

0408

Declassified E.O. 12356 Section 3.3/NND No. 785020

Acc

10000/124/18

PORT
SEPT

10000/124/18

PORT OF PIOMBINO
SEPT. 44 - MAY 45

IRN-16 (1)

HEADQUARTERS ALLIED COMMISSION

440 394

Transportation Sub-Commission

CRW/mb

C O N F I D E N T I A L

Tele : 473704

265/16/M.3.

3 March 1945

SUBJECT : Re opening of Piombino Port and Branch Railway Line 229
Campiglia to Piombino.

TO : Distribution (as below)

1. Port Facilities.

The Port of Piombino is now open for shipping and can accept ships up to 28 feet draft.

2. Rail connections.

(a) Branch Railway Line 229 Campiglia to Piombino was open to traffic
w.e.f. midday 28 February 1945.

(b) The Rail sidings connecting the Branch line with the Port through the
Ilva works are also open to traffic.

2484

For the Chief Commissioner.

M. H. Taylor
MERRITT H. TAYLOR

Director, Transportation Sub-Commission

DISTRIBUTION :

G-4 (Mov. & Tr.) (4)

G-5 AFHQ (2)

J.S.S. Leghorn

Executive Commissioner

Civil Affairs Section (3)

Public Safety Sub-Commission

Security Division

Economic Section (3)

Agriculture Sub-Commission

Industry Sub-Commission (6)

Transportation Sub-Commission (6)

Commerce Sub-Commission (3)

Food Sub-Commission (3)

Public Works & Utilities Sub-Commission (2)

Shipping Sub-Commission (3)

Navy Sub-Commission (3)

Communications Sub-Commission

War Shipping Administration

Ministry of War Transport

M.W.T.R. Piombino

Regional Commissioner Sardinia Region

Regional Commissioner Sicilia Region

Regional Commissioner Southern Region

Regional Commissioner Lazio-Umbria Region

Regional Commissioner Abruzzi-Marche "

Regional Commissioner Toscana Region

A.M.G. 8 Army

Ilva Alti Forni & Acciaierie d'Italia

Piombino.

1. Port Facilities.

The Port of Livorno is now open for shipping and can accept ships up to 28 feet draft.

2. Rail connections.

- (a) Branch Railway Line 229 Campiglia to Livorno was open to traffic v.e.f. midday 26 February 1945.
- (b) The Rail sidings connecting the branch line with the Port through the Ilva works are also open to traffic.

For the Chief Commissioner.

2384

MERRITT H. TAYLOR
Director, Transportation Sub-Commission

DISTRIBUTION :

- G-4 (Mov. & Trn.) (4)
- G-5 JFHQ. (2)
- I.B.S. Leghorn
- Executive Commissioner
- Civil Affairs Section (3)
- Public Safety Sub-Commission
- Security Division
- Economic Section (3)
- Agriculture Sub-Commission
- Industry Sub-Commission (6)
- Transportation Sub-Commission (6)
- Commerce Sub-Commission (3)
- Food Sub-Commission (3)
- Public Works & Utilities Sub-Commission (2)
- F.B.S. (South)
- Transportation Sub-Commission, Rail Div.
- Transportation Sub-Commission, Road Div.
- Shipping Sub-Commission (3)
- Navy Sub-Commission (3)
- Communications Sub-Commission
- War Shipping Administration
- Ministry of War Transport
- M.W.T.R. Livorno
- Regional Commissioner Sardinia Region
- Regional Commissioner Sicilia Region
- Regional Commissioner Southern Region
- Regional Commissioner Lazio-Umbria Region
- Regional Commissioner Abruzzi-Marche "
- Regional Commissioner Toscana Region
- A.M.G. 8 Army
- Ilva Alti Forni & Acciaierie d'Italia Livorno.
- Ministry of Marine - Rome.

App of Director
copy of
letter for

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2502
27 May 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Transportation Sub-Commission, Allied Commission.
Subject: Notification to Italian Naval Officer-in-Charge,
Piombino.

1. In answer to a verbal request from Major McClure, Transportation Sub-Commission, the Navy Sub-Commission asked the Naval Officer-in-Charge, Naples to investigate the report that on 16 April 1945 SS LESLIE M. SHAW and SS ZAANSTROM arrived in port of Piombino without previous notification having been given to the Italian Naval Officer-in-Charge.

2. The Navy Sub-Commission now has been informed by the Naval Officer-in-Charge, Naples that MARIDIPART Naples was informed of the prospective movement of the two vessels and was instructed to notify the Italian Naval Officer-in-Charge, Piombino. The Naval Officer-in-Charge, Naples has stated that this channel has been used for the notification of Naval Officer-in-Charge, Piombino since November 1944.

3. If the Transportation Sub-Commission receives additional information which indicates that proper notification of arrivals is not being given to Naval Officer-in-Charge, Piombino, it is requested that full details be supplied to the Navy Sub-Commission in order that the matter may be brought to the attention of the Ministry of Marine for investigation.



H. W. ZIROLI,
COMMODORE, U. S. NAVY,
FOR
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

28 MAY 1945

1 RM 16 (2)

www

NAVY SUB COMMISSION ROLES

NOIC NAPLES.

RESTRICTED IMMEDIATE.

YOUR 251803 APRIL AND YOUR 231231 B MAY. MARIDPART NAFILES WERE INFORMED
OF THIS MOVEMENT AND INSTRUCTED TO NOTIFY ITALIAN NOIC PIOMBINO THIS HAS
BEEN NORMAL PROCEDURE SINCE NOVEMBER 1944.

211747 B MAY.

DIB. 3.9.10. (REF. PRIOR NOTICE OF ARRIVALS TO NOIC PIOMBINO)

P.L.T.P. TOR 2037/24

25/5/45.

2482

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1923
23 March 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Transportation Sub-Commission, Hq. AC.
Subject: PIOMBINO Harbor - Chart of.
Enclosure: (A) Italian Navy Hydrographic Chart of PIOMBINO
Harbor dated February 1945. (Scale 1:1500
meters).

1. Enclosure (A) is forwarded herewith for information.
It is a comprehensive chart of PIOMBINO Harbor which is based on
soundings taken by the Italian Navy Hydrographic Office during
February 1945, at the request of the Navy Sub-Commission.

H. ST. J. BUTLER,
Captain, U. S. Navy,
for
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.



23 MAR 1945

B
www

2481

HEADQUARTERS, ALLIED COMMISSION

APO 394

Navy Sub-Commission

NSC/1837

16 March 1945.

From: Navy Sub-Commission, Hq, AC.
To : Ministry of Marine, Rome.
Subject: Port of Piombino.

1. Receipt is acknowledged of two copies of the comprehensive plan of PIOMBINO Harbor which was drawn up during the past month as requested in Navy Sub-Commission letter No. 1497 of 12 January.

2. Such a complete chart of PIOMBINO Harbor will be of great assistance to Allied Authorities.

H. W. ZIEGLER,
Commander, U. S. Navy,

for REAR ADMIRAL,
CHIEF, NAVY SUBCOMMISSION, AC.



16 MAR 1945

B
WWW
2

2489

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - A.C.
Date: ? March, 1945
Ref.: SM.4891 - Encls. 2.

Subject: Piombino Harbour.

Replying to NSC/1497 of 12th Jan.
last.

We send you two copies of a plan of
Piombino Harbour, based on soundings carried
out in Feb. 1945 and put up-to-date.

for CHIEF OF STAFF

DG/P.

2479

Mod 40

Roma marzo 1945

Stato Maggiore della R. Marina

NAVY SUB-COMMISSION
H.A.O.

Rapp. M.D.S. Uff. C.E.P.

R O M A

INDIRIZZO TELEGRAFICO MARISTAT - ROMA

Det. V.S.M. 4891. Mag. 2

ARGOMENTO Porto di Piombino.

Risposta al foglio n.NSC/I497 del 12 Gennaio 45.
Si trasmette, con la presente, in doppio esemplare, il piano del porto di Piombino, compilato in base a scandagli e a rilievi eseguiti nel febbraio 1945 ed aggiornato alla data odierna.

IL CAPO DI STATO MAGGIORE

2478

Navy Sub-Commission

APO 394

NSC/1716

1 March 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine - ROME.
Subject: Port of PIOMBINO.

1. It would be appreciated if a reply could be made to Navy Sub-Commission letter NSC/1497 of 12 January 1945, which requested information concerning the port of PIOMBINO.

H. W. ZITOLI,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, AC.



2 MAR 1945

2477

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1497
12 January 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine - ROME.
Subject: Port of PIOMBINO.

1. It is requested that the Navy Sub-Commission, A.C. be forwarded complete information regarding ship and schooner berths that are immediately available for use at PIOMBINO. It is desired that the data show the dimensions of each berth and the depth of water throughout the entire length. It is particularly desired that the depth of water at each berth be determined by actual soundings that have been made since 1 January 1945.

H. W. ZIROLI,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, AC.



13 JAN 1945

2476

HEADQUARTERS, ALLIED COMMISSION
APO 394
Navy Sub-Commission

NSC/1786

10 March 1945.

FIRST ENDORSEMENT on
Office of Flag Officer,
Northern Area Mediterranean,
Naples' letter No. FORAM 681-26,
of 6th March 1945.

From: Navy Sub-Commission, Hq, AC.
To : Transportation Sub-Commission, Hq, AC.
Subject: Survey of Piombino.

Forwarded for information and appropriate action.



REAR ADMIRAL
Chief, Navy Sub-Commission, AC.

12 MAR 1945

2475
3

DUPLICATE

Office of Flag Officer,
Northern Area,
Mediterranean.

At NAPLES. 6th March, 1945.

No. FCNAN 582-26.
HEADQUARTERS, ALLIED COMMISSION.

RE SURVEY OF PISBINO

The following report of the Survey of Pischino is forwarded in accordance with paragraph 4 of the minutes of the meeting held on the 11th of January, 1945 to discuss the reopening of the Port of Pischino.

2. It is proposed that harbour craft for Pischino, other than the tug Arno, will be met from your resources.

(Sgd.) E. ASTLEY-JONES.

ADMIRAL'S SECRETARY.

Enclosures:

The Commander-in-Chief, Mediterranean's letter No. Med.45/00355/2 dated 20th February, 1945 with two copies of tracing.

2474

Copy

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.

20th February, 1945.

MED.45/00355/2.
DOMG (Mov & Tn)

REPORT ON PORT OF PIOMBINO.

References:- G-4(Mov & Tn) 5/120/1/GCM of 13th December, 1944.
Med.00359/3 of 1st January, 1945.
G-4(Mov & Tn) 5/120/1/GCM of 9th January, 1945.

With further reference to the Commander-in-Chief, Mediterranean communication No. Med.00359/3 of 1st January 1945, a print of the survey of berths at Pontile Ilva, Piombino, is forwarded for information.

2. The survey shows that on the north side there is a least depth of 28 feet and it is therefore practicable to berth a liberty ship of 27 feet draft.

On the south side a depth of 24 feet laying 35 feet from the centre staging over the wreck, restricts the draft of a liberty ship berthed here, to 23 feet. It is reported, however, that this berth is unsuitable for discharging due to delapidation of the staging over the wreck.

The survey shows that silting is in progress and depths at berths should be verified from time to time.

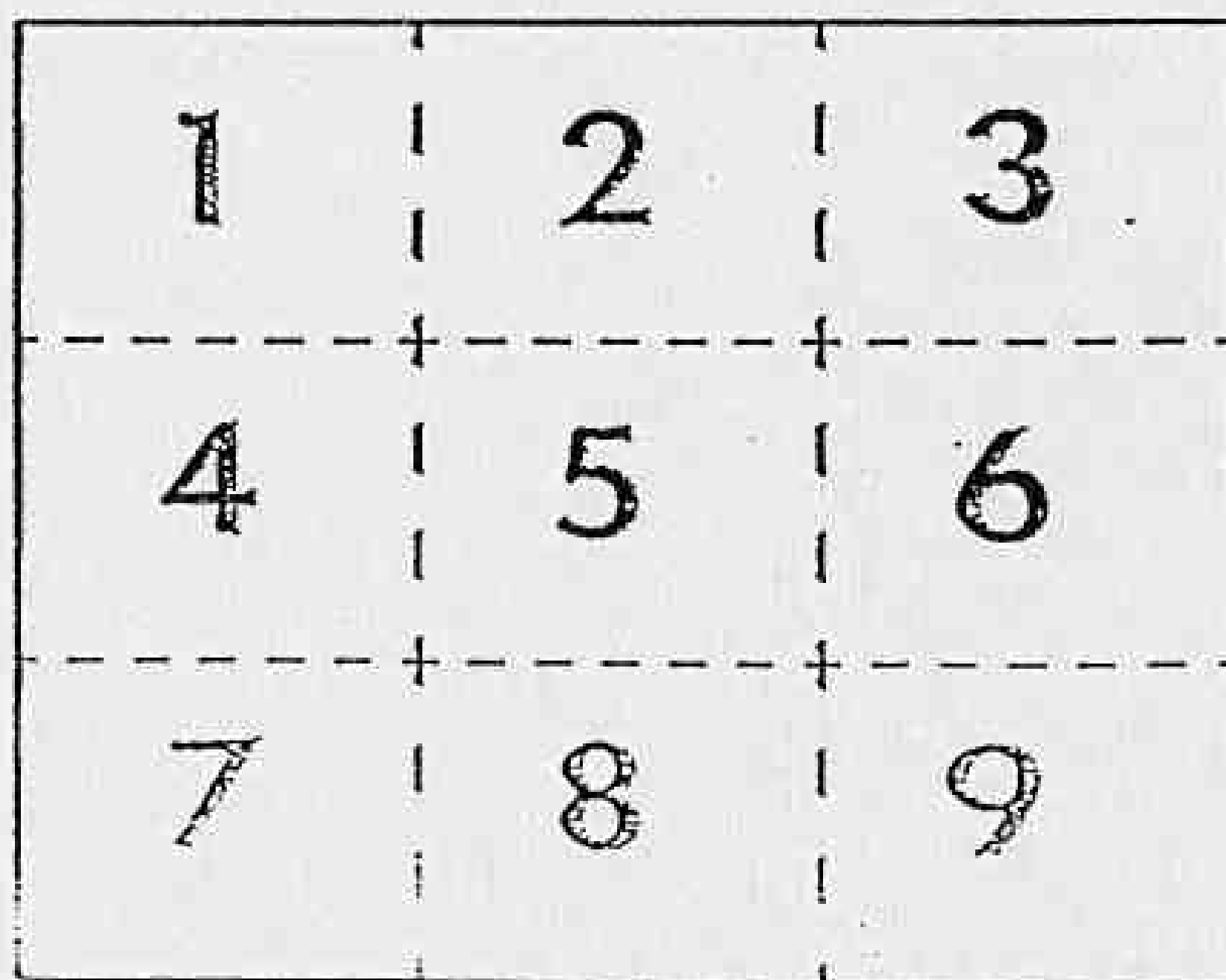
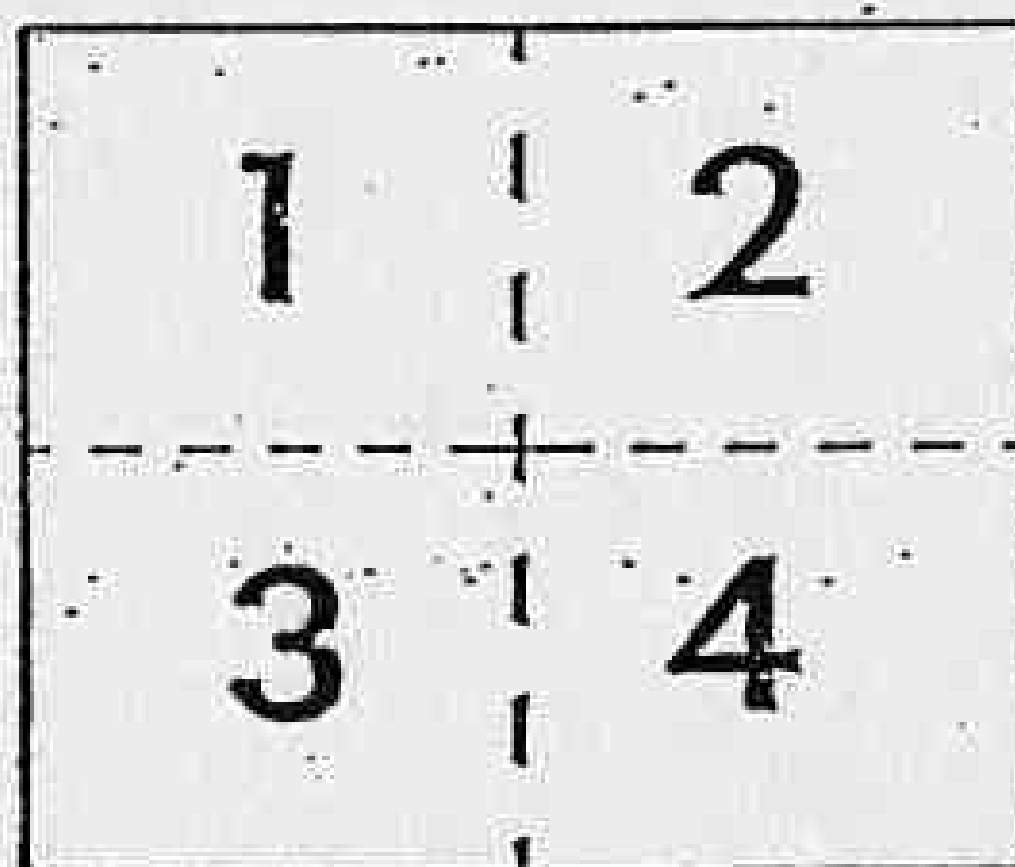
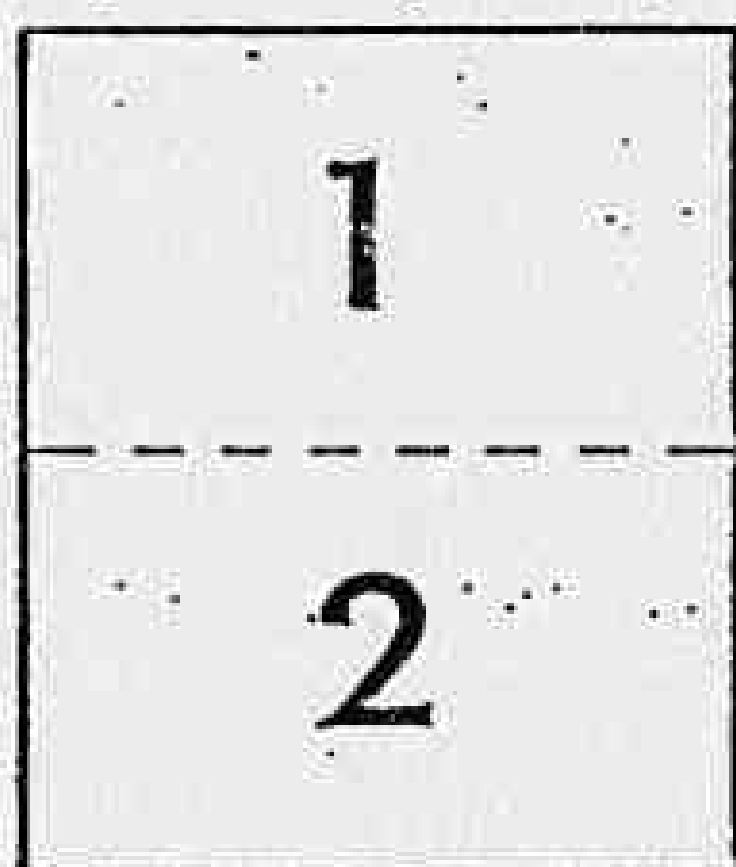
3. Subject to the above conditions, shipments in Liberty type vessels on civil account are approved.

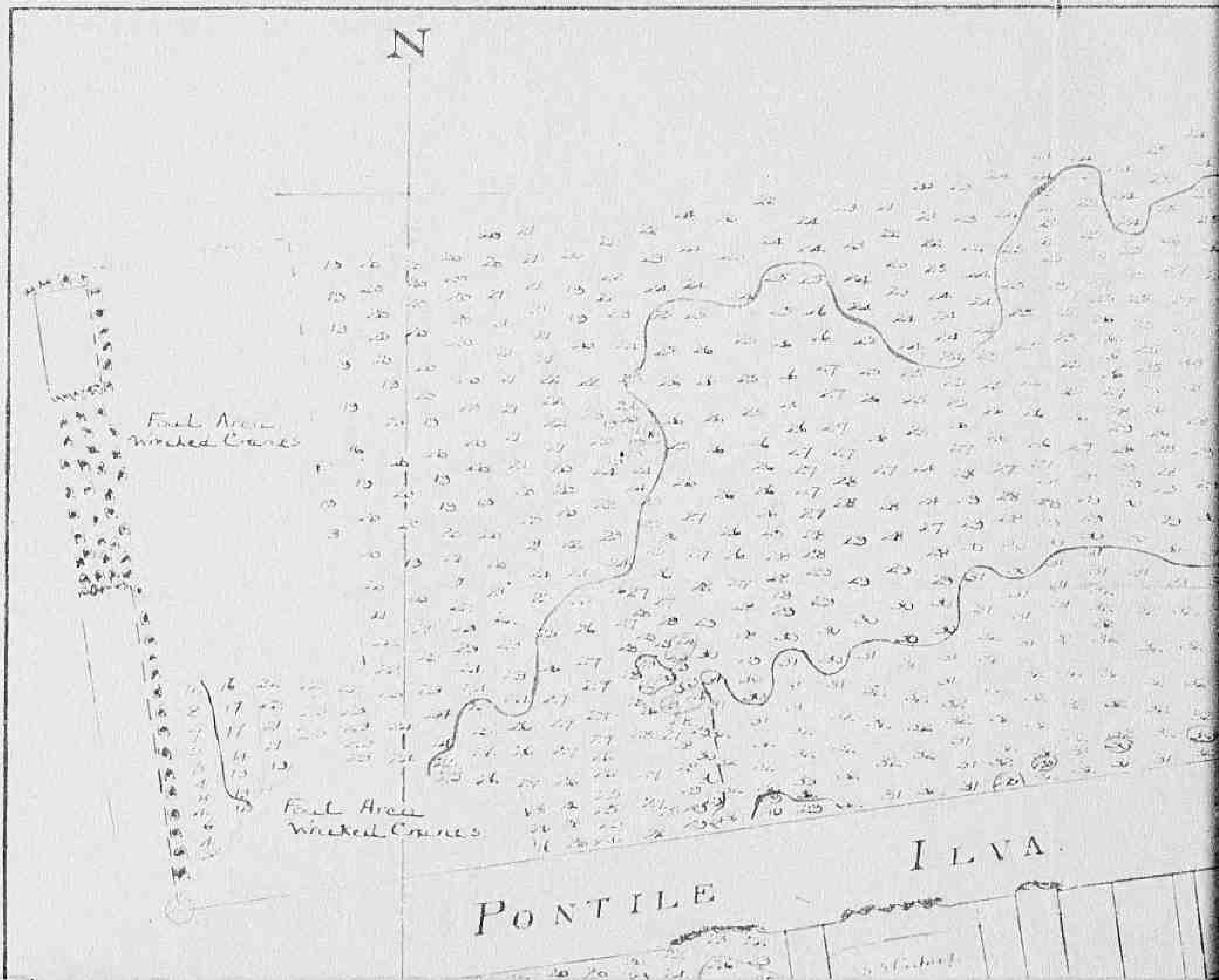
(Sgd.) H.A. PACKER

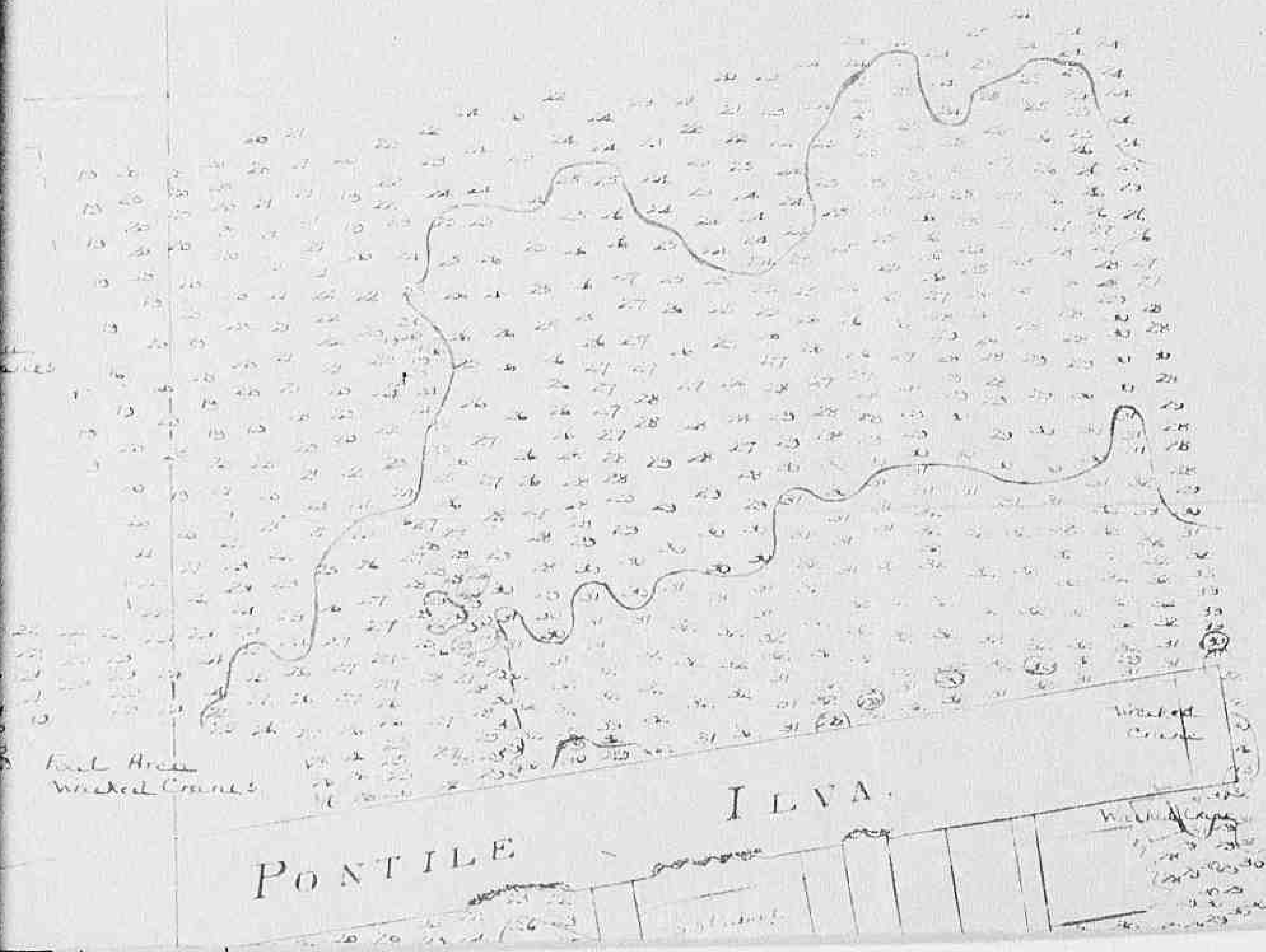
CHIEF OF STAFF TO THE
COMMANDER-IN-CHIEF, MEDITERRANEAN.

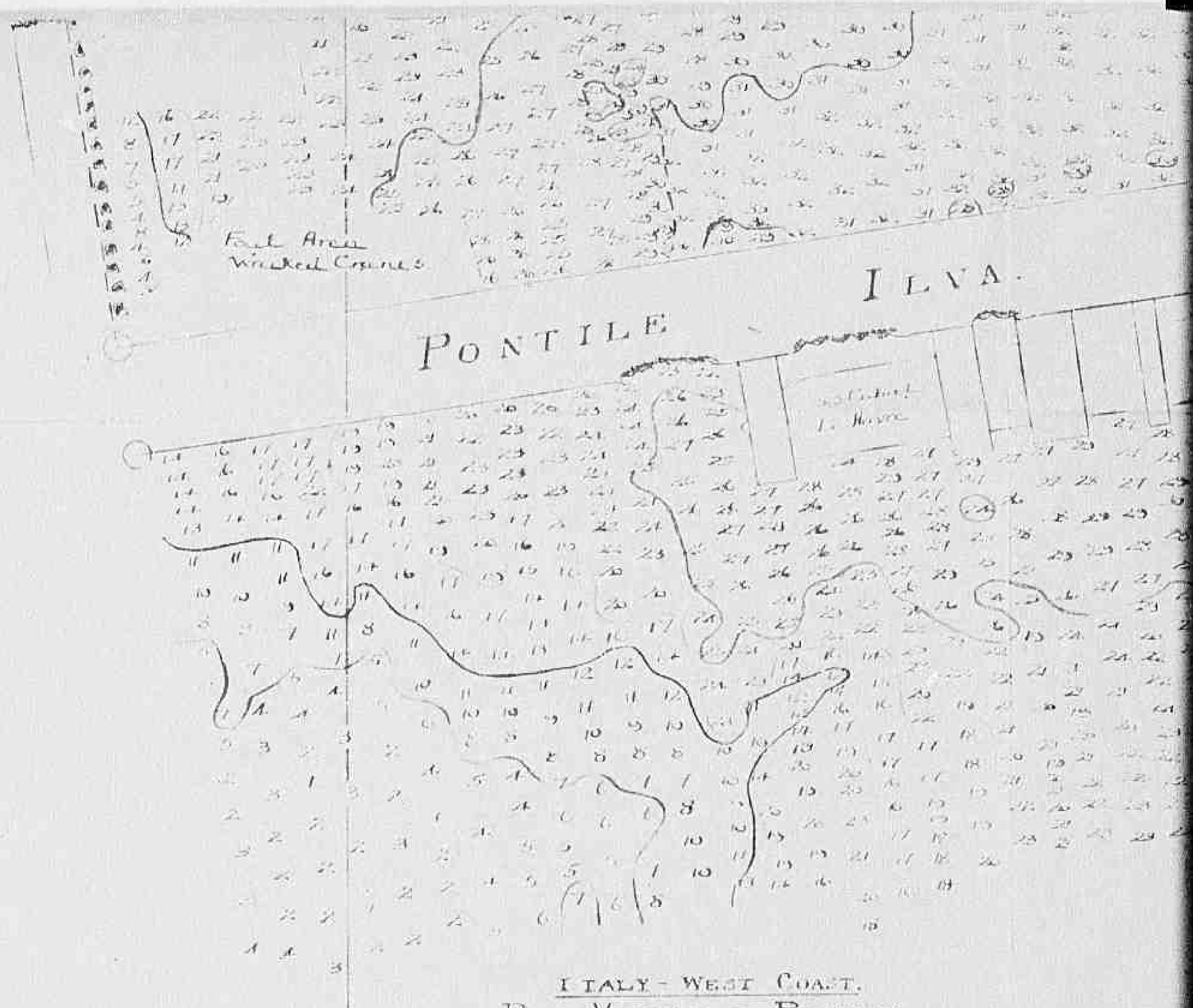
MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

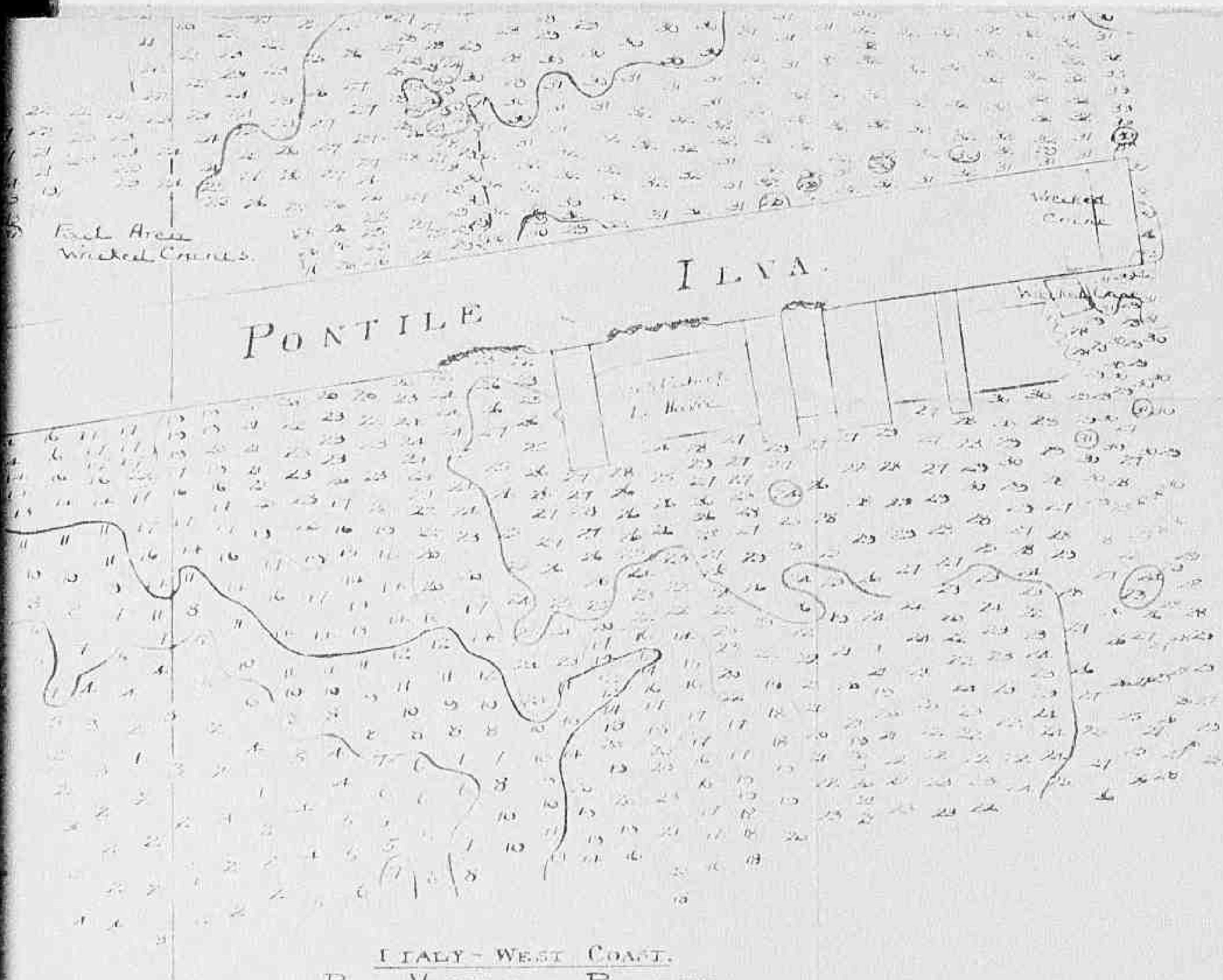
SEE DIAGRAMS BELOW.











ITALY - WEST COAST.

PORTO VECCHIO DI PIOMBINO.

Tracing showing soundings in Feet
obtained by Mediterranean survey
Unit N°2, reduced to approx M.L.W.

January 1945

Scale 1/1000.

W. H. H. H.
L. H. H. H.
31st Dec
1945.

S E C R E T

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

AMN6C/lr

AC/602/30/Tn.3

21 February 1945

SUBJECT : S.S. INDIANA for Piombino.

TO : Navy Sub-Commission for Lt. Woltherspoon.

1. This office has been advised by Tn. AFHQ this morning that the S.S. INDIANA is due in Piombino sometime to morrow with 281 horses to disembark. It is understood that there is a re-mount detachment on board who will take charge of the disembarkation.

2. Will you please be good enough to send a signal to those concerned to make arrangements for her reception.

Merritt H. Taylor
MERRITT H. TAYLOR
Director

2472

0 4 2 9

Declassified E.O. 12356 Section 3.3/NND No. 785020

S. 12-15

(GV100) Wt. 16539 / D7812, 500 Vol. 1 / 42, 21 & S. 1-203

NAVAL MESSAGE.

For use in
Signal
Department
onlyOriginators Instructions
(Indication of Priority,
Intercept Group, etc.)

SECRET - IMMEDIATE

Address/Plaindress

No. of
GroupsTO: NOIC Leghorn
(R) US NAVPO LeghornFROM:
NAVY SUB Cmn

TRANSPORTATION Sub Committee reports SS 5
INDIANA is due to arrive at POMBINO 10
22 February to disembark 281 horses 15
and Army remount detachment. Request 20
that arrangements be made for her 25
reception and that notification be given to 30
interested commands 35
WZ, NOIC Leghorn Pass US NAVPO. 40
21 45

J. H. Thomas ¹⁰/₂

2179

System

P/L Code or Cypher

Time of
Receipt Despatch

Operator

P.O.O.W.

Date

0 4 3 0

4-1 121/38

W. 11/10/1945 12/10/1945 12/10/1945 12/10/1945 12/10/1945

NAVAL MESSAGE

S. 13208.

Transmitted—May, 1945
Received—January, 1946

To:

(FOR INFORMATION ONLY)

FROM:

NOID LONDON

(R) H.Q.ALCM.

FORAM

RESTRICTED.

REQUEST YOU WILL INFORM A.C. DATE ON WHICH YOU WISH CREW TO
ARRIVE LONDON BY 151205 HOURS.

161550

(REF. TUG AND CREW FOR FLORENCE)

DIA. 3.6.9.10.

2470

(Rev. 12/1/53)

WT. 37266/DR313. 15.000m. 12/43. L. Ed. 61-7800.

NAVAL MESSAGE

S. 1320d.

Revised--May, 1930;
Revised--January, 1931.

To:

FONAM (R) H.Q. ALCOM

FROM:

NOIC LEGHORN.

(FOR INFORMATION ONLY)

ALLIED COMMISSION REQUIRE A TUG AT PIOMBINO TO HELP IN REHABILITATION.
ALLIED COMMISSION ARE REQUESTED TO ARRANGE CREW FOR TUG AND MAKE ARRANGEMENTS
FOR SUBSEQUENT PAYMENT OF WAGES AND VICTUALLING.
REQUEST YOU REPORT DATE TUG IS SAILED TO COMPLY.

152100A

DIS. 3.6.9.10.

HAND TOR 16/2

16/2/45.

*File 2489
Piombrino*

**UNITED STATES NAVY PORT OFFICE
LEGHORN**

Serial #73 (MO)

CONFIDENTIAL

11 January 1945.

From: U. S. Navy Port Officer, Leghorn.
To: Navy Sub-Commission, Hq. Allied Commission.
Via: U. S. Navy Port Officer, Mediterranean.

Subject: Operation of Port of PIOMBINO.

Reference: (a) Navy Sub-Commission, A.C. Confidential Ltr. NSC/1433 of
4 January 1945 to Transportation Sub-Com. A.C., etc.
(b) Navy Sub-Commission, A.C. Confidential Ltr. NSC/1325 of
14 December 1944 to Transportation Sub-Com. A.C.

1. Observationally, from the standpoint of this command, the Port of PIOMBINO is presently used as a holding port for convoys routed north and south bound to and from LEGHORN.

2. In this connection PIOMBINO affords a definite military value in the expedition of convoy movements to and from LEGHORN.

3. Any civilian use of the Port of PIOMBINO which would not interfere with this present function, or any civilian use thereof which would in any measure lessen the burden of unloading non-military supplies at LEGHORN would appear to be of a definite strategic military benefit.

Wm H. Arpaia
Wm. H. ARPAIA.

FIRST ENDORSEMENT

U.S. EIGHTH FLEET

19 January 1945.

From: U.S. Navy Port Officer, Mediterranean.
To : Navy Sub-Commission, Hq. Allied Commission.

1. Forwarded, concurring in remarks of basic letter.
2. It appears that the extent to which Allied authorities would make use of Piombino from a shipping standpoint, would be a function of Mediterranean Shipping Board.

W. E. G. Erskine
W. E. G. ERSKINE 2468

B

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOR SUB-COMMISSION

JRS/rmw

TEL : Ext. 204 28 January 1945
REF : LSC/515 (LSC/709)
SUBJECT: Operation of Port of Piombino
TO : Navy Sub-Commission

1. Reference is made to attached copies of previous correspondence regarding the proposed operation of the Port of Piombino. This Sub-Commission has been asked to comment specifically on Paragraph 7 of your original letter NSC/1325 of 14 December 1944.

2. From the standpoint of labor, operation of the Port of Piombino is highly desirable. There are approximately 5,000 persons unemployed in Piombino, many of whom are skilled in unloading ships, back-piling and warehouseing. It might be necessary to furnish skilled supervision, but common and dock labor is plentiful.

3. If plans permit, it is much more desirable to use the Port of Piombino for A.C. warehouseing of food-stuffs than to use the Port of Leghorn for similar purposes. Leghorn is already crowded and warehouseing facilities there are being used to the maximum. Furthermore, labor in Leghorn is in very short supply and urgently needed for essential military operations. Under the circumstances, therefore, full operation of the Port of Piombino is urged.

W. H. Braine
W. H. BRAINE
Director
Labor Sub-Commission

Encl.

2467

B

815 with 709

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

CONFIDENTIAL
C-O-N-F-I-D-E-N-T-I-A-L:

NSC/1433
6 January 1945.

From:
To :

Navy Sub-Commission, Hq. Allied Commission.
Transportation Sub-Commission, Hq. A. C.
Flag Officer, Northern Areas Mediterranean,
Flag Officer, Taranto Adriatic and Liaison, Italy, Taranto.
Naval Officer-in-Charge, Leghorn,
United States Naval Port Officer, Leghorn,
Mediterranean Shipping Board,
Chief of Staff, Allied Commission,
Economic Section, Allied Commission,
Food Sub-Commission, Allied Commission,
Labor Sub-Commission, Allied Commission,
Industry Sub-Commission, Allied Commission,
Peninsular Base Section, Leghorn.

Subject:

Operation of Port of PIOMBINO.

Reference:

(a) Navy Sub-Commission, A.C. confi ltr NSC/1325 of
14 December 1944 to Transportation Sub-Com. A.C.

1. The Navy Sub-Commission would appreciate an early reply
to paragraph 7 of reference (a).

H. W. ZEROLI,
Commodore, U.S. Navy,
for Chief, Navy Sub-Commission, AC.

EXTRA
COPY

X

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

C-O-N-F-I-D-E-N-T-I-A-L:

NSC/1325
14 December 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Transportation Sub-Commission, Hq. A.C.
Subject: Operation of Port of PIOMBINO.

1. On 1 October 1944, the Port of PIOMBINO was turned over to and made the operational and administrative responsibility of the Italian Navy by a directive of Flag Officer Northern Areas, Mediterranean, British Royal Navy. Consequently the Italian Ministry of Marine has assigned an Italian Naval Officer for duty in the port. Upon accepting responsibility for the operation of the port, the Italian Navy requested the Navy Sub-Commission to indicate the degree to which Allied authorities would make use of PIOMBINO and to assist in supplying appropriate quantities of labor and materiel to guarantee that Allied demands on the port can be met in an efficient manner.

2. To ensure that no labor or materiel are diverted for the use of the Italian Navy at PIOMBINO, unless its use will result in assistance to the Allied war effort, either directly by relieving the pressure on forward ports or indirectly by permitting the Italian Government to assume a greater share of responsibility for supplying and rehabilitating the PIOMBINO area, a representative of the Navy Sub-Commission recently made an inspection of the port and visited Headquarters, Peninsular Base Section, Leghorn and British Naval Officer-in-Charge, Leghorn.

3. Although the Italian Navy now is responsible for all matters connected with the water areas of the Port of PIOMBINO, all land areas remain the responsibility of Peninsular Base Section. The British Naval Officer-in-Charge, LEGHORN, retains an "over-riding authority" over the actions of the Italian Navy in the port, however, there is no representative of NOIC, LEGHORN present.

4. Both NOIC, LEGHORN and Commanding Officer, PBS expressed similar opinions to the effect that the early opening of the Port of PIOMBINO for ships loaded with civilian supplies would materially lessen the strain on LEGHORN facilities which are presently occupied in handling logistics for the Allied Armies. This proposed use of PIOMBINO is premised on the supposition that civilian supplies for use

16 DEC 1944
FILE
16 DEC 1944

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1325

14 December 1944.

C-O-N-F-I-D-E-N-T-I-A-L

Subject: Operation of Port of PIOMBINO.

in the PIOMBINO area can be handled with less transport facilities if off-loaded at PIOMBINO than at LEGHORN. If such supplies would have to be taken to a central depot at LEGHORN and then returned to the PIOMBINO area, as an Allied Commission representative has intimated may be required, it would appear that there would be a small over-all benefit from the early building up of PIOMBINO facilities.

5. The Port of PIOMBINO has one berth which by using ships' gear for unloading, and motor vehicles for transport of supplies, could immediately be used by a Liberty ship. In addition, there is docking space which is capable of handling simultaneously, several coastal schooners. Both the Liberty berth and the schooner berth have been served by a rail spur in the past. The I.L.V.A. Company, whose now damaged steel plant was served both by the docks and the rail line, is sponsoring limited efforts to place the rail line in operation and to join it to the main north-south railroad line. From local representatives of the company, it was determined that the I.L.V.A. Company hopes to have the line in operating condition by the end of January, 1945. It is not known whether the I.L.V.A. Company is being assisted in its rehabilitation efforts by an AC/AMG office or whether its activity is entirely the result of its own initiative. In any event, it appears that the rail line could be made operational in a shorter time if Allied assistance were given to the Company.

6. As the I.L.V.A. Company at PIOMBINO is in a seriously damaged condition, the majority of its large number of former employees are without work. It would appear that in determining the degree to which the Port of PIOMBINO should be operated, some consideration should be given to the condition of the presently unemployed industrial population.

7. The Transportation Sub-Commission, and information addressees are requested to inform the Navy Sub-Commission of their interest in the Port of PIOMBINO and the degree to which it is

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1325
14 December 1944.

C-O-N-F-I-D-E-N-T-I-A-L

Subject: Operation of Port of PIOMBINO.

considered that enlarged operation of the port would assist in fulfilling their responsibilities. It is particularly desired that AC/AMG addressees indicate in their replies their present interest in the Port of PIOMBINO as well as their anticipated interest at such time as control may be relinquished by the Peninsular Base Section.

H. W. ZIROLI,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, AC.

Copy to:

FONAM
FOTALI
NOIC, LEGHORN
US NAVPO, LEGHORN
MEDBO
CHIEF OF STAFF, AC
ECONOMIC SECTION, AC.
FOOD SUB COM. AC.
LABOR SUB COM. AC.
INDUSTRY SUB COM. AC.

RC TOSCANA REGION

PBS Leghorn (also sent copy FOWIT #698 Memo
which turns PIOMBINO over to IRN)

DUPLICATE

Office of the Naval Officer in Charge,
INCHON.

11th January, 1945.

No. 2/25/45.
Messieurs,
Allied Commission,
Navy Sub-Commission.

USE OF THE PORT OF PUSAN.

With reference to your HSC/1925 of the 16th
December, 1944, it is anticipated that the Flag Officer,
Korhama (and Mediterranean's) reply will cover the interests
of the Naval Officer in Charge, Inchon in the Port of Pusan.

R. M. MacRae
CAPTAIN.

*Original given
to US Navy
22/1/45*

2462

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

17 January 1945

RECONNAISSANCE PORT PIOMBINO1. Introduction.

Party consisting of

Lt. Col. W.A. Balfour M.B.E.

Mr. C.C. Crooks

Maj. C.R. Worthington M.B.E.

Commander Romano

Capt. U. Biriam

Tn 3 Trans Sub Comm

Tn 6 Trans Sub Comm

Tn 3 Trans Sub Comm

P.O. Min of Marine

Min of Marine

assembled Rome 0600 hours 16th. Owing to limited space in car, Mr. Crooks to follow in car with Maj A.H. Street of Tn 5. Party arrived Piombino shortly before 11.00 hours and were met by Mr. R.F. Fairley B.M.W.I.R. who piloted party to rendezvous with N.O.I.C. and Captain del Porto. Reces of Port completed shortly after noon, party returned to office of N.O.I.C. for conference at 12.30 Tn 5 & 6 party not arrived, conference proceeded with additional members of party.

Major W. Knigher

Eng. 8 Reg.

Ten. Vascello Attilio Zanella

N.O.I.C.

Capt. Francesco Beegund

Harbour Master

in attendance Chief and 2nd Pilots.

In the following information it must be appreciated that unconfirmed and irrelevant statements have been omitted and that only information considered necessary to the directed Policy has been used.

2. Demolitions.

Considerable damage has been caused to the Port and temporary operational repairs have already been accomplished. Considerable improvement could still be made at comparatively small cost in finance and material.

3. Port.

Piombino is almost an open Roadstead. There is no breakwater. Land on the west side given protection from the prevailing winds.

4. Weather.

Like most north west Italian Ports the rapid change of

Lt. Col. W.A. Balfour M.B.E.
 Mr. C.C. Crooks
 Maj. C.R. Werthington M.B.E.
 Commander Romano
 Capt. U. Birtam
 Tn 3 Trans Sub Comm
 Tn 6 Trans Sub Comm
 Tn 3 Trans Sub Comm
 P.O. Min of Marine
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 Ten. Vascello Attilio Zanella M.O.I.C.
 Capt. Francesco Beagund Harcour Master
 in attendance Chief and 2nd pilots.

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2. Demolitions.

Considerable damage has been caused to the Port and temporary operational repairs may already been accomplished. Considerable improvement could still be made at comparatively small cost in finance and material.

3. Port.

Piombino is almost an open Roadstead. There is no breakwater. Land on the west side given protection from the prevailing winds.

4. Weather.

Like most north west Italian Ports the rapid change of wind from South to South West is the condition most likely to endanger shipping. Local opinion considers the normal 5/6 hours warning ample. The absence of breakwater permitting easy passage to sea confirms this.

...../2

REN. 16 (2)

261

- 2 -

5. Capacity.A. Alongside Berths at present there are available :-

1. liberty - 29 ft draft, 3 ft mud bottom, North sea and of Pontile Ilva.
1. coaster - 16 ft draft, South, shore end of Pontile Ilva.

B. Holding Berths.

3. liberty - mooring buoy and ships anchor.
2. liberty - stern to and ships anchor.

C. Future Berths. with economic repairs and construction 3 further berths could be made available:-

- 1 liberty - 23 ft draft at sea end, south side of Pontile Ilva outside wreck, replacing over wreck of 4 Platform partially removed, would make this berth available for 4 hatches to shore.
- 1 coaster - 24 ft draft, shore end, north side of Pontile Ilva.

Removal of 2 wrecks (largest wreck German assault landing barge)

- 1 coaster - 18 ft draft, situated north side of Port at Ilva works. 3/4 ft of soft mud dredging required.

D. Estimated discharge. The present liberty and coaster alongside berths should be capable of 1000 T.P.D. (2-8 hour shifts) The three "Future Berths" should increase capacity by a further 1000 T.P.D. Overseas discharge is possible at all holding berths, the capacity being limited by draft discharging berths (3/10 now available, consider difficult to construct others)E. General layout showing berths, future berths and wrecks is attached as annexure 1.6. Clearance.A. Roads are in fair condition and able to handle the tonnage referred to in para 5.B. Rail track serving Pontile Ilva should not require undue material or labour. Expert report and proposed layout re attached at annexures 2 and 3.7. Labour.

In spite of information that labour is in abundance it is the opinion of the Recce. Party that skilled labour is not available in excess of 25 hatches.

8. Warehousing.

No facilities exist in the Port area for covered storage.

Water

- C. Future Berths, with economic repairs and construction 3 further berths could be made as follows:-
- 1 liberty - 237ft draft at sea end, south side of Pontile Ilva outside wreck, replacing over wreck of 4 Platform partially removed, would make this berth available for 4 hatches to shore.
 - 1 coaster - 24 ft draft, shore end, north side of Pontile Ilva. Removal of 2 wrecks (largest wreck German assault landing barge)
 - 1 coaster - 18 ft draft, situated north side of Port at Ilva works. 3/4 ft of soft mud dredging required.
- D. Estimated discharge. The present liberty and coaster alongside berths should be capable of 1000 T.P.D. (2-8 hour shifts) The three "Future Berths" should increase capacity by a further 1000 T.P.D. Overseas discharge is possible at all mooring berths, the capacity being limited by Craft discharging berths (3/10 now available, consider difficult to construct others)
- E. General layout showing berths, future berths and wrecks is attached as annexure 1.
6. Clearance.
- 4. Roads are in fair condition and able to handle the tonnage referred to in para 5.
 - 5. Rail track serving Pontile Ilva should not require undue material or labour. Expert report and proposed layout re attached as annexure 2 and 3.
7. Labour.
In spite of information that labour is in abundance it is the opinion of the Recce. Party that skilled labour is not available in excess of 25 hatches.
8. Warehousing.
No facilities exist in the Port area for covered storage.
9. Water.
1 Hydrant at Pontile Ilva is in working order - sea access on 18 ft draft - 100 ft of hose available. It is recommended that the present pipe line to Pontile Ilva be repaired. Regional Engineer submitting separate report on time and cost.
10. Telephones - only civilian system in operation.
11. Electrical supply.
The nearest point at present is 500 yds from Main berths. Supply general spasmodic. Regional Engineer reporting fully.

12. Facilities.

- A. Tugs 1-95 HP and 1.175 HP available, only useful for small craft (Tugs unnecessary for berthing steamers)
- B. Barges 2-450 steel, in good condition 2-130 wooden, require minor repairs which can be done with local resources. Several good barges could be salvaged technically. Naval S/C should be instructed to take immediate action here.
- C. Cranes 5 steam, slewing, Rail tracks capacity 30 cwt, are in Port area, in working conditions.
- 2 Electric, slewing, luffing, Rail track, capacity 5 tons, near Port area, are in working condition. All could be moved with little track repair.
- D. Cargo Handling Gear. non available.

13. Dumping areas.

All stacking space in dock area requires transport from ships side.

14. Conclusions. Civilian cont ol exist in the form of shipments and master steamers. The import of coal to Solway, Rosignone, will relieve unemployment considerably more than any other project. This area can be aided by diverting shipping to port when rail is in working order. The restoration of Electrical power and water is not essential on the figure of 1000 I.P.D. but is recommended for satisfactory work.

[Signature]
C.J.A. PALFORD Lt. Col.
A.J.M.C. (M) Shipping
Movements Div.

DISTRIBUTION:-

D.C.O.S.
Director Tn. S/C.
P.W. & U. S/C.
Industry S/C.
Rail Div.

2160

12. Facilities.

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- B. Barges 2-450 steel, in good condition 2-130 wooden, require minor repairs which can be done with local resources. Several good barges could be salvaged economically. Naval S/C should be instructed to take immediate action here.
- C. Cranes 5 steam, elevating, Rail tracks capacity 30 cwt, are in Port area, in working conditions.
- 2 Electric, slowing, luffing, Rail track, capacity 5 tons, near port area, are in working condition. All could be moved with little track repair.
- D. Cargo handling gear, non available.

13. Bumping areas.

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- 14. Conclusions. Civilian coal exist in the form of shipments and master stevedores. The import of coal to Selway, Resignation would relieve unemployment considerably more than any other project. This area can be aided by diverting shipping to port when rail is in working order. The restoration of Electrical power and water is not essential in the figure of 1000 I.P.D. but is recommended for satisfactorily work.

[Signature]

C. J. A. BALFOUR Lt. Col.
A. J. M. G. (M) Shipping
Movements Div.

DISTRIBUTION:-

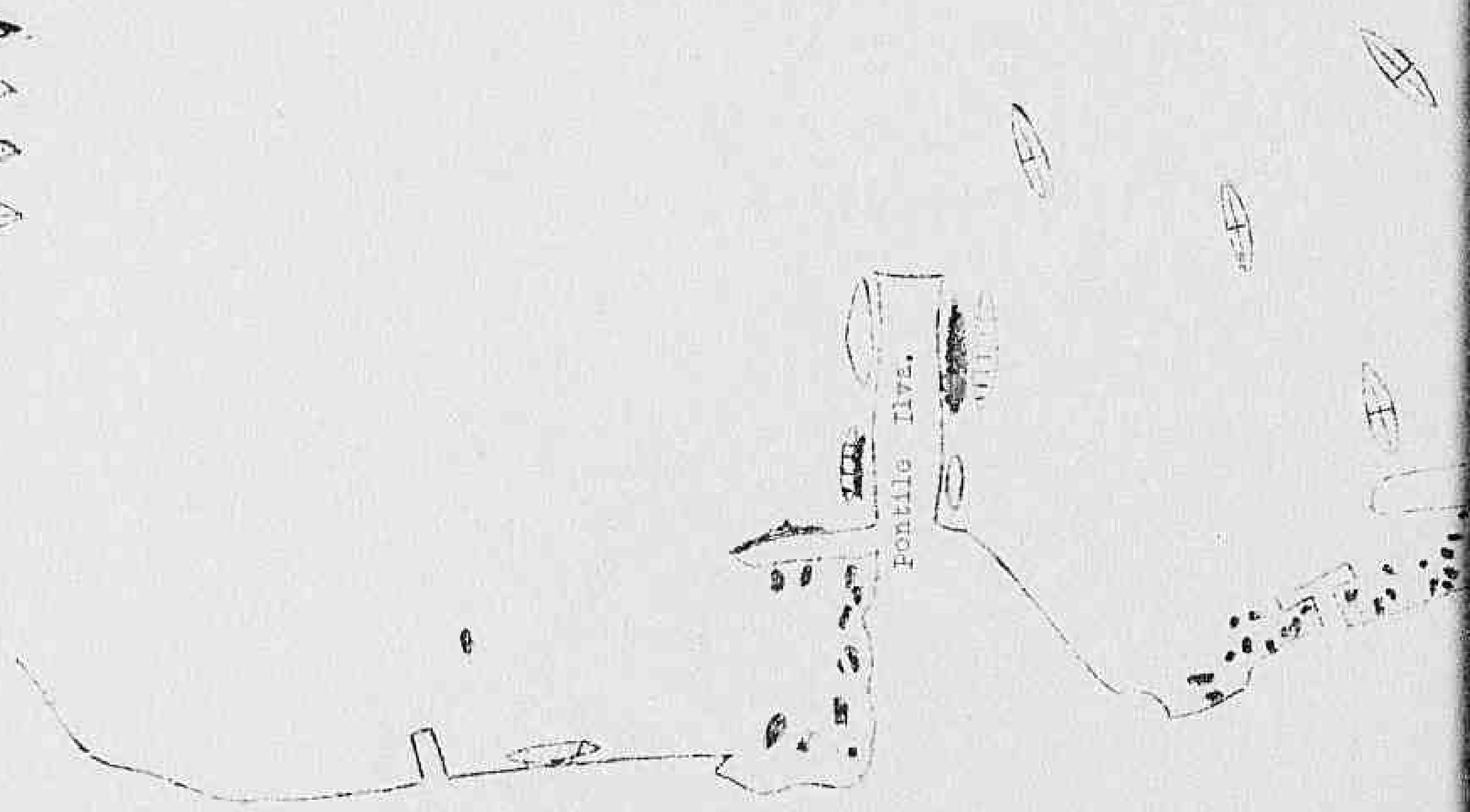
D. G. O. S.
Director Tn. S/C.
P. W. & U. S/C.
Industry S/C.
Rail Div.
Mov. Rail
Planning Tn. S/C.
Ports & Warehouse Div. Tn. S/C.
Navy S/C.
Shipping S/C.
AFHQ G-4 (Mov & Tn) (2)

2460

PORTO VECCHIO DI PIOMBINO.

LEGEND.

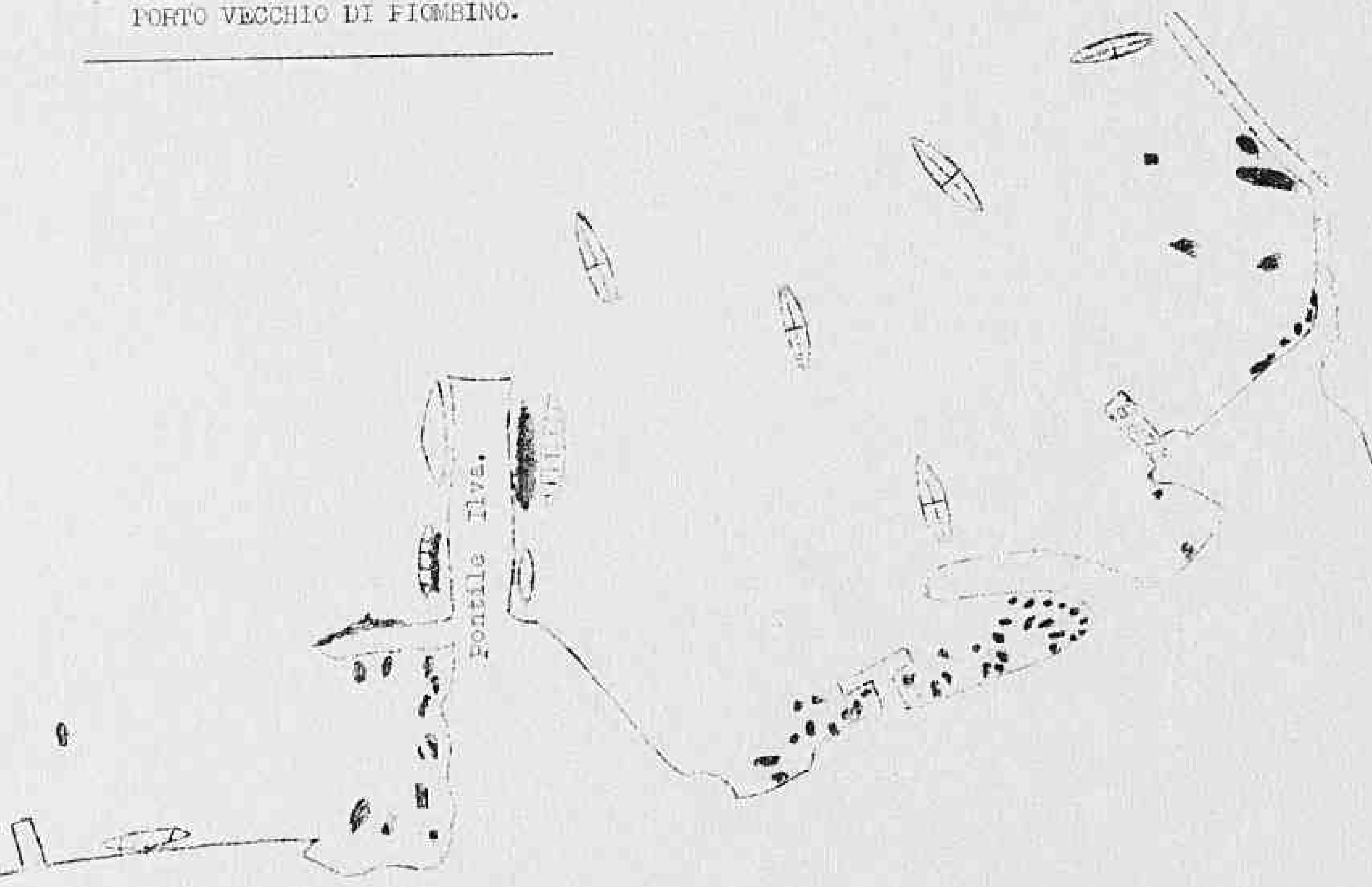
- WRECKS 
- PRESENT BERTHS 
- FUTURE BERTHS 
- HOLDING BERTHS 



6957

ANNEXURE I.

PORTO VECCHIO DI FIOMBINO.

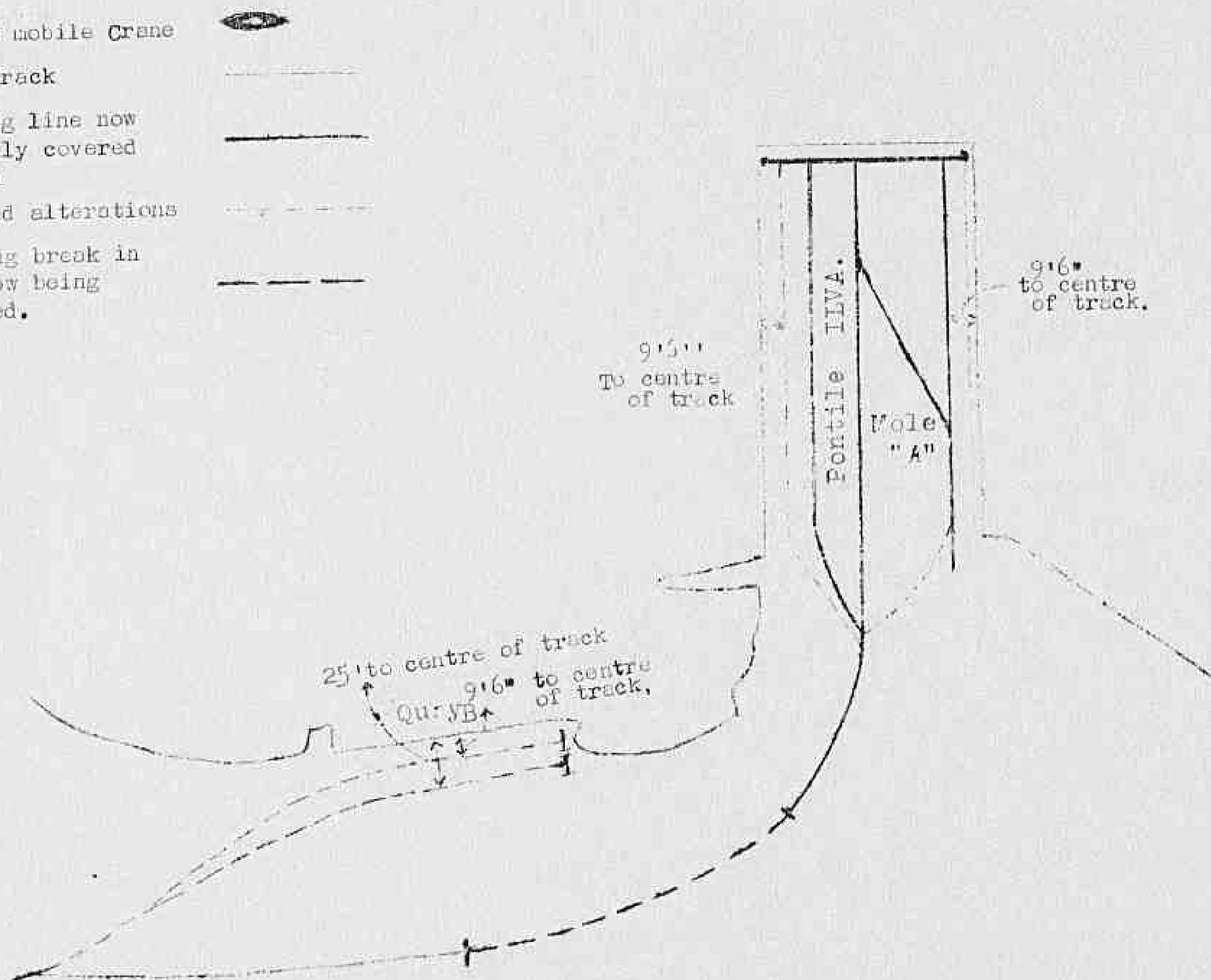


0447

PORTO VECCHIO DI PIOMBINO
EXISTING RAIL FACILITIES AND PROPOSED ALTERATIONS.

9258
ANNEXU

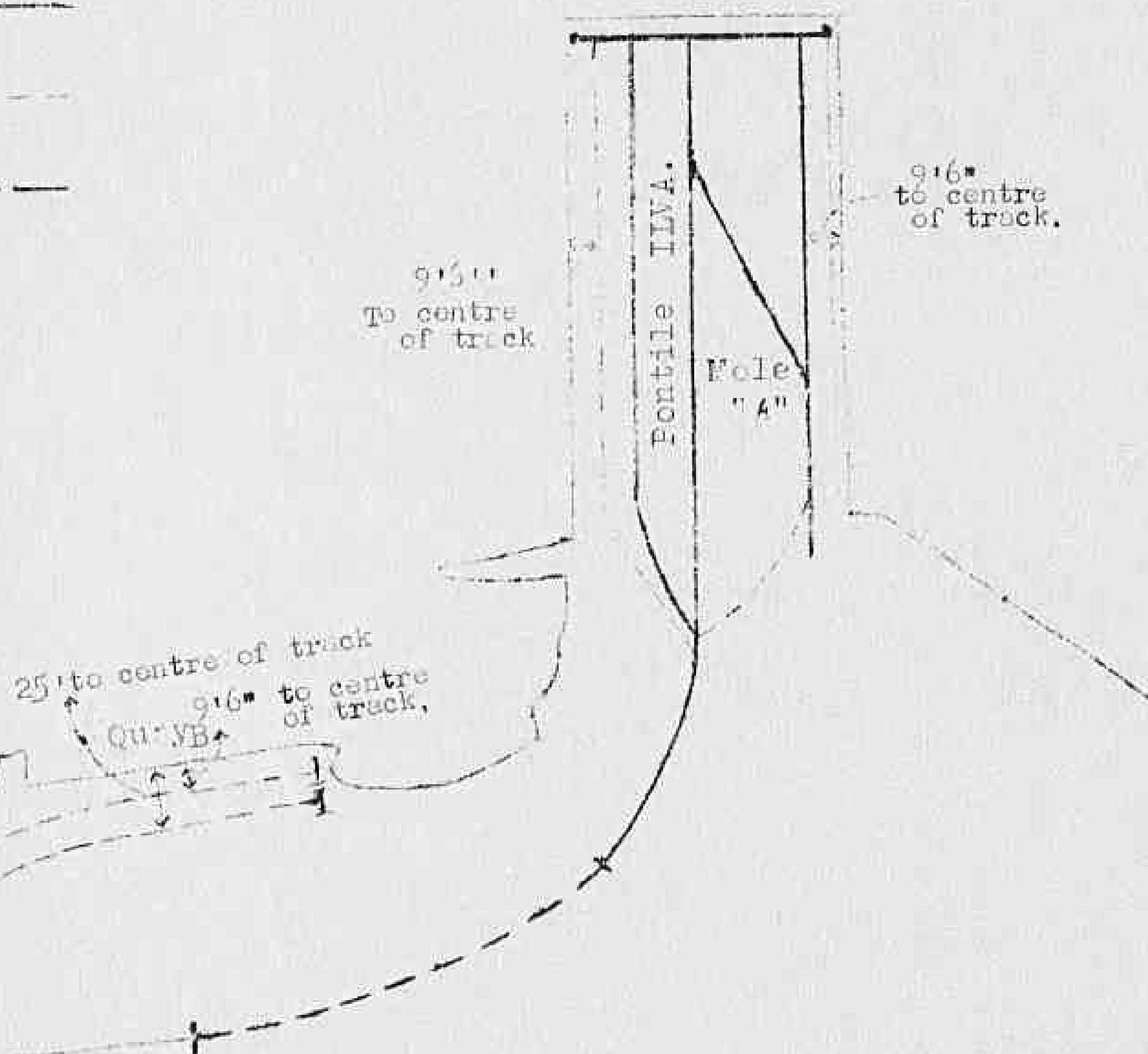
- 1. Disused mobile Crane
- 2. Crane Track
- 3. Existing line now partially covered by soil
- Proposed alterations
- Existing break in line now being repaired.



PORTO VECCHIO DI POMBINO
EXISTING RAIL FACILITIES AND PROPOSED ALTERATIONS.

2158

ANNEXURE II.



ANNEXURE III.Rail Reconstruction Port of Piombino.

1. The object of the Rail reconstruction scheme, is to enable a daily clearance by Rail through the Port of Piombino of 1000/2000 Tons.
2. As set out at Annexure II. it is proposed :-
 - (a) To make good the three existing tracks from the main Mole "A" connecting them with the branch line Piombino to Campiglia.
 - (b) To construct two new spurs from the branch line to serve quay "B".
3. The constructional work referred to in para 2 above has been outlined to Transportation Sub-Commission (Rail Division) who state that the work will have to be carried out by the Ilva works, who are the proprietors, but that any assistance both technical or material that they may require will be given.
4. Transportation Sub-Commission (Rail Division) have informed Industry Sub-Commission of the proposed new project in order that they can sanction the work to be carried out by Ilva. 15 February has been given as completion date.

GV100 WL 37266 (D.A.13. 12.500M. 12/81. P. 3. 4. 124. 12/901.

NAVAL MESSAGE.

S. 1320c.

(Established May, 1953.)
(Revised December, 1951.)

To:

From:

~~FROM~~

ALCOM HQ

AFHQ

(SIGNED SACRED)

~~CONFIDENTIAL~~

TO NAVY SUB COMMISSION FOR INFORMATION ONLY.

1. BRIDGE REPAIRMENT FURNISHING, FURNISHING AND CIVIL VEHICLE REPAIRS
AT BRIDGE REPAIRING COMMITTEE 18TH JANUARY.

2. REQUEST YOU ARRANGE FOR QUALIFIED PERSON REPRESENTATIVE TO REPORT ON
SUITABILITY OF BRIDGE FOR AT BRIDGE WITH VIEW TO BRIDGE CIVIL VEHICLE
REPAIRMENT IN VIEW TO SIX WEEKS TIME.

3. AFHQ IS PREPARING PROGRAMME FOR BRIDGE FOR WORK FURNISHING, FURNISHING
AND REPAIRS, HAVE ESTABLISHMENT OF TRONTRIS BY AFHQ ITALIAN MINISTRY
OF WORKS WILL BE REQUIRED TO MAKE CONTRACT DIRECT WITH BRIDGE OFFICE, 3. VIA
188 BRIDGE, ROAD FOR BRIDGE. FURNISHING FURNISHING AND ALSO FURNISHING FROM
FOURTH TO FIFTH FURNISHING.

4. GIVE ESTIMATES (CIVIL WORKS) TO BE BRIDGE AT ALL FURNISHING.

5. APPROVED G. IN C. FURNISHING, FURNISHING AND WRA.

-201356A.

DATE: 3/9/40/12.

P. S. FURNISHING.

T. O. R. A. S.

PAGE 21-4-45.

AUG/a

REORGANIZATION ALONG COMMISSION
AFU 704
Transportation Sub-Commission

Meeting to be held at 14.30 hrs. on Tuesday
11th January 1945 to discuss the reopening
of the Port of Ploebino.

A G H N D A

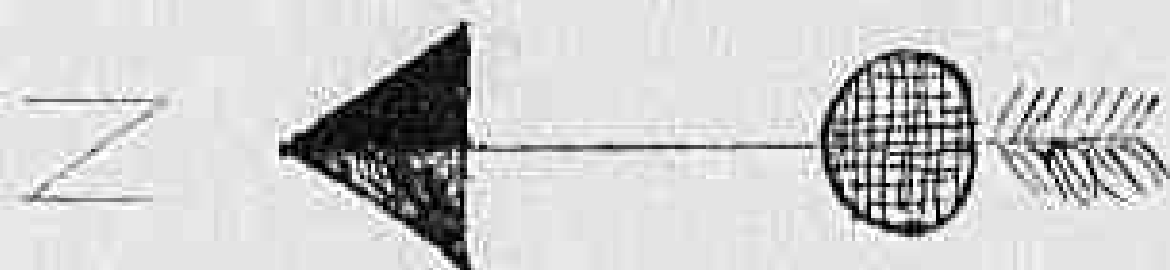
1. Estimated tonnage per month into Ploebino.
2. The plan, details of orders to assist in operation.
3. Port clearance facilities.
4. Port facilities and labour (reported to be 4500 unemployed)
5. Transfer of Leghorn AC warehouse to Ploebino.
6. Coordination of ZHS and AC plans.

BERNARD R. TAYLOR
Director

2155

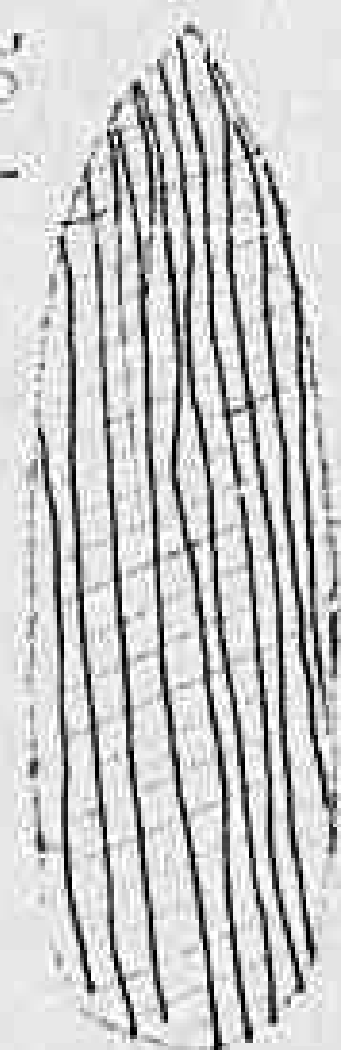
Correct

PORT PLUMBING.



1 Liberty

30' 1 Liberty



Copied from North

LEVA'S PIER

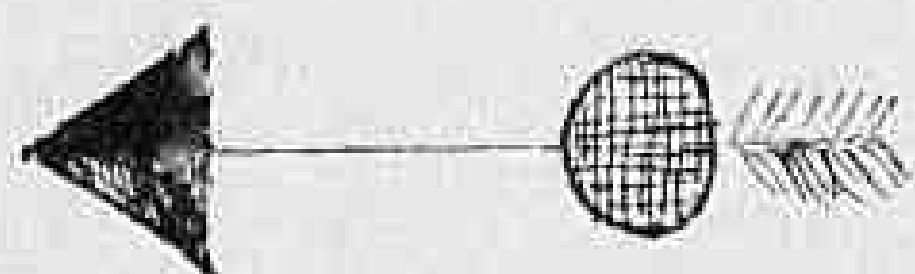
Wreck
Liberty
constructed
Draught

1 Liberty secured
stem to

Wrecks

12554

PORT PIMBINO.



1 Liberty secured
stern to

Wreck
Liberty
constructed
Draught

ITVA'S
PIBR

(Wrecks)

Wrecks

HEADQUARTERS ALLIED COMMISSION
APO 394
Industry Sub-Commission
Coal Division

CWO/gv

Tel: 478489

12 January 1945.

Ref: AC/IND/CD/60/9

Subject: Operation of Port of Piombino

TO : Navy Sub-Commission
Transportation Sub-Commission

1. The estimated quantity of coal required daily through the port of Piombino would be 800 tons per day. This quantity would be destined to Solvay Co., Resignano, Ilva Steel Works at Piombino (been operated by the Royal Engineers) and the Railways themselves. All the above are at present being supplied through Leghorn.

2. It is not considered possible to use Piombino for coal until the railway joining the main North and South line is repaired.

For the Chief Commissioner:



W.S. VAUGHAN
Director,
Industry Sub-Commission.

Copy to:
Economic Section.

2453

NAVY SUBCOMMISSION, A.C. - FOYALL, ROSE

Date: 12-1

File No. & Subject: HQ AC

ORDER

(X) Section: INITIAL: DATE

ROUTING

(X) Inform:

Industry S/C Ltr AC/IND 1CD/60/9
71211

Operation in Port of Piombino

CDRE PALMER

CDRE ZIROLI

CAPT BLACKBURN

CAPT BULLER

LT-C DAVIES

LIEUT CHASE

① LT WOTENHOPF

LIEUT HARVEY

✓

B

13

X(NONE)

W

13

✓ PREPARE REPLY

PREPARE DESPATCH

INVESTIGATE & REPORT

COMMIT

APPROVAL BEFORE TYPING

FOLI, NO E - Type

NAVY 30 - Type

READY FOR SIGNATURE

BRING UP FOR FURTHER ACTION

Date:

COMMENTS ON DRAFT REPLY

Write plainly and completely. Contents of reverse

MUNIZ - put with
PIOMBINO pack in
"pending" for BU.
1 February.

The action officer is responsible for the preparation of a smooth typed reply, either before or after approval. He will then initial routing slip and correspondence where stamped "FILE", and indicate whether correspondence is to be brought up for further action. Read your letter and correct mistakes before submitting.

AT:CO/ra

HEADQUARTERS ALLIED COMMISSION

AFM 294

Transportation Sub-Commission

Minutes of meeting held at A.C. Headquarters
Transportation Sub-Commission, on Thursday
11th January 1945, to discuss the reopening
of the Port of Pionbino.

In the Chair: Lt. Col. F. J. Sieff, CBE RA Chief Prov. Div.

Present: Capt. R. St. J. Butler, U.S.M. Navy Sub-Comm.
Lt. W. Motherspoon U.S.M. Navy Sub-Comm.
Lt. Col. J. F. Falloway Gov. Shipping
Major Schreiner P.B.S.
Major A.B. Sowers Toscana Region
Major C.R. Orthington M.B.E. Gov. Rail
Major A.M. Colure Gov. Shipping
Lt. C. J. Atkins Economic Section
Lt. N. M. Arley Shipping Div.
Commander Romene Port Office Ministry of
Marine

1. The Chairman stated that it was the object of A.C. to open the Port of Pionbino to serve that area, whose traffic would most economically be handled there Pionbino, but that P.B.S. also had an interest in the Port.

2. Major Schreiner (P.B.S.) confirmed that the interest of P.B.S. in having Pionbino reopened was to divert some of the A.C. cargo at present going to Leghorn. He thought they would be prepared to offer a small cadre of say two officers and a few E.I. and a certain amount of ship work. They were not however prepared to furnish other gear such as cranes and port gear. Chairman stated that confirmation would be necessary from the military authorities that if a proportion of this diverted cargo had to move north by rail, then line capacity would be allocated ex Pionbino along line 50.

Action:- Gov. Rail.

3. Major Schreiner was asked to give A.C. as soon as possible a firm offer of what P.B.S. are prepared to provide.

Action:- P.B.S.

251

In the Chair : Lt. Col. J. J. McNeill, OBE RA Chief Prov. Div.

Present : Capt. J. St. J. Butler, U.S.N. Navy Sub-Comm.
 Lt. V. J. O'Brien, U.S.N. Navy Sub-Comm.
 Lt. Col. J. J. McNeill, OBE RA Chief Prov. Div.
 Major Schreiner, P.E.S.
 Major J. B. Sowers, Toscana Region
 Major C. E. Verthine, P.E.S.
 Major A. J. Verthine, P.E.S.
 Lt. O. J. Verthine, P.E.S.
 Lt. B. J. Verthine, P.E.S.
 Commander Bohne, Port Office Ministry of Marine

1. The Chairman stated that it was the object of A.O. to open the Port of Pionning to serve that area, where traffic would most economically be handled than Pionning, but that P.E.S. also had an interest in the Port.

2. Major Schreiner (P.E.S.) confirmed that the interest of P.E.S. in having Pionning reopened was to divert some of the A.O. cargo at present going to Leghorn. He thought they would be prepared to offer a small cadre of say two officers and a few P.E.S. and a certain amount of ships gear. They were not however prepared to furnish other gear such as cranes and port gear. Chairman stated that confirmation would be necessary from the military authorities that if a proportion of this diverted cargo had to move north by rail, then line capacity would be allocated as Pionning along line 50.

Action:- Mov. Rail.

251

3. Major Schreiner was asked to give A.O. as soon as possible a firm offer of what P.E.S. are prepared to provide.

Action:- P.E.S.

4. Navy Sub-Commissioner was asked to contact Italian Navy to confirm the Italian draft for the liberty berth.

add P
 Action:- Navy S/G.

5. On the other side of the liberty berth in a wreck with platforms for working three houses of a lightened liberty. Draft here stated to be 13 ft.

6. Capt. Butler (Navv Sub-Commission) said there would be no objection from a naval point of view to putting two liberties into the port.

7. Major Ventilation (Mov. Rail) said the rail from the port to the main line at Cambriglia would be ready by 15 Feb '45.

8. The monthly imports into the port were estimated to be:-

Grain	10,000 tons	(diversion from Leghorn)
Foodstuffs	1,300 "	
Salt	500 "	
Medical Supplies	75 "	
Thermoplastic Resin	2,500 "	
Coal	24,000 "	

34,000 tons

9. The coal is for local distribution to the I.L.W.A. steel works in the port and to the Rossignolo Sulphur mine and will therefore not impose a great strain on rail transport. Mov. (Shipping) to take up with Priorities Board what is the priority on the handling of the Rossignolo mines.

Actions: Mov. Shipping

10. The Chairman suggested the necessity of lightening a collier in Plombino and completing discharge at Leghorn, where a 22 feet draft is the limiting factor.

11. There is no covered warehouse accommodation in the port, and no civilian P.T. is available.

12. Plenty of labour is available in the immediate vicinity of the port.

13. A rescue party will visit the port on 10th January, consisting of men from Rail Div., Mov. (Rail), Shipping Ports & Warehouse Div., Mov. (Shipping), Italian Navy, Transportation Toscana Region, Public Works & Utilities Toscana Region to produce a coordinated plan. 0.0. Mov. Shipping will be in charge.

HERRITT H. TAYLOR
DIRECTOR

DISTRIBUTION:-

H.O.G.S. H. Region VIII Industry Sub-Comm.

Grain	10,000 tons	(diversion from Leghorn)
Foodstuffs	1,500 "	
Salt	500 "	
Medical Supplies	25 "	
Phosphate Rock	3,000 "	
Coal	24,000 "	

30,000 tons

9. The coal is for local distribution to the I.L.F.A. steel works in the port and to the Reginano Sulphur mine and will therefore not impose a great strain on rail transport. Nov. (Shipping) to take up with Principles Board that is the priority on the part of the Reginano mines.

Action: Nov. Shipping

10. The Chairman suggested the necessity of lightening a collier in Pionbino and completing discharge at Leghorn, where a 22 foot draft is the limiting factor.

11. There is no covered warehouse accommodation in the port, and no civilian M.T. for the latter.

12. Plenty of labour is available in the immediate vicinity of the port.

13. A recess party will visit the port on 18th January, consisting of reps. from Rail Div., Nov. (Rail), Shipping Ports & Warehouse Div., Nov. (Shipping), Ital. in Navy, Transportation Toscana Region, Public Works & Utilities Toscana Region to produce a coordinated plan, C.C. Nov. Shipping will be in charge.

APPROPRIATE OFFICIALS
DIRECTOR

DISTRIBUTION:

E.C.O.S.	U. Region VIII	Industry Sub-Comm.
P.T.E.U. Sub-Comm.	NO. P.E.S.	Int. S/O Ports & Ship.
Navy Sub-Comm.	AFHC (N-4 Nov. In)	" Rail Div.
Shipping Sub-Comm.	AFH (1-5)	" Nov. Shipping
Labour Sub-Comm.	Food Sub-Comm.	" Nov. Rail
FOUR M		" Nov. Road
NOIC Leghorn		

INTER OFFICE MEMO

EGL/mi

Tel: 584

6 January 1945

Ref: 61-1/160/FOOD

SUBJECT: Use of the Port of PICMBINO

FROM : Food Sub-Commission

TO : Navy Sub-Commission

1. Your NSC/1325 of 14 December 1944 refers.
2. Enclosed copy of letter 61-1/157/Food to Transportation Sub-Commission on subject matter is forwarded for your information. Same should have been sent to you at the time.

For the Chief Commissioner:


W.J. LMG

Colonel

Director, Food Sub-Commission

2450

FILE

COPY

INTER OFFICE MEMO

JT/sk

Tel: 478807

27 December 1944

Ref: 61-1/157/FOOD

SUBJECT: Use of the Port of Piombino

TO : Transportation Sub-Commission

1. Reference your letter AC/1/30/Tn/S of 20 December, 1944.

2. At the present moment about 1500 tons monthly of miscellaneous foodstuffs are required in the Tuscany Region. This comprises the provinces of Grosseto, Arezzo, Siena, Florence, Lucca, Pisa, Pistoia and Livorno. Beginning in February, in addition to the above, about 10,000 tons of imported grain will be required monthly for the Northern provinces of Tuscany Region, particularly for the provinces of Florence, Lucca, Pistoia, Pisa and Livorno. Finally, up to 500 tons of salt monthly may be required in this area unless the salt production at Salina can be stepped up to capacity.

3. Owing to the fact that comparatively small quantities are involved except for wheat, and that civilian foodstuffs are arriving in mixed loadings, it would appear that most of the miscellaneous supplies into Piombino would be in the form of outloadings from large base ports such as Naples.

4. With reference to para 2 (b) of your memorandum, no foodstuffs are being imported into Naples group or Civitavecchia except for consumption in the immediate hinterland of these ports, unless military necessity has necessitated the unloading of quantities of food there in excess of current requirements. It would appear, therefore, that Piombino could be used only as an alternative to imports through Livorno which are on the scales indicated above.

For the Chief Commissioner:

W.J. BEGG
Colonel

Director, Food Sub-Commission

6549
2449

COPY

CONFIDENTIAL

Ext. 318

HEADQUARTERS ALLIED COMMISSION
APO 304
TRANSPORTATION SUB-COMMISSION

LJS/eh

AC/40/19/TN/S

6 January 1945

SUBJECT: Operation of the Port of Piombino
TO : Navy Sub-Commission

1. Reference your letter NSC/1453 dated 1 January 45, the investigation of what tonnages could be economically handled at Piombino will be complete within the next seven days.

2. Discussions are in hand with AFHQ regarding the degree to which AFHQ may now wish to ~~outline~~ ^{use} Piombino as a relief to Leghorn for military traffic.

3. The final opening of the port for AC traffic will depend upon the reconstruction of the Piombino-Casapiglia line, which should be complete by the end of January.

4. As soon as the information referred to in paragraphs 1 and 2 above is at hand the extent to which this port will be used and the suggested date for its reopening will be passed to you.

For the Director:

M. J. Sieff at wt

M. J. SIEFF, Lt. Col., R. A.
Movements Coordinator
Transportation Sub-Commission

248

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

CONFIDENTIAL

C-O-N-F-I-D-E-N-T-I-A-L:

NSC/1433 ✓

6 January 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Transportation Sub-Commission, Hq. A. C.
Flag Officer, Northern Areas Mediterranean,
Flag Officer, Taranto Adriatic and Liaison, Italy, Taranto.
Naval Officer-in-Charge, Leghorn,
United States Naval Port Officer, Leghorn,
Mediterranean Shipping Board,
Chief of Staff, Allied Commission,
Economic Section, Allied Commission,
Food Sub-Commission, Allied Commission,
Labor Sub-Commission, Allied Commission,
Industry Sub-Commission, Allied Commission,
Peninsular Base Section, Leghorn.

Subject: Operation of Port of PIONEIRO.

Reference: (a) Navy Sub-Commission, A.C. conf 1tr NSC/1325 of
14 December 1944 to Transportation Sub-Com. A.C.

1. The Navy Sub-Commission would appreciate an early reply
to paragraph 7 of reference (a).

H. W. MICHIE,
Commodore, U.S. Navy,
for Chief, Navy Sub-Commission, AC.



2447

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1432
3 January 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To : Economic Section, Hq. A. C.
Subject: Operation of Port of PIOMBINO.
Reference: (a) Navy Sub-Com. confi ltr NSC/1325 of 14 Dec. 1944.
Enclosure: (A) Copy TOSCANA Region letter RVIII/207/24 of 27 December 1944.

1. Enclosure (A) has been received in answer to reference (a) and is forwarded herewith for consideration of the suggestion contained in paragraph 4. As the Navy Sub-Commission has received no other answers to reference (a), it is not possible to supply additional information or comment at this time. Upon receipt of other replies, however, further communication will be made to the Economic Section and to the office of the Chief of Staff, Allied Commission.

H. W. ZIROLI,
Commodore, U.S. Navy,
for Chief, Navy Sub-Commission, A.C.

Copy to:
Chief of Staff, AC.
Transportation SC.AC.



2446

HEADQUARTERS
TOSCANA REGION
ALLIED MILITARY GOVERNMENT

RVIII/207/24.

27 Dec 44.

SUBJECT : Operation of Port of PIOMBINO.

TO : HQ,AC (Attention Navy Sub-Commission) ✓

1. Reference is made to your letter of 14 Dec 44, subject as above, to Transportation Sub/c, file NSC/1325.

2. This Headquarters is keenly interested in seeing the port of Piombino put to use as soon as possible in order to:

a. Utilize part of the 4500 unemployed there, as social unrest is developing and agitators are taking advantage of the situation.

b. Relieve part of the strain on Livorno facilities where food, sanitation, housing, labor and services are dangerously short.

3. The Allied authorities in Livorno, including NOIC Royal Navy and Commanding Officer PBS, are in agreement that Piombino should be put to all possible use. They have urged its use for distribution of civilian supplies, now being shipped to Livorno.

4. It is suggested that the Economic Section, Headquarters Allied Commission be approached with the proposal that the Commissions' civilian supply depot, now employing 700 civilians in Livorno, be moved to Piombino. Supply distribution would be improved for the three southern provinces of the region. The northern provinces should soon be served by rail transportation.


ROBT. G. KIRKWOOD,
Colonel, F.A., US Army,
Regional Commissioner.

Copy to:- P.C.LIVORNO.
HQ,AC (Economic Section)

245
FILE

11/9/41

CONFIDENTIAL

REMARKS: ALSO SUBCOMMISSION
AND 3/4
TRANSPORTATION AND COMMISSION

20 December 1944.

Tels 474702
OUR 002045/2/20/00/4

SUBJECT: Use of the Port of Pusan.

TO : Industry Sub-Commission
Food Sub-Commission
Agriculture Sub-Commission
Air Force Sub-Commission
Army Sub-Commission
Commerce Sub-Commission
Public Health Sub-Commission
Public Works & Utilities

1. The possibility of rehabilitating and utilizing the Port of Pusan is under investigation and some work has commenced.
2. To establish the program of work, which could be economically handled through this port, measures are requested to state:

- (a) The estimated quantities of imports monthly, which are required in the Pusan area.
- (b) The tonnage of stores, which are being imported, or are scheduled for import through other ports, e.g. Naples, Genoa, Trieste, etc. or through, which could be handled more expeditiously or as well through Pusan, if that port were operating.

1. An early reply is requested.

2442

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

file

CONFIDENTIAL

C-O-N-F-I-D-E-N-T-I-A-L

NSC/ 1369
21 December 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Peninsular Base Section, LECHORN.
Subject: Operation of the Port of PLO BUNO.
Reference: (a). Navy Sub-Com. ltr. NSC/1325 of 14 December 1944 to Tptn Sub-Com. (Same subject).
Enclosure: (A) Copy Tptn Sub-Com. ltr. AC/1/30/Tn/S of 20 December 1944.

1. Further to reference (a), enclosure (A) is forwarded herewith for information.

H. W. KIROLI,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, AG.

Copy to:
FONAM
FOTALI
NOIC-LECHORN
NAVPO-LECHORN
MNDPO



2443

22 DEC 1944

C-O-N-F-I-D-E-N-T-I-A-LCOPY

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission.

Tel: 478701
Our Ref: AC/1/30/Tn/S

20 December 1944.

SUBJECT: Use of the Port of PIOMBINO.

TO : Industry Sub-Commission
Food Sub-Commission
Agriculture Sub-Commission
Air Force Sub-Commission
Army Sub-Commission
Commerce Sub-Commission
Public Health Sub-Commission
Public Works & Utilities.

1. The possibility of rehabilitating and utilizing the Port of Piombino is under investigation and some work has commenced.

2. To establish the programme of stores, which could be economically handled through this port, addresses are requested to state:

- (a) The estimated quantities of imports monthly, which are required in the Piombino area.
- (b) The tonnage of stores, which are being imported, or are scheduled for import through other ports, e.g. Naples group, Civitavecchia or Leghorn, which could be handled more expeditiously or as well through Piombino, if that port were operating.

3. An early reply is requested.

HERRITT H. TAYLOR
Director.

Copy to: Navy Sub-Commission.
(Your NSC/1325 of 14 Dec.refers.)
Economic Section, AC.

NAVY SUBCOMMISSION. A.C. - POTALI, ROME

Date: 31-12

File No. & Subject:

ORDER
ROUTING(X) Action
(/) Inform: INITIAL: DATEHQ Toscana Region A 096 br
RVIII/207/24 27/12/44

✓ CDRE PALMER

✓

Relief

Operation of Port of PIOMBINO

3 CDRE ZINOLI

✓

B 3

✓ PREPARE REPLY

CAPT BLACKBURN

✓

B 3

PREPARE DESPATCH

CAPT BUTLER

✓

B 3

INVESTIGATE & REPORT

LT C DAVIES

✓

B 3

COMMENT

LIEUT CRAIG

✓

B 3

APPROVAL BEFORE TYPING

LT WATERSPOON

X

W 3

FOLI, HOME - Type

LT LT F-RV Y

✓

B 3

NAVY SC - Type

CAPT BUTLER

✓

B 3

READY FOR SIGNATURE

BRING UP FOR FUTURE ACTION

Date: 15 January

COMMENTS ON DRAFT REPLY

Write plainly and completely. Continue on reversed.

A "request for reply" letter is in preparation for all addressees of NSC/1325 (The long letter on Operation of the Port of PIOMBINO)

W.W.W.

NSC/1432

The action officer is responsible for the preparation of a smooth typed reply, either before or after approval. He will then initial routing slip and correspondence where stamped "FILE", and indicate whether correspondence is to be brought up for further action. Read your letter and correct mistakes before submitting.

CONFIDENTIAL

Office of Flag Officer,
Western Italy,
Naples.

24th September, 1944.

No. POWIT 698.

MEMORANDUM

DIRECTIVE TO ITALIAN NAVAL OFFICER-IN-CHARGE,
PIOMBINO

As from the 1st October 1944, the operation and administration of the Port of Piombino will become the responsibility of the Royal Italian Navy. In agreement with the Comando in Capo, Basso Tirreno, you have been appointed Naval Officer-in-Charge.

2. The area for which you are responsible is the coastline extending from 42° 15' North to 43° 00' subject to over-riding directions given by Naval Officer-in-Charge, Leghorn Area. This excludes the islands of Giglio and Gaiuola which are the responsibility of the Naval Officer-in-Charge, Civitavecchia.

3. It is intended that all British Naval personnel shall be withdrawn.

4. PERSONNEL:

You will be assisted by such Italian Naval personnel as may be allocated to you by the Comando in Capo, Basso Tirreno.

5. GENERAL RESPONSIBILITY:

Your responsibilities will be:-

- (a) The control of ships and craft in the harbour and approached to the port but not of convoys in the anchorage (see para. 6).
- (b) Organisation of unloading and loading schooners and coasters using Piombino and sailing them as ordered by CO GE NA.
- (c) Minesweeping.
- (d) The preparation and maintenance of all lights, navigational aids, etc., required in the area. (Lights are Palmarola Is. and Rochetta Point). Supplies for maintaining these lights are to be drawn from the Italian Navy, Naples.
- 6. Convoy Commodores will be responsible for the anchor berths,

2441

DIRECTIVE TO ITALIAN NAVAL OFFICER-IN-CHARGE,
PIOMBINO

As from the 1st October 1944, the operation and administration of the Port of Piombino will become the responsibility of the Royal Italian Navy. In agreement with the Comando in Capo, Basso Tirreno, you have been appointed Naval Officer-in-Charge.

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- (c) Midsweeping.
- (d) The preparation and maintenance of all lights, navigational aids, etc., required in the area. (Lights are Palmajola Is. and Rochetta Point). Supplies for maintaining these lights are to be drawn from the Italian Navy, Naples.
6. Convoy Commodores will be responsible for the anchor berths, anchoring and weighing of ships in North and South bound convoys. One telephone connected to British exchange is to be left available for sole use of these officers.
7. Naval stores are to be obtained from Italian Naval sources at Taranto and Naples. Votualling stores are to be obtained from the Italian Naval Commissariat organisation at Naples.
8. You are authorised to proceed with such salvage operations as may be practicable for ensuring the early rehabilitation of the port without prejudicing the immediate essential requirements of the Port. Such salvage arrangements are to be made through Colonel Spinelli of Viale Liege 28, Rome (telephone 865595) who is the Italian Naval Liaison Officer (Salvage) and represents the Italian Ministry of Marine in such matters.

/9. Repairs

0473

PROCESSED BY ITALIAN NAVAL OFFICIALS - PIOMBINO

(Flag Officer, Western Italy's No. FOUR 638 dated 24th September, 1944)

Page 2.

9. Repairs

British and American ships will not be required to be repaired at Piombino except in cases of emergency. The existing repair and construction facilities are available for development as the Royal Italian Navy may consider necessary. The British Naval Officer-in-Charge will however withdraw all his port party mobile equipment.

10. Fuelling Facilities of Port.

Stocks of coal, fuel, diesel oil, luboils and greases remaining when port is turned over are to be taken on charge by you. Itemised record showing items taken over and signed by you and British Naval Officer-in-Charge is to be forwarded to Flag Officer, Western Italy, in quadruplicate for transmission to authorities concerned.

Thereafter

- (a) as at midnight each Saturday you are to make a return by signal to F.O.W.I.T. and Commander-in-Chief, Mediterranean, showing stocks remaining.
- (b) as at midnight on last day of each month by letter showing quantities expended during the month with receipt vouchers in quadruplicate to cover such releases.
- (c) You are to demand fuels and lubricants to replenish stocks as required from Naval Officer-in-Charge, Leghorn, by signal repeated to C. in C. Med. and F.O.W.I.T. Petrol and paraffin are to be drawn from Army sources and the procedure for this will be explained to you by the present British Naval Officer-in-Charge.

11. Communications.

Communications will be as follows:-

- (a) Italian. The existing Port to Port W/T service on 4745 k/cs.
- (b) British. Telephone with Naples and Leghorn.

12. Tugs and boats.

Naval Officer-in-Charge, Leghorn, will review the situation and such tugs and boats as are not required at Leghorn will be taken over by you for use at Piombino.

0474

Navy may consider necessary. The British Naval Officer-in-Charge will however withdraw all his port party mobile equipment.

10. Fuelling Facilities of Port.

Stocks of coal, fuel, diesel oil, lubricants and greases remaining when port is turned over are to be taken on charge by you. Itemised record showing items taken over and signed by you and British Naval Officer-in-Charge is to be forwarded to Flag Officer, Western Italy, in quadruplicate for transmission to authorities concerned.

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(b) as at midnight on last day of each month by letter showing quantities expended during the month with receipt vouchers in quadruplicate to cover such releases.

(c) You are to demand fuels and lubricants to replenish stocks as required from Naval Officer-in-Charge, Leghorn, by signal repeated to C. in C. Med. and F.O.W.I.T. Petrol and paraffin are to be drawn from Army sources and the procedure for this will be explained to you by the present British Naval Officer-in-Charge. 44

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(a) Italian. The existing Port to Port W/T service on 4745 k/cs.

(b) British. Telephone with Naples and Leghorn.

12. Tugs and boats.

Naval Officer-in-Charge, Leghorn, will review the situation and such tugs and boats as are not required at Leghorn will be taken over by you for use at Piombino.

13. You are responsible for San Stefano, Porto Ercole and Orbetello and will take over from the British Resident Naval Officer when he is withdrawn. This date, which is not at present definitely known, will be made known to you by signal.

14. Any contravention of existing British orders concerning fishing craft in your area is to be reported to the Flag Officer, Western Italy and Naval Officer-in-Charge, Leghorn.

Lieutenant ZAMBELLI,
Italian Naval Officer-in-Charge designate,
Piombino. (through Admiral Casardi)

(Sgt. D. HARRISON) (LAWSON)
FOR REAR ADMIRAL
(Absent on duty)

/cont. over..

(Copies to:- The Commander-in-Chief, Mediterranean,
Admiral Casardi, Commando in Capo, Basso Tirreno, Naples,
Flag Officer Taranto, Adriatic & Liaison, ROME,
Naval Officer-in-Charge, Leghorn,
British Naval Liaison Officer, Civitavecchia).

21.

(5/867) W1 44M2 6399 3/4 7.000M B. & S. L. 51.0001.

NAVAL MESSAGE.

S. 1320e.

(Established—May, 1939.)
(Revised—December, 1931.)

To: CGPDS. BILO CIVITA VECCHIA.
 NOIC PARTY ITEM. VAN. POTALI ROME. SOIS.
 BYRSA. NCWTF. C. IN C. MED. N.O.I.C. LEGHORN
 NOIC NAPLES. NOIC PIOMBINO. RNO SAN STAFANO.
 H.L.O. AAI. H.L.O. 5TH ARMY

FROM:

P.O.W.I.T.

RESTRICTED.

THE PORT OF PIOMBINO WILL BE TURNED OVER TO THE ROYAL ITALIAN
 NAVY AS FROM 0001A ON 1ST OCTOBER 1944.

2. DETAILED INSTRUCTIONS ARE BEING ISSUED TO LEGHORN AND PIOMBINO.
3. NO BRITISH NAVAL AUTHORITY WILL REMAIN AT PIOMBINO AFTER THAT
DATE.
4. C. IN C. MED IS REQUESTED TO PROMULGATE BY "B" MESSAGE.

=251215.

DIST. C.S.O. SEC.

P/L T/P

T.O.R. 0932

DATE 26/9/44.

PA. 2.39

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