undermine the beauty and the static, the two great wonders of Venice.

When “tourists” and media will begin to report images of a “toothless“ city, a cardboard Luna park populated by treacherous inhabitants, less and less people will want to visit it, and therefore, less and less resources will be employable in those cowardly works of embellishment.

If we have perhaps 15 years to try to save Her *in extremis*, I see that in the absence of this rescue, Venice will be completely returned to the muddy shoals in about a century. Red and white powder dispersed in a mud lagoon (as of December 2008, this forecast is invalidated by some bad news: see

<http://www.ourvenice.org> for observations on the tide deviation phenomenon. In that lapse of time, Venice lagoon will more like become a bay).

The threat to Venice comes not from high sea water, Her oxygenating and hygienic lung. Venice is subtly and quickly murdered by the acids dissolved in the rain. She is suffering the fate of a body dissolved in sulphuric acid. She will disappear without a trace, but in what has been and will be subtracted to Her.

Weak sign because, if the World couldn't save Venice, it will not save even itself, and the progressive barbarization of whole Western White Civilization will spread after the victory of mud in Venice.

We still can stop this process and recover the balance of harmony and beauty which assures the lagoonal and town stability in the relation with man. We can do it if we want. Just if we still can get the importance of "Common Good" over our personal, our family and our clan advantage.

This teaching is common both to altruistic vision of the world and to the one egotistically perfect. In the facts and in the logic, only the dummies, that is the people who are unable to observe the events and use reason, can deny this civil axiom. In Venice, the "mother of dummies" had always been less prolific than elsewhere and I believe that most of resident and by election Venetians understand the drama of the situation and the sincerity and precision of my words.

I dedicate this plan to them, for the proposal to obtain mandate by the population for a Public Health Committee that receives full power for maintenance, restructuring and making hydro-bio-geological choices of the city and her Lagoon.

Members of Public Health Committee, who will be chosen within the framework of Spontaneous Committees and other initiatives already actively working to the rescue, will be people of proven honesty and proven skill in more arts and disciplines.

They shouldn't be "men of compromise", therefore you will not find between them any name linked to today's so told "political" parties. They probably will not be famous names, unless you consider as famous my name or the one of other "pragmatic intellectuals", more or less young, already active for the regeneration of Venice.

This Committee will not admit compromises on the fate of the Common Good and it will be forced to take very severe decisions on the rights of the individual and companies in their relationship to Venice.

According to this statement, it is clear that this Committee, in order to be efficient, should get the support of the majority of the population. I firmly believe, with faith second only to that I place in God and Art, that our group also will solve the

economic problems that might arise from emergency measures, first of all the prohibitions to traffic of spark ignition engines. If you will want to save Venice, you will cease to say silliness about high level tide, that is the lifeblood of our town hygiene, and will join or give your support to the Public Health Committee.

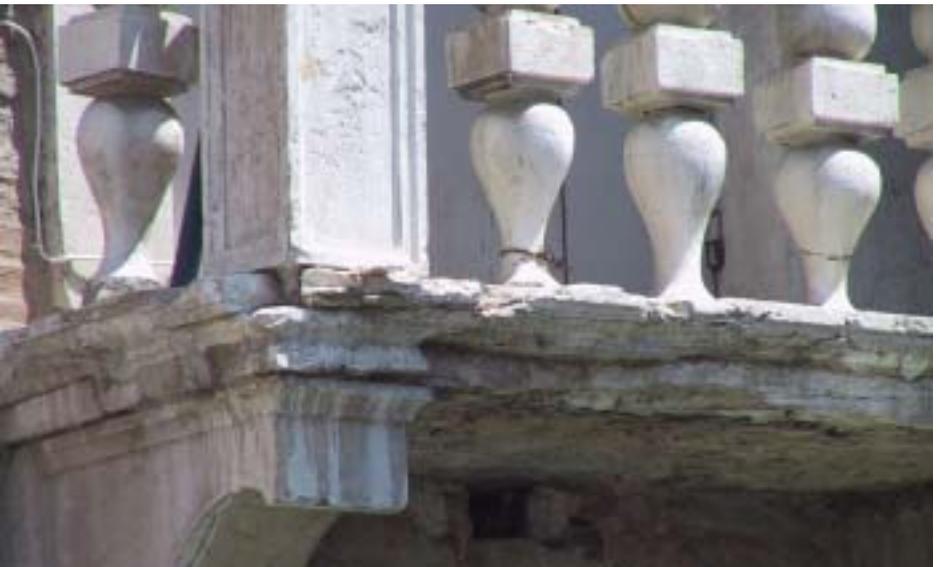
With your mandate and with the sincerity of our eyes, we'll find in the World the resources whom Her children might miss to save the Mother. There won't be "politicians" or bureaucrats, just cordial and off hand men, very comprehended and dedicated to the fate and specificity of Venice.

I think I know a group of people who gets the requirements of goodwill, morality and knowledge and who is suitable to commissioning and directing the Committee which I propose. A group of the children of the *genius loci*, men that despite being young have the innate stimulus and the pleasure of the knowledge diversity, eclectic men capable of unusual mental elasticity without bending regarding ethical-moral themes.

Venice needs this, her clergymen, as much as pagan (even if I will never accept the so-called "paganism of Art"), but clergymen, as is holders of meaningful and subtle wisdom, men able to listen to people but not to be influenced by parts...

"I offer a group of splendid minds and souls, young and not anymore young people. Let us take the helm of this boat of stone, before it ends to rot in dust and mud. Do it by elections, by public or notary's document, by friendly sign, do it as you prefer, but do it, otherwise the theatre of our fathers' memory will be definitively lost."

Umberto Sartori



Carbonates: Balcony in Rio dei Barcaroli

First operative pointing

Some of the ideas which I shall point out, and with greater force their overall, may perhaps appear insane to someone, because of commitment of energy and resources that will be required and of the major changes needed in many levels of Venetians' daily life.

I invite them to consider the insane waste of public money which we have faced over recent years in this city: unnecessary operations beyond the limit of ridiculousness and sometimes harmful and sad for the future of Venice.

Here is a brief list:

The excavation and the installation of a later abandoned network of underground links (public works shed over 5 years);

The whole system of city protection from high level water that, besides to declare the most flat incomprehension of the Venetian nature and needs and therefore to be deeply wrong in his subsistence reason, has been done so far in contempt of the most simple good sense, democracy and sane administration.

The defence system from swell, whose you can find clear sample in works for the quay port on the Zattere which, in addition to be manifestly dilapidated already a few months later complete work, seems to be forebears of much greater disaster. It is a cyclopean structure for weight and dimensions in wavering on the mud brink of the broadest and powerful channel internal to the Historical Centre, now launched to trundle inside it for the inadequacy of the project, materials and constructive techniques (detailed description on http://ourvenice.org/Venezia_gessificazione/docs/Futuro_Banchina_Zattere.pdf).

Worst of all, the rising of the effects on tide direction and velocity of excavation works for the *Canale dei Petroli* dateing from 1968, now powered by the distructive synergetic with the new zany operations known as MOSE.

I believe that these examples among many available are enough to clearly diagnose the folly, expensive at least as the series of projects that I'm going to enunciate and at the same time bare without any hope for the salvation of the city.

However, the folly of our plan contains some ideals and metaphysical elements which have always been the extreme salvation for Venice, also in moments in which She couldn't hope in other help than the few arms remained, the Faith in God and in the importance of Her own destiny.

The People's Faith and cohesion have saved the lagoonal miracle even when whole armed teams threatened it, or when diseases today fortunately indescribable decimated it.

Almost every large church in city witnesses and proofs the concept and the effect of the "vote" in popular piety, a "vote" so different from those ones, although expressed with the same word, used among the electorate.

The main evil in this moment comes from the presence of the “grey” as moral condition. In short, we can’t allocate our present troubles exclusively to administrators and managers, even if it’s their responsibility to have helped in reducing the level of honesty of the population and the level of competence in public work officers, by providing easy money to every one of those who could be part of such game.

Let it be clear to everyone that such game name is “deleting the city of Venice”.

Venice is imperil especially by a ideological factor, shed conviction, that the moral and organizational world of the public affairs is normally in the area of “suspicion” so dear to who has never really comprehended Dostoevsky and Nietzsche.

This is not “normal”: the hypothesis that the world is not white or black, but measurable in almost infinite shades of grey, helped only to mask the widespread malpractice and to hide the guilt that the behaving wrong spontaneously raises in almost all human beings.

Inept and complacent pseudo-philosophers have blown this airbag of consciences, maybe without realizing that they were anesthetizing a social body from its physiological alarm bells, as a primary analgesic does with the physical pain.

Therefore population cannot exculpate itself, and when it wasn’t inspirer and accomplice, however it nestled in connivance/coexistence with the malpractice. It is the same population, shattered in families, clan and tribes, that has generated that kind of administrators: only demons can manage daemonic conflicts.

In other words, only men by compromised ethics may accept to compromise with sociological sets which are destructive by their nature, as they tend to impose a personal privilege and/or of part above the Common Good.

This Good must instead dominate in every possible compromise or composition of partial interests: no partial interest can be allowed to undermine the sovereignty of the Common Good without kindling serious crime and immediate repression. Otherwise, as we are noticing, each partial interests will try to overpower it, paving the way to spread corruption and the barbarism.

Already our moment is the one in which administrators become tribe between tribes, rather than reference for all the groups. When who creates rules is the first not to enforce them, the door of social Gehenna is open: the sense of the State is lowered between its own servants, and also the trust which tribes can put in it is lost.

The “state tribe” enter into friction and conflict not more in the name of the Common Good, but of its own portion of power and lentils, within the chaotic and contentious movement of the various tribes. The State should instead calm down this *motus convulsus*, observe its requirements and synthesize them in relevant and realistic contentment. In order to do this in Venice they are necessary men able to hear the voices of the Citizens, not allowing them to blunt the sensitivity to the complex of the situation.

A leadership who don't belong to available or competitive tribes, nor prone to be bought or intimidated by these.

Today these kind of people may appear unlikely "quixotic heroes", while in reality they basically are individual consciences, people aware of the essentiality of a reliable unifying structure.

These qualities, more widespread in the city than we can think, must cope with requirements of sensitivity and craftsmanship. Particularly artistic because, as I explained in other articles on Venice Observer, Venetian technology doesn't have to be the instrument of itself and of its omnipotence delirium, but of a willingness to listen and mediate between man and the natural forces of the place that welcomes him.

Only to such kind of people, gifted of "priestly" sensitivity accompanied with technical preparation, it must be reserved the control of Public Health, even if they could be just 3 people found in possession of the necessary requirements.

I believe I can count personally on a larger group, but I want to remind that in Rome triumvirates were enough to save the city more than once.

This group should exercise hard and fast power over everything which could compromise the physical survival of the city and likewise the subsistence of population. The declarations of this organ should be respected and find a ready implementation, up to the authority to impose even very serious personal and patrimonial measures.

This should better happen in a synergy of people, where the interior and exterior tasks would be put on work with enthusiasm and piety; however it would be naive to think to a prompt conversion of each inhabitant and visitor, after witnessing their actual habit for laxity. The allocation of immediate executive power to Public Health Committee may not leave it disarmed and, indeed, it must enable it to suppress the social demonism with the greatest severity.

I am not speaking about the ferocity which the ancient States, and also many modern, use to fight the malpractice in public affairs with. Removing all the currently responsables from controlling public affairs will be adequate, in our level of possible civilization: that is all the supporters of unlikely social compromises that have been only able to create destructive and uncertain synergies, bringing this city to even physical dissolution, must be excluded by political decisionality.

I am convinced that this action would be itself decisive of much of the problem, since, at least in this phase, it can only emerge from the mending of a large part of the population's ways and from the consequent retreat of the delegation to specialists of compromise.

Committee will face many problems, first of all moralizing and functional optimization of Public Administration.

It also must look for ways of economical and psychological conversion in some of the city activities. Do not forget that one of our declared priorities is the prohibition of traffic with diesel/petrol engine in almost all the lagoon water.

We have interesting ideas to replace that propulsion system, and also to convert the activities and the people currently involved in or entangled with this bad business, that you will find set out below.

From the creating point of view, there is only one true pressing urgency in the city: total combustion engines traffic arrest in all the Lagoon (As of now, december 2008, urgencies become two. Embankment of the *Canale dei Petroli* and demolition of the MOSE works being the new, tragical needing).

Stop engines: a simple phrase, that will oblige us to a very complex evolutionary jump with a great impact on daily life of the city, with particular regard to the systems of people transport, the port and the distribution of goods.

We'll receive back a significant increase of life quality and the pride to show us worthy of our Fathers.

The Port (*see also pag.19*)

Enlargement, deepening and embankment of the so-called "*Canale dei Petroli*", creation of a wide polyvalent port area (tourism, industry, goods) in the area between the Padua-Venice water way and Marghera.

This whole port area should be embanked and separated from the lagoon body, becoming the lone inland water in which the use of diesel/petrol engines will be allowed, at least until these fuel will be allowed in the extra lagoonal World.

This wide port area, besides satisfying the current needs, will make Venice prepared to the expected resumption of maritime and, more in general, of water-rail traffic. The graft with the water way Padua-Venice can open port synergies with that city and reduce at least partly the pressure of car-truck traffic on the Mestre's Ring Roads.

The large cruise ships will stop over this basin and tranship passengers on local boats with propulsion appropriate to the local specific nature, and in the centralized people transport system below expressed.

The embanked complex, comprehending the communication channel with the sea and its broad uterus close to the Mainland, will also perform an extraordinary service from the hydrogeological point of view, both in passive way (protecting the rest of the city from possible naval disasters' pollution) and in active way, and now we'll consider how.

Regulated mouths of communication with the Lagoon will be set along the entire embankment, and especially in those parts in front of the Mainland. By using these mouths it will be possible to lead and distribute fresh water coming from the sea also in those areas of low depth facing the industrial zone, now very polluted. Lagoon will thus be washed in the points where more it has been offended (As of now, December 2008, the wild streams of the unembanked *Canale dei Petroli* already erased about 70-80 cms. from the Mid West Lagoon).

The presence of large dikes starting from the backward centre of inlet of Malamocco Alberoni would reduce the vehemence of the tide weave by breaking it in three flows, whose the central one would exercise greater slipstream because of greater depth, going to distribute water in ordered, slowed down and comb way, along the path of the channel.

Appropriate amendments to the existing port dams and offshore half moons will direct the rising tide towards the mouth of Alberoni, while they will obstruct entry from the mouth of San Nicolò (which heads to the monumental centre of town). The adjustable current from Land to Sea generated by distribution mouths of the new dammed port will contribute not to encourage the entry of tide from the Northern port mouth, creating tarable counter current to moderate high tide excesses.

The possibility to use the swell on the banks and the current tide for the production of energy should be deeply studied, especially regard compressed air that could be stored in the central parts of banks and regard electricity, via mini turbines installed on the mouths of communication with the Lagoon.

Ware distribution

The delivery of supplies goods in the city and access from the mainland should be centralised in three key points, reached by a railroad on rubber wheels, air cushion or electromagnetic.

The track would embrace the city from North, with loading and unloading stations in the areas of: the present Railway Station (for the supply of Dorsoduro and Giudecca, Santa Croce and San Polo); Fondamente Nuove (for Cannaregio – San Marco); Arsenale (for Castello); Lido.

The space needed to stations must be retrieved as much as possible in the emerged existing spaces: those areas already have, because of their old industrial vocation, wide covered and uncovered spaces; this would create an all Venetian carving between new edifications and pre-existence. The rail track will be profiled as a series of long waves with depressions in correspondence of the stations, in order to leave access to most of the *rios*.

The rail could perhaps save the Northern outline of Venice if it could be possible to accomplish it immersed or underwater/underground, but at current conditions I'm not able to say that kind of construction is possible regarding the lagoon conformation, or if meeting the requirements of this work is economically acceptable.

The Public Health Committee should certainly deeply investigate the state of worldwide research in underwater technologies, and decide if they will be feasible in the short term, while maintaining the obligatory option of a filling line on rail. Capable and quick, this line must link the two mainland terminals Tessera and Fusina with the distribution axis to the North of the Historical Centre, as already described above.

Terminal for tourist bus and for urban and suburban lines will exist in correspondence of the Airport, San Giuliano and Fusina, where there will also be the points of embarkation for the Lagoon's public navigation lines and those of exchange for the Lagoon rail.

Even if in first time we cannot perhaps replace the existing diesel/electrical engines of the present bus boats, every effort must be done to develop technologies that use propulsive systems without harmful emissions, first of all that compressed air, whom special embankment means of the *Canale dei Petroli* and its port area could make available in huge quantities.

However it is clear to all that most of water traffic and sulphurous emissions, besides large cruiser traffic, is generated by the need to distribute the goods on over dimensioned consumption because of intensive tourist flow.

I don't think that we must limit the presence of tourists in town, provided they respect the rules that will be imposed and as long as there is hotel vacancies. A Holy City is the more rich the more pilgrims it attracts; they are its lifeblood, and also the way Venice fulfils its function, and his dream, informing and reporting to as many men as possible, although each in its measure. But it must be able to keep on doing it.

Delivery of goods in the historical centre carried out with rowing boats shouldn't cause major delays because of the already existing speed limits.

For students interested in enrolling the Venetian universities residing in the city, it will be introduced an obligation of a voluntary service of rowing for the delivery of goods. Due to their number, the individual requested effort will be minimal, and it would be welcomed with enthusiasm by best students. In exchange, student companies could receive the right to use internal merchant fleet vessels also for fun activities, for example in the Traditional Festivals or for Sunday trips.

We remind that the "Venetian rowing" is a complete sport, able to develop harmoniously the whole human body while developing both individual and team spirit.

In back of remuneration, the gondoliers and rowing companies will deal to train neo-paddlers from the campus, selecting them stern, bows and pointers.

I think that current carriers would retain their role from the point of functional-bureaucratic-trade view, by merely replacing the engines with the arms of the students and volunteers, whom it will not be allowed to ask other work than propulsion. Also who "drives the boat" and who delivers the goods will continue its wage-earner work exactly in the same function.

Predictably, this system will produce a reduction of transportation cost, then of goods in the city, offsetting the inevitable reduction in income for several categories, currently in a state of unsustainable excess.

People transport

The system of people transport, as for the goods, will therefore be done in accordance with rules dictated by the Public Health Committee, but economically it will act as private company aiming to earn money.

The present owners and operators of private means of public transport can become privileged shareholders of the centralized people transport Company.

Naturally, it will be required them to invest the value currently allocated to their activities. In practice, the motorboats will be sold to the highest bidder, in order to move where a more robust and less valuable environment is able to tolerate them. The Public Good will integrate the current value of the license on the market as form of quotas for guaranteed income.

It will not be difficult to ensure this income, as the new systems of people transport are much more economic than existing vessels and with the current cost of the tickets they will provide much higher earning margins, just if administrations will be streamlined and if the corruption will be brought back in its source of marginal pathological phenomenon.

When not aggressive new propulsion technologies will be identified and yielded implementable, each investor will be in the possession of option to return to its capital and his own private license for the service of fast taxi.

Shipbuilding industry

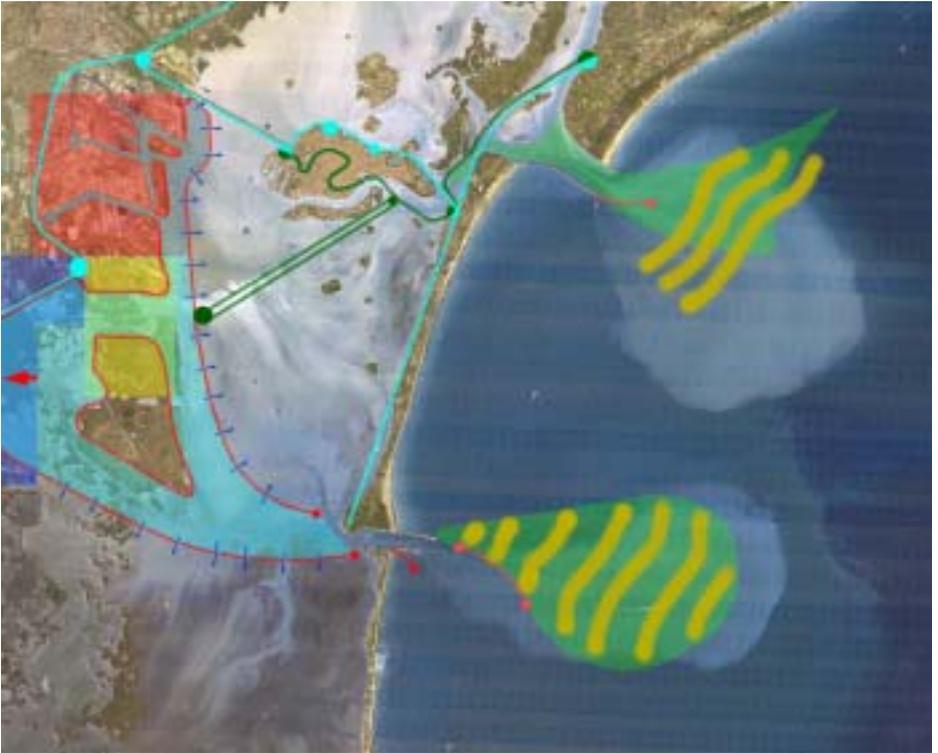
The choice to return to oar as more evolved and economic technology nowadays for the transport in Venice, will reintroduce a series of typical boats now abandoned, such as *peate* and *caorline*, rehabilitating to navigation those divested because they couldn't face the waves generated by engines, such as *cofani*, *vipere*, *sandoli* and *mascarete*.

Therefore, oar vessel traffic in the city will suffer a thickening, but this will add charm to city views and increase our civilization prestige.

For shipbuilding this means a new and healthy expansion framework, without denying, at least until the outside world will allow it, their proceeds from luxury motor boats production, which will be towed out of the Lagoon or produced within the embanked area of the new Port.

Proposal for the Creation of the New Port of Venice

For the removal of maritime traffic from the Historical Centre
and its relocation lee side



Red Lines - embankments

Blue Arrows - Tide distribution openings in lagoon

Red Arrow - Direction of Venice-Padua Water Way

Red Zone – Industrial Harbour

Blue Zone – Commercial Harbour

Yellow Zone – Passengers Harbour

Azure Zone - Excavation and Lagoon floor deepening areas

Green Zone - Lagoon floor raising areas

Orange Stripes – Natural *baccani* (sand shoals) reformation areas

Green Line – Cable hauled ships

Azure Line – Railway transport

The Public Health Committee in Venice suggests the arrest of traffic to diesel/petrol engines in the entire windward lagoon mirror and internal to the historical centre as a measure to absolute priority, among the problems facing the city.

It must be specially interdicted the use of internal and windward channels to large ships and ferries that burn low cost fuels (bunker fuel), with very high emission of sulphuric and nitric pollutants, deprived of any filter or muffler for reduction of these agents.

For a more detailed understanding of the problem and its devastating effects on our buildings, I refer to previous articles and documentation published on <http://ourvenice.org>.

In this report I expose how it is possible, as alternative to the mobile draft hatches known as Mose, to equip our city with an efficient and expandable port which does not entail, as the current one, the total destruction of the buildings because of the phenomena of sulphation and hydrolysis generated by pollutants.

The embankment system for the new port proposed by us provides an efficacious instrument to control the flow of tide and an active runoff of the part of lagoon seabed which has been more polluted in the past (see note on bottom at page 15).

It would also probably be usable for the production of electricity and of huge quantities of compressed air.

As you can see in the image in the beginning of this report, the project is based on enlargement, deepening and embanking the “*Canale dei Petroli*”, by creating a wide polyvalent Port area (tourism, industry, goods) in the area between Padua-Venice Water Way and the present Translagunar Bridge.

This whole Port area should be embanked and separated from the Lagoon frame, and would be the only inland water in which it would be allowed the use of diesel/petrol engines, at least until these will be allowed in the extra lagoonal World.

This wide port area, besides satisfying the current needs, will make Venice prepared to the expected resumption of maritime and, more in general, of water-rail traffic. The graft with the water way Padua-Venice can open port synergies with that city and reduce at least partly the pressure of car-truck traffic on the Mestre’s Ring Roads.

The large cruise ships will stop over this basin and tranship passengers on local boats with propulsion appropriate to the local specific nature, and in the centralized people transport system below expressed.

The embanked complex, comprehending the communication channel with the sea and its broad uterus close to the Mainland, will also perform an extraordinary service from the hydrogeological point of view, both in passive way (protecting the rest of the city from possible naval disasters’ pollution) and in active way, and now we’ll consider how.

The presence of large dikes starting from the backward centre of inlet of Malamocco Alberoni would reduce the vehemence of the tide weave by breaking it in three flows, whose the central one would exercise greater slipstream because of greater depth, going to distribute water in ordered, slowed down and comb way, along the path of the channel.

Regulated mouths of communication with the Lagoon will be set along the entire embankment, and especially in those parts in front of the Mainland. By fine tuning these mouths it will be possible to lead and distribute fresh water coming from the Sea also in those areas of low depth facing the industrial zone, now very polluted (see note on bottom at page 15).

Appropriate amendments to the existing port dams and offshore half moons will direct the rising tide towards the mouth of Alberoni, while they will obstruct entry from the mouth of San Nicolò (which heads to the Monumental Centre of town). This counter current from Land to Sea, adjustable with penstock systems and reinforced by a embankment in sea (red line in the map) which will direct the rising tide towards the mouth of Alberoni, could be used to balance and hydrostatically slow down the tide in entrance also from San Nicolò and Chioggia Ports.

The extension of San Nicolò dam, specular and symmetrical embankment to the offshore one of Alberoni, will direct the Adriatic waning tide wave in that Port mouth, further encouraging the breathing of the Lagoon.

The possibility to use the swell on the banks and the current tide for the production of energy should be deeply studied, especially regard compressed air that could be stored in the central parts of banks and regard electricity, via mini turbines installed on the mouths of communication with the Lagoon.

People transport

People transport from ships hosted in the new Port, off the eaves of Fusina, could be made with vessels towed by cables, on trellis or even better subaqueous, along fixed rhumb “roundtrip” (dark green lines in the illustration).

The central for the motion energy would be placed in proximity to those same embankments outfitted to produce compressed air via mobile dikes and electricity through turbines.

It should also be investigated the possibility of derricks in order to put under hood the funnels of standing vessels, recovering energy from the heat and purifying the pollutants. As almost purely aesthetic proposal, I would suggest to call the place “Wind Power Port of Venice” and to equip the embankment also with an elegant electricity production system from the wind.

I believe that each of these energy sources, properly implemented, would produce surplus energy compared to mere tow of 2-3 motor vessels in each direction, enough to provide acceptable frequency in ferries.

From the point of view of the Navigation Code, in order to enable the governability of ships in the system bound the towing, these vessels should locally enjoy the right of priority on all the other boats.

Their further individual energy need would reduce itself to lights for night and interior, to compressed air tanks for the only exercise of manoeuvring, braking and mooring. The on board compressed air expansion would provide indirectly coolant energy for air conditioning systems and fridge premises.

The passenger traffic and, at night and out of cruise season, even the goods, would be able to sidetrack themselves in a service island, either artificial or floating, presumably behind of San Giorgio Maggiore.

Two lines would shift from this floating island on ships of minor burden, one towards Lido and, if possible, Punta Sabbioni, the other one to pass through Canal Grande till railway terminal located in Tronchetto area, junction of that railway transport network which should link the passenger harbour off the coast of Fusina to Tessera and the Northern dorsal of Venice (azure lines in illustration) through the junctions of San Giuliano and of Tronchetto.

Carbonates: Santa Maria Del Giglio a San Marco church

An example of the measures taken by the “restorers” currently working in Venice under the auspices of the most varied international and local committees.

The fractures of sulphation, that in most cases are deep and structural, are cleverly hidden with sealing that tries to imitate the original stone, but they are just mortars, destined to detach in a few months.



Petition for the last chance to save Venice to the Presidente del Consiglio dei Ministri della Repubblica Italiana to sustain the Public Health Committee in Venice



THE UNDERSIGNED

residents of Venice and others interested in saving this city, having seen the documentation collected by the Venice Public Health or personally verified the facts,

ASK

their fellow Citizens, and all Others who have in their heart the survival of Venice and Her patrimony of art, communication and democracy, to sign the following

request to the President of the Ministers of the Italian Republic:

that an emergency state, due to the imminence of catastrophe, be declared in Venice;

that all regulations currently applied in the area of the “Comune” of Venice be revoked;

that extraordinary powers, prescribed by law are required in this situation, must be assigned to the Public Health Committee formed by the following citizens, who are trusted by the signatories of this petition and in whom they wish to place their hopes for the salvation of Venice:

Andrea Baso Alexander Bonivento Maurizio Santonastaso Umberto Sartori

In particular, we ask that the Committee be assigned:

the power to propose, have executed, and control the works necessary to safeguard Venice and her development;

the power to address and control the scientific, technical and political structures instituted for the safeguarding and development of Venice, and those bodies connected with them;

the full co-operation of the Prefect, the Public Security forces, and that of the Armed Forces, in order to guarantee the efficiency of, and respect for, the decisions of the Public Health Committee.

We make this democratic request in order to express the city’s demand for an end to the moral decay and poor government of the city, which are leading Venice to certain death.

The Petition may be signed on <http://ourvenice.org>

Dear Friend, thank you for your interest in Venice. If, as is possible, you arrived at this page after examining the evidence collected in ourvenice.org, we believe that our request for authority will not surprise you. The realization of our programme requires that single-interest groups end their differences; these are obscuring the destiny of the Serenissima. It is fundamental that the commonwealth of Venetian citizenry be brought to the leading position that it needs and deserves.

To evaluate the commonwealth of Venice, a universal wisdom, overpassing that commonly defined as university, is required.

This must be tied to a multi-disciplinary approach able to cross the barrier that exists between humanistic and scientific knowledge and their teachers, one able to enrich technology with a magical-poetical sensibility of the *genius loci*.

This approach, traditionally, is by artistic patrimony.

It happens that our ways converge in being the first people who have realized the extreme urgency, and recognized a path to save Venice that is difficult, but still practicable. That is due to the strength of all those who dream of saving Venice, which is increasingly revealing itself as the last and true vital strength of La Serenissima.

It happens that we recognize each other as honest citizens with the skills to realize that dream, and that we are able to form a team to undertake that work.

It happens that our whole group accepts the social engagement of art.

It happens that we cannot see any force, institution or idea working on a project that can stop the accelerating destruction of the very fabric of our city, its stonework.

We can do nothing else than offer ourselves for this mission. We see ourselves as a few of the last people able to conceive and execute it with the care and straightforwardness that Venice and her heritage require.

Our data, documented observations and our programmes are published on <http://www.ourvenice.org>

On the page in front we see the Fourteenth Century bas-relief of San Pietro placed aside the church of San Trovaso in Dorsoduro.

The first picture in black and white shows how the work has remained intact for six centuries until 1925. The Superintendence took a picture of this product in 2000 as well, and in this photo there are the first signs of a serious sulphation (spots white in the lower part of sagum and on the foot).

Five years later, the spots had broadened and deepened, while it displayed new ones close to the keys and on the flap over the sagum.

What picture may not show is the general state of stone and the depth of the wounds. Actually, all the lower part of bas-relief is nothing more than a crust in an advanced state of detachment.

About 1350 - 1925



2000



2005



Venice Public Health Committee Archive - 2005

If the work wouldn't be repaired from wind and abundant rain as located in a niche protected by a thick iron grating, all of the lower part would be in the same conditions of bas-relief of the rio terà Barba Frutarol that we can see in the first pages of this publication. Possible intervention of restoration, made using present methods and *sinecura*, will deprive us also of this ancient jewel .





Capital of Basilica di San Marco column published at page # 2.

Let's pay attention to the way sulphation already largely detached the wonderful pierced carving that embellishes the capital's corpus. Similar destiny affected the other capitals of our Basilica, whose decorations, as long as they weren't completely scraped as in this case, show deep blains and chalky fractures. There's no defence through restoration from sulphuric and nitric attack. We must take action on the causes: blocking engines in Lagoon and clean up Public Administration from excess of bribery and usurpation played out from so-called "political parties".

Tabernacle in fdt^a of Osmarin at Castello, whose particular is at page # 2.

Red marble of Verona is one of the weakest stone and, in addition, it is very sensitive to action produced by acids. In fact, this material is a conglomerate of fossil shells and fossil clay.

Shells are calcium carbonates, and are gypsified by sulphuric acid. At the same time the binding mixture, fossil clay, is made up by silicates, which literally get melted (hydrolysis) by nitric acid.

Ship engines, burning really low-cost fuel (bunker fuel), are the main reason of presence of such acids in atmosphere. These fuel smokes contain insane amounts of sulphuric and nitric compounds, indeed.





- 1- Carbonates: Spirito Santo alle Zattere church
- 2- Silicates: new bricks in calle larga Nani at Dorsoduro
- 3- Carbonates: window's frame in fd^{ta} Giantoffetti at Dorsoduro
- 4- Carbonates: column basemnt of Rosario church at Zattere





<http://veniceXplorer.net>

All you want to find and know about Venice

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from all over the World

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maps to localize places reported in this issue.

Published by



Nuovo Rinascimento Edizioni
Venezia