

ACC

AC293/TN.4

10000/148/2389

PO
JAN.

10000/148/2389

PORT OF PIOMBINO
JAN. - AUG. 1945

WIRE

1515 - 2 August 1955

FROM: DMFI

TO (FOR ACTION) Capt. Myers, 774 RGD, Leghorn

TO (FOR INFO) Major. Matson, AC, Bldg.

CONFIDENTIAL. Effective at once Capt. Myers furnish
Piombino port fifty (50) high side gone daily plus regularly
assigned refrigerator cars. Will advise when in need of box
cars. CS 20 Signed London

H. H. HEADLEE
Captain, TC
774 RGD

HEADQUARTERS ALLIED COMMISSION

APC 394

Tel. 478303 Transportation Sub-Commission

CFO/tp

Our Ref. : AC/53/39/TW3 27 June 1945

TO : Chief, Movements Division.

Reconnaissance of Port of PIOMBINO

-25 June-

I. Introduction.

Party consisting of:-
Mr. BAZZANELLA - Ports & Warehouse Division.
Major G.B. GODFREY - Shipping Branch.
Capt. A. TOSI - "
Major C.F. CONSTABLE - Roads Branch
Capt. J. CLINGING - Rail Branch

arrived PIOMBINO 1130 hrs. 25 June. The party was met at the Port Liaison Officer's Office by Mr. Franco Port Liaison Officer and Mr. Macfarlane representative of MWT/MSA.

The whole party then inspected the port and conferred with the object of ascertaining the possibility of increasing the tonnage discharge with a quicker turn round of vessels.

The following information is submitted as a result of the port inspection and the subsequent conference.

2. Port Capacity.

Based on one Liberty ship and two coasters the present maximum discharge capacity is approximately 1500 tons daily, this is almost entirely cleared by rail owing to the limited facilities for clearance. direct from ship to road transport. In addition to the above figure, schooners discharge from shallow water berths direct to road vehicles for stockpile and rail wagons about 4000 tons per month; mostly wine and citrus fruit are discharged by this means.

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3. Warehouse Accommodation.

At the moment the only satisfactory accommodation consists of a large building (not entirely weatherproof but secure from pilferage) having a direct rail siding from PORTER IIV. This holds approximately 1000 tons. Endeavours are being made to increase the accommodation by installing six Romney huts adjacent to

3623

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BANCHINA OF TESSA. These have been requested from P.D.A. and would increase warehouse capacity by 1000 tons.

4. Rail Facilities.

These consist of four rail sidings on PORTULIL ILVA and one siding on BANCHINA OF TESSA. 64 wagons can be placed at one time on the former and 16 on the latter. In addition there is the direct siding running from Berth to the warehouse. A shunting engine is available.

5. Road Facilities.

Apart from the seagoing berths, road facilities are negligible. The odd vehicle can load from ships side on BANCHINA OF TESSA provided there are no full wagons in the way, but it is quite impossible to load road transport on PORTULIL ILVA owing to the presence of railway lines and the uneven terrain.

6. Possibilities of increasing capacity.

It is estimated that discharge from ship can be increased by approximately 700 tons daily by erecting four ramps over the wreck alongside PORTULIL ILVA; this would enable a vessel to moor alongside the wreck and discharge over the ramps on the quayside. To meet the increased commitment of quay clearance which would normally follow it would be necessary to have direct road access to ships side. This could only be done by levelling the present terrain on this Berth to railway line level to allow the passage of road vehicles; four vehicles could thus load from ship side at one time. The area requiring thus to be levelled is roughly 1000 square feet. In addition the approach to the Berth would have to be cleared of debris by bulldozer or similar means.

It should be noted that there is no hard standing in this port, it being an earth surface which deteriorates rapidly in wet weather.

Given the necessary materials equipment and labour, it is estimated that the work involved in the construction of the ramps and levelling of terrain would take about three weeks.

It is estimated that at least 60 loads carrying vehicles would be required for the additional quay clearance commitment of 700 tons daily and it should be noted that such vehicles could not be employed on long hauls but would require local delivery or to rail wagons if used.

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It is estimated that discharge from ship can be increased by approximately 700 tons daily by erecting four ramps over the wreck alongside BASHINGA ILVA; this would enable a vessel to moor alongside the wreck and discharge over the ramps on the quayside. To meet the increased commitment of quay clearance which would normally follow it would be necessary to have direct road access to ships side. This could only be done by levelling the present terrain on this berth to railway line level to allow the passage of road vehicles; four vehicles could thus load from ship side at one time. The area requiring thus to be levelled is roughly 10000 square feet, in addition the approach to the berth would have to be cleared of debris by bulldozer or similar means.

It should be noted that there is no hard standing in this port, it being an earth surface which deteriorates rapidly in wet weather.

Given the necessary materials equipment and labour, it is estimated that the work involved in the construction of the ramps and levelling of terrain would take about three weeks.

It is estimated that at least 80 load carrying vehicles would be required for the additional quay clearance commitment of 700 tons daily and it should be noted that such vehicles could not be employed on long hauls but only to warehouses, local delivery or to rail wagons; if 300 vehicles were used for the usual destinations such as Worcester, Riss, Leghorn etc., then a second column of vehicles would be necessary, and given 60 vehicles would lift only about 120 tons for a turn round of about 30 hours.

7. Conclusion.

It is not considered it would be an economical proposition to supplement clearance by road. The whole

lay-out of the Port is essentially for rail clearance. 1500 tons daily discharge of General Supplies would necessitate 100 wagons. If coal for 8000000 forms part of daily discharge, clearance by rail should be 1200 tons (80 wagons) and 300 tons by barge to VADA for Solway Plant.

8. Attached at Appendix "A" is a complete sketch plan of the Port and at Appendix "B" a sketch plan showing Berth "PONTILIA IV A".

Ed. Constable
C.P. CONSTABLE,
Major.

- Copies to:-
(except Appendices "A" and "B").
- Ports & Warehouse Division.
 - Rail Division.
 - Roads Division.
 - Rail Branch.
 - Roads Branch.
 - Shipping Branch.

293/13

PGM/lc

INTER-OFFICE MINUTE

Ref. AC/293/Tn 4

SUBJECT : Piombino

TO : Movements Division (Rail)
Tn Sub-Comm. HQ AC

1. Reference 285/26/Tn 3, April 21 - 1945.
2. Reconnaissance of Piombino port was made by Representative of this Section on May 2-3.
3. Rail facilities serving the port are being improved by the ILVA works. The progress is not as rapid as it should be but ILVA is doing a fair job under the conditions.
4. We are recommending that the ISR take steps to rehabilitate their portion of the line between the ILVA works and the Piombino station, naturally this work should get started for various reasons but it is not clear to us, how the rehabilitation of this line will facilitate the port working under the present conditions.

For Chief,
Chief,
Rail Division.

Transportation Sub-Commission (Rails)
Tel. 843238
4 May 1945

3620

233/12

PGM/lc

INTER-OFFICE MINUTE

Ref. AG/293/In 4

SUBJECT : PiombinoTO : Chief,
Rail Division - Bldg.

1. I made a reconnaissance of the Port of Piombino on May 2-3 in conjunction with the Rail facilities serving the port.
2. Any improvement in track facilities are to be made by the ILVA works who serve the port as far as Rail activities within the Port are concerned.
3. ILVA have gangs now at work and the necessary work is being done on their portion of the tracks.
4. As for the ISR part of the track, from the ILVA works to the Station, this work should naturally get started, practically all that is required is labour to put this line in shape and I suggest that the ISR get started on this job because there is a good shunting loco and a serviceable 3rd class bogie coach at the station that could be pulled out if the tracks were repaired. However, I fail to see how the rehabilitation of the ISR lines between ILVA works and Piombino Station is going to do much to improve the working of the port and I place a very low priority on the job.

P.G. MATSON, Major

Transportation Sub-Comm. (Rails)
Tel. 843236
4 May 1945

Copy to: Major Baister - Bldg.
" " " Street - "

3619

CRW/elc

INTER-OFFICE MEMORANDUM

24 April 1945

Tel : 478704

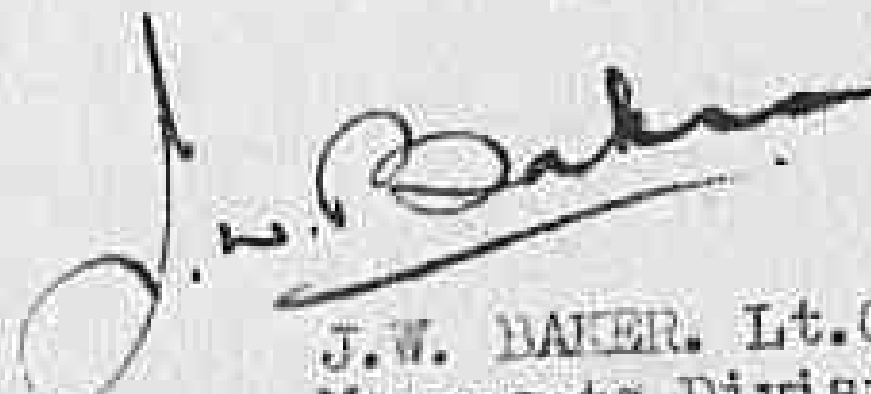
285/26/In 3

SUBJECT : Reactivation of Line Piombino Port to Piombino Station

TO : Transportation Sub-Commission, ✓
Rail Division

1. The attached copy of letter has been received from Lt. Webb, Port Liaison Officer Piombino, regarding further developments at Piombino.
2. Please arrange for a reconnaissance to be made in conjunction with the Port Liaison Officer in order to ascertain if the reconstruction work asked for can be easily carried out. It cannot be too strongly stressed that any work that can be done to improve port working should be carried out.
3. Please advise this Branch the result of your reconnaissance.

For Chief Movements Division


J.W. BAKER, Lt. Colonel
Movements Division - RailCopy to : Port Liaison Officer, Piombino
Economic Section
Planning Section
Shipping Branch

3618

C O P Y

/clc

HEADQUARTERS
LIVORNO PROVINCE
ALLIED MILITARY GOVERNMENT

SUBJECT : Railway Reconstruction

TO : M. S.C. MOV. DIV. (2)
H.Q. A.G.

14 April 1945

1. It is requested that a representative of Rail Div. inspect the line from Piombino station to Piombino Port with a view to reactivation.
2. It will be impossible to unload wagons containing supplies for Elba and Piombino and District whilst the Port is operating, unless the line is opened to Piombino Station.
3. This matter is causing grave concern to interested parties.

PORT LIAISON OFFICER
PIOMBINO

3610

298/10

21 April 1945

WIRE

FROM: DMRSI

TO : Joint Railway Control, Rome
AC Tn Sub-Comm, Movements Division, Rome
CO, 719 ROB, Leghorn

CONFIDENTIAL. Reference conversation Major Worthington - Major London 21 April. Effective Sunday 22 April 1945 and to continue until further advised, furnish empty cars to the Ports of Civitavecchia and Piombino to protect ALCOM dock clearance on the following basis:

1. Of the total supply available for both ports, give preference to Piombino.
2. Furnish Piombino Port 50 cars per day and balance of available cars if any to Civitavecchia.

719 ROB make special effort to fill the Piombino quota with empties released in the forward area. CS-576. Signed London.

S.E. LONDON
Major, T.C.
1630

cc:-Mov L.C. - MRS; Bldg.

3616

373/8
CRW/abINTER OFFICE MEMORANDUM

9 April 1945

Tele : 478704

285/23/Tn.3.

SUBJECT : Rail clearance from Piombino Port.TO : Food Sub-Commission.

1. Reference your 51-2/6/food, dated 3 April '45.
2. The general question of tonnage allocation for Rail Clearance Northbound from the Port of Piombino is at present under discussion with G-4 (Mov & Tn) AFHQ. Every effort is being made to secure a daily block tonnage for this movement to cover any ships that are set up and may arrive late at Piombino.
3. Until such time as a definite decision is reached it is agreed by the Movements Rail and Shipping Branches of this Sub-Commission that bids for the importation by Sea of non rationed civilian supplies through the Port of Piombino should be made, and if accepted by Shipping AFHQ a close liaison will be maintained between the Shipping and Rail Branches of this Sub-Commission to ensure that the necessary Rail tonnage is asked for at the priority of Movements Meeting each Monday.
4. Immediately a definite decision is reached regarding Rail Clearance from Piombino you will be advised.

W. S. G. Col

for M.B. THOMAS, Colonel,
Deputy Director,
Transportation Sub-Commission

Copy to : Economic Section
Transportation Sub-Commission, Shipping Branch
" " " Rail Division
" " " Ports & Warehouse Division.

CHS/cis

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division - Rail)

26 February 1945

Tel : 478704

307/2/ta 3

SUBJECT : Anticipated programme for Port of Piombino
for April and May 1945.

TO : Capt. London,
DMPS, Ministry of Communications,
Rome.

The attached programme of anticipated movement through the Port of Piombino for the months of April and May 1945 is forwarded for information. More definite details will be given towards the end of March 1945.

For the Chief Commissioner

Robert H. Taylor
ROBERT H. TAYLOR
Director, Transportation Sub-Commission

Copies to : DMPS (Attn Movements Liaison Officer)
Rail Division ✓
Regional Commissioner, Toscana Region

3611

ESTIMATED PROGRAMME FOR PORT OF PISUMINO FOR APRIL AND MAY (FIGURES ARE MONTHLY) BY COMMODITIES AND

COMMODITY	Apuania	Arezzo	Firenze	Grosseto	Livorno	Lucca	Pisa	Pistoia	Siena	Orbet
Grain (imported)			4500		1200	1800	1500	1000		
Miscellaneous foods stuffs		100	700	50	200	150	100	150	50	
Medical supplies			75							
salt			225		60	90	75	50		
Sulphur (agricultural)	75	115	150	30	55	95	100	75	75	
Phosphate Rock										25
Coal										
TOTALS	75	215	5650	80	1515	2135	1775	1275	125	25

Note 1:- Estimated exports for April/May 1945 are 8000 tons Pyrites per month.

NAME FOR PORT OF PISCEANO FOR APRIL AND MAY (FIGURES ARE MONTHLY) BY COMMODITIES AND DESTINATIONS

	Arezzo	Firenze	Grosseto	Livorno	Lucca	Pisa	Pistoia	Siena	Orbetello	Rossignano	Rail Ways	Total
		4500		1200	1800	1500	1000					10000
	100	700	50	200	150	100	150	50				1500
		75										75
		225		60	90	75	50					500
5	145	150	30	55	95	100	75	75				800
									2500			2500
										12000	6000	18000
75	245	5650	80	1515	2135	1775	1275	125	2500	12000	6000	33375

for April/May 1945 are 8000 tons Pyrites per month.

HEADQUARTERS ALLIED COMMISSION

APC 394

Transportation Sub-Commission

CRW/mb

CONFIDENTIAL

Tele: 478704

285/16/Tn.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 to 28 feet draft.

2. Rail connections.

- (a) Branch Railway Line 229 Campiglia to Piombino who 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.

For the Chief Commissioner.

signed: illegible
for MERRITT H. TAYLOR
Director, Transportation Sub-Comm.

DISTRIBUTION :

G-4 (Mov & Tn) (4)
G-5 AFHQ. (2)

P.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-Comm. (6)

Commerce Sub-Commission (3)

Public Sub-Commission (3)

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 R.
Regional Commissioner Sicily R.
Regional Commissioner Southern R.
Regional Commissioner Laz. Um. R.
Regional Commissioner Abr. Marche
Regional Commissioner Toscana R.

A.M.G. & Army

293/6

Campiglia to Piombino.

TO : Distribution (as below)

1. Port Facilities.

The port of Piombino is now open for Shipping and can accept Ships to 28 feet draft.

2. Rail connections.

- (a) French Railway Line 229 Campiglia to Piombino who 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.

For the Chief Commissioner.

signed: illegible
for HERRITT H. TAYLOR
Director, Transportation Sub-Comm.

DISTRIBUTION :

- | | |
|--|-----------------------------------|
| G-4 (Mov & Trn) (4) | Shipping Sub-Commission (3) |
| G-5 AFHQ. (2) | Navy Sub-Commission (3) |
| P.B.S. Leghorn | Communications Sub-Commission |
| Executive Commissioner | War Shipping Administration |
| Civil Affairs Section (3) | Ministry of War Transport |
| Public Safety Sub-Commission | M.W.T.R. Piombino |
| Security Division | Regional Commissioner Sardinia R. |
| Economic Section (3) | Regional Commissioner Sicilia R. |
| Agriculture Sub-Commission | Regional Commissioner Southern R. |
| Industry Sub-Commission (6) | Regional Commissioner Laz. Um. R. |
| Transportation Sub-Comm. (6) | Regional Commissioner Abr. Marche |
| Commerce Sub-Commission (3) | Regional Commissioner Toscana R. |
| Food Sub-Commission (3) | A.M.G. & Army |
| Public Works & Utilities | Ilva Alti Forni & Acciaierie |
| P.B.S. (South) | d'Italia Piombino |
| Transportation Sub-Comm. (Rail Division) | Ministry of Marine -Rome. |
| Transportation " " (Road Division). | |

ILVA

STABILIMENTO DI PIOMBINO

Piombino 31 Gennaio 1945

Società ILVA

Sede Commissariale

N° 885/S

R O L L A

Lavori per sistemazione binari al pontile.

Come d'accordo abbiamo iniziato subito i lavori per la sistemazione dei binari, lavori che cercheremo di ultimare nel termine previsto, nonostante che nessun materiale ci venga consegnato dagli Alleati.

E' necessario invece comunicare alla S/Commissione Trasporti che continuano ad esportare dallo Stabilimento gli scambi per destinarli al tronco ferroviario Livorno-Pisa.

Fino ad oggi hanno asportato 22 scambi da 46, completi; le requisizioni vengono fatte dalla "Compagnia A. 75° Battaglio ne Ferrovieri A.P.O. 512", senza passare nemmeno per il controllo del P.B.S.

Se continuiamo con questo ritmo non solo non potremo completare il lavoro al porto, ma non potremo nemmeno fornire gli scambi occorrenti alle ferrovie per il ripristino del tronco Campiglia-Piombino.

Distinti saluti.

ILVA Alti Forni e Acciaierie d'Italia
Stabilimento di Piombino

Rito Ing. Salvi

293/4
BG/ESTRANSLATION

ILVA Factory of Piombino

Piombino 31st. January 1945

Ref: N° 885/S

ILVA Company
Commissioner Office
Rome

Works to settle tracks at the landing-stage.

As agreed we have started the works to settle the tracks. We will try to end this work in the fixed period of time, in spite of the fact that no material is supplied by the Allies.

It is necessary to inform the Transportation Sub-Commission that they continue to take away switches from the factory in order to use them on the rail section Livorno-Pisa.

Up to now 22 complete switches size 46 have been taken away: the requisitions are done by the company A. 75th Rail Battallion APO 512 without the control of the P.B.S.

If they continue like that we will not be able to finish our work at the harbour and it will be impossible for us to supply the switches necessary to the railways to reoperate the section Campiglia-Piombino.

Best regards

ILVA Alti forni e Acciaierie d'Italia
Factory of Piombino
(sgd Eng. Salvi)

3610

JWB/elc

INTER-OFFICE MEMORANDUM

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel : 478704

31 January 1945

285/10/Tn 3

SUBJECT : Piombino

TO : Rail Division, Tn. Sub-Commission

1. Attached copy of Industry Sub-Commission letter AC/5649/IND dated 29 Jan '45, is forwarded for information.

W. Baker
Lt. Col.

for M.J. SIEFF, Lt. Col.
Chief, Movements Div.

3609

C O P Y

/elc

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

Tel : 391

TGE/eg

Ref. AC/5649/IND

29 January 1945

SUBJECT : Repair to track at ILVA
works - Piombino

To : ILVA Co.
Via Regina Elena 68
ROME

1. The Italian State Railway is carrying out repairs to the line Camigliolo-Piombino up to the point where the line enters your property.

2. To render the jetty and coaster berth suitable for operation the following work will have to be carried out

- a) Repair of track leading to the mole;
- b) Repair of three tracks on the mole including the lifting of the left hand track (looking seawards) so that the centre line is 9'-6" from the edge of the mole.
- c) Laying of two dead end sidings to the berth where at present there is a decauville track and light cranes.

3. As these sidings are the property of your company the work should be carried out by you and it is suggested that you immediately contact officials of the Italian State Railways to finalise details and obtain all necessary technical advice.

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

Copy to :
Transportation S/C.

3608

293/2

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Read

17 January 1945

RECONNAISSANCE PORT PIOMBINO

1. 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. Birtam

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 D.M.W.I.R. who piloted party to rendezvous with N.O.I.C. and Captain del Porto. Recce 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

Ten. Vascello Attilio Zanella

Capt. Francesco Beegund

in attendance Chief and 2nd Pilots.

Eng. 8 Reg.

N.O.I.C.

Harbour Master

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 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.

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Major W. Knigher Eng. 8 Reg.
Ten. Vascello Attilio Zinelle N.O.I.C.
Capt. Francesco Beegund Harbour Master
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endanger shipping. Local opinion considers the normal 5/6 hours
warning ample. The absence of breakwater permitting easy passage
to sea confirms this.

- 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 as follows:-

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 Craft discharging berths (9/10 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 are 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.

9. Water.

Water can access on 18 ft

outside wreck. Replacements partially removed, would make this berth available for 4 hatches to shore.

1 coaster - 24 ft Draft, shore end, north side of Pontile Ilve. Removal of 2 wrecks (largest wreck German assault landing barge)

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6. Clearance.

A. Roads are in fair condition and able to handle the tonnage referred to in para 5.

B. Rail track serving Pontile Ilve should not require undue material or labour. Expert report and proposed layout are 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.

9. Water.

1 hydrant at Pontile Ilve is in working order - sea access on 13 ft draft - 100 ft of hose available. It is recommended that the present pipe line to Pontile Ilve 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. Region Engineer reporting fully.

...../3

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 economically. Naval S/C should be instructed to take immediate action here.
- C. Cranes. 5 steam, slewing, Rail tracks capacity 30 cwts, 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. not available.

13. Dumping areas.

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

14. Conclusions. Civilian coal exist in the form of shipments and master stevedores. The import of coal to Solway, Rosignans 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 T.P.D. but is recommended for satisfactorily work.

[Signature]

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

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3606

PORTO VECCHIO DI FIOMBINO.

LEGEND.

WRECKS



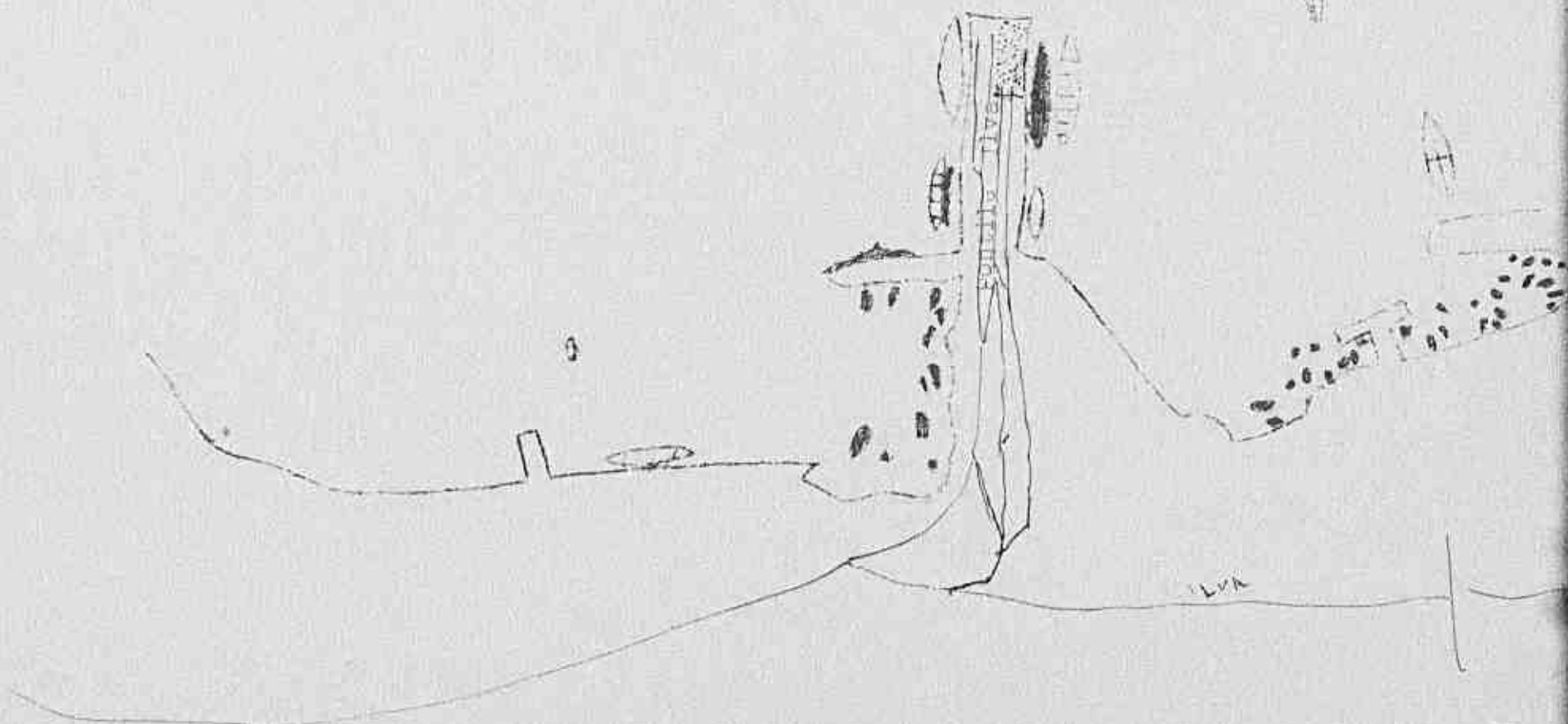
PRESENT BERTHS



FUTURE BERTHS



HOLDING BERTHS



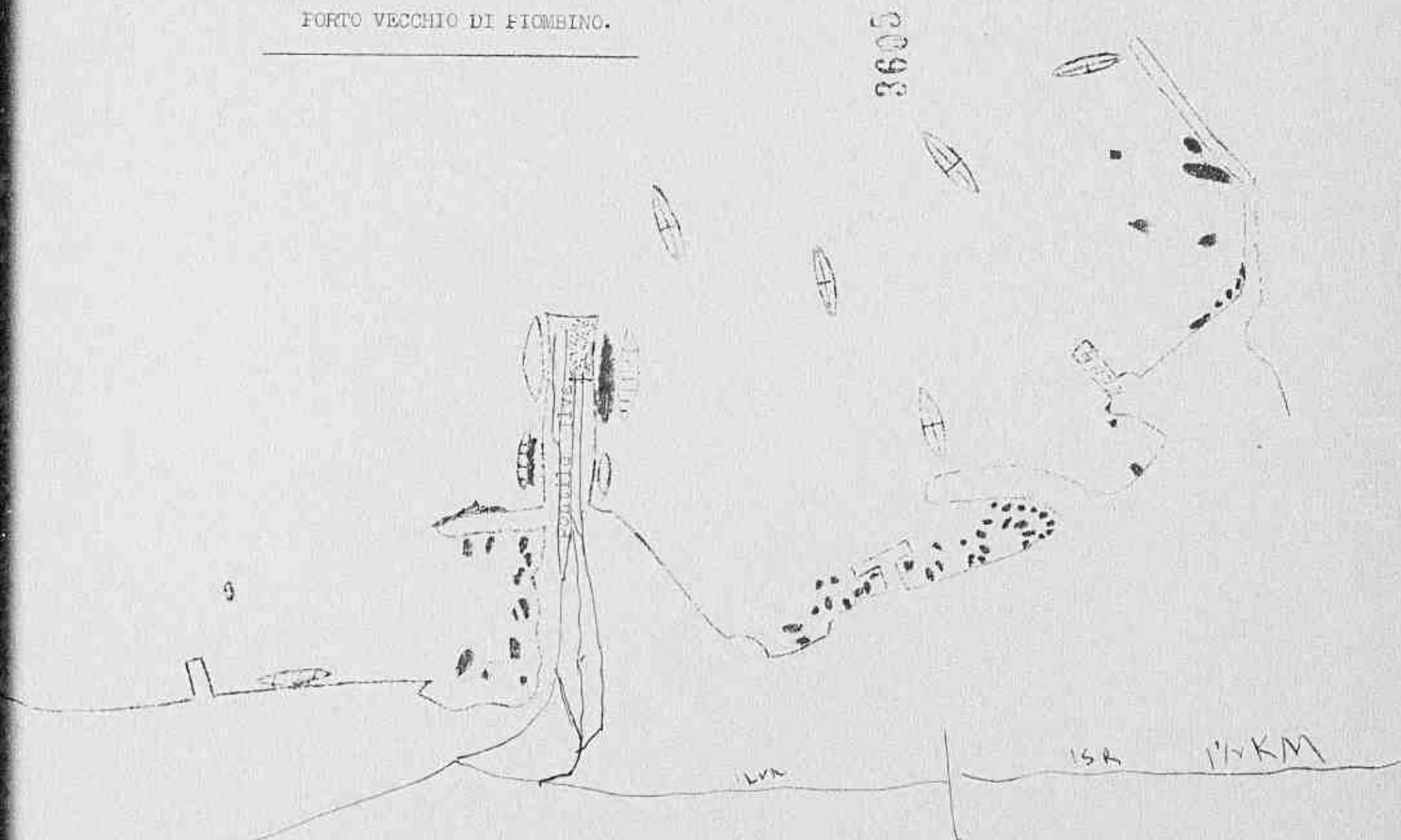
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ANNEXURE I.

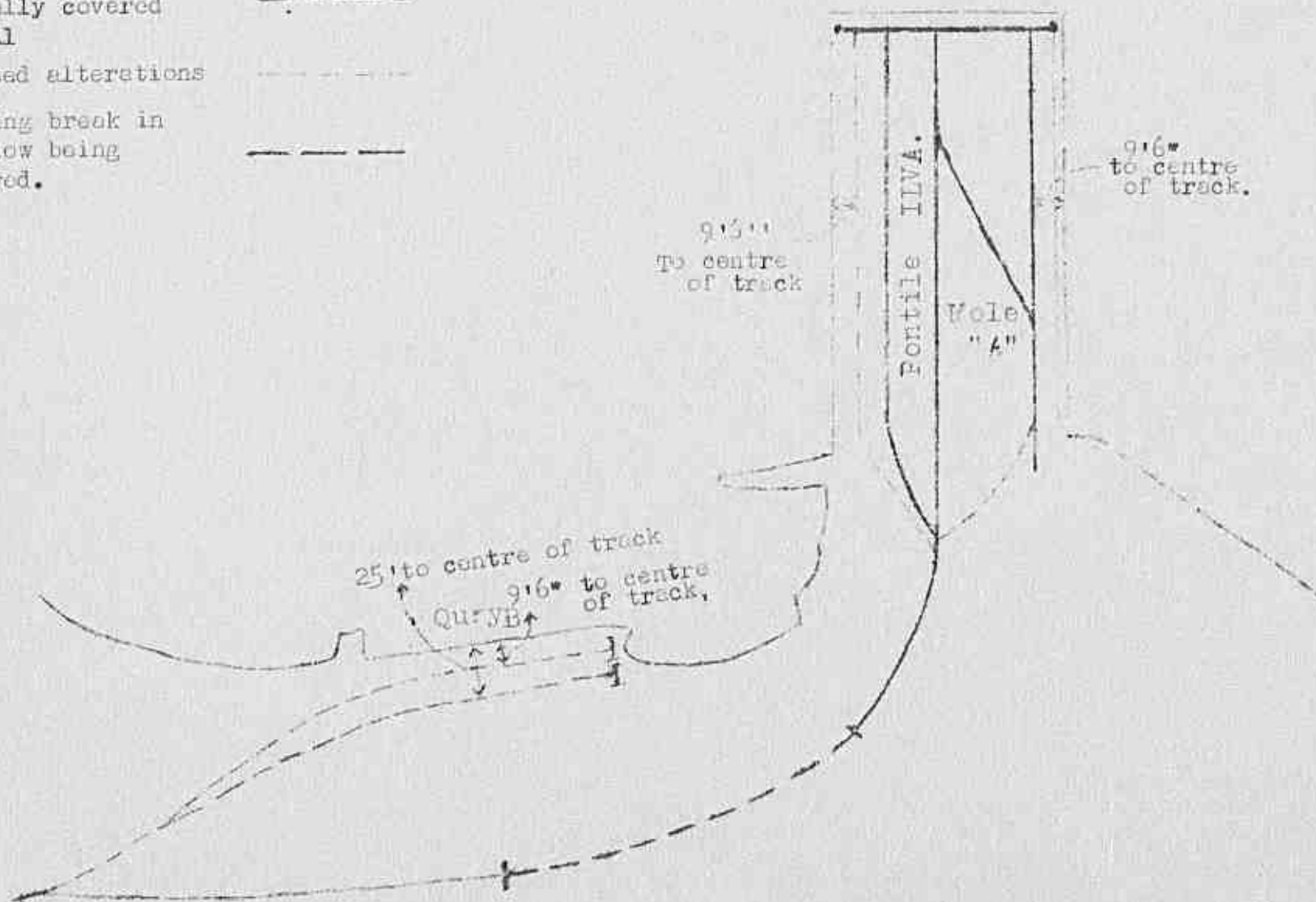
FORTO VECCHIO DI PIOMBINO.



PORTO VECCHIO DI PIMBINO
EXISTING RAIL FACILITIES AND PROPOSED ALTERATIONS.

ANNEXURE

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

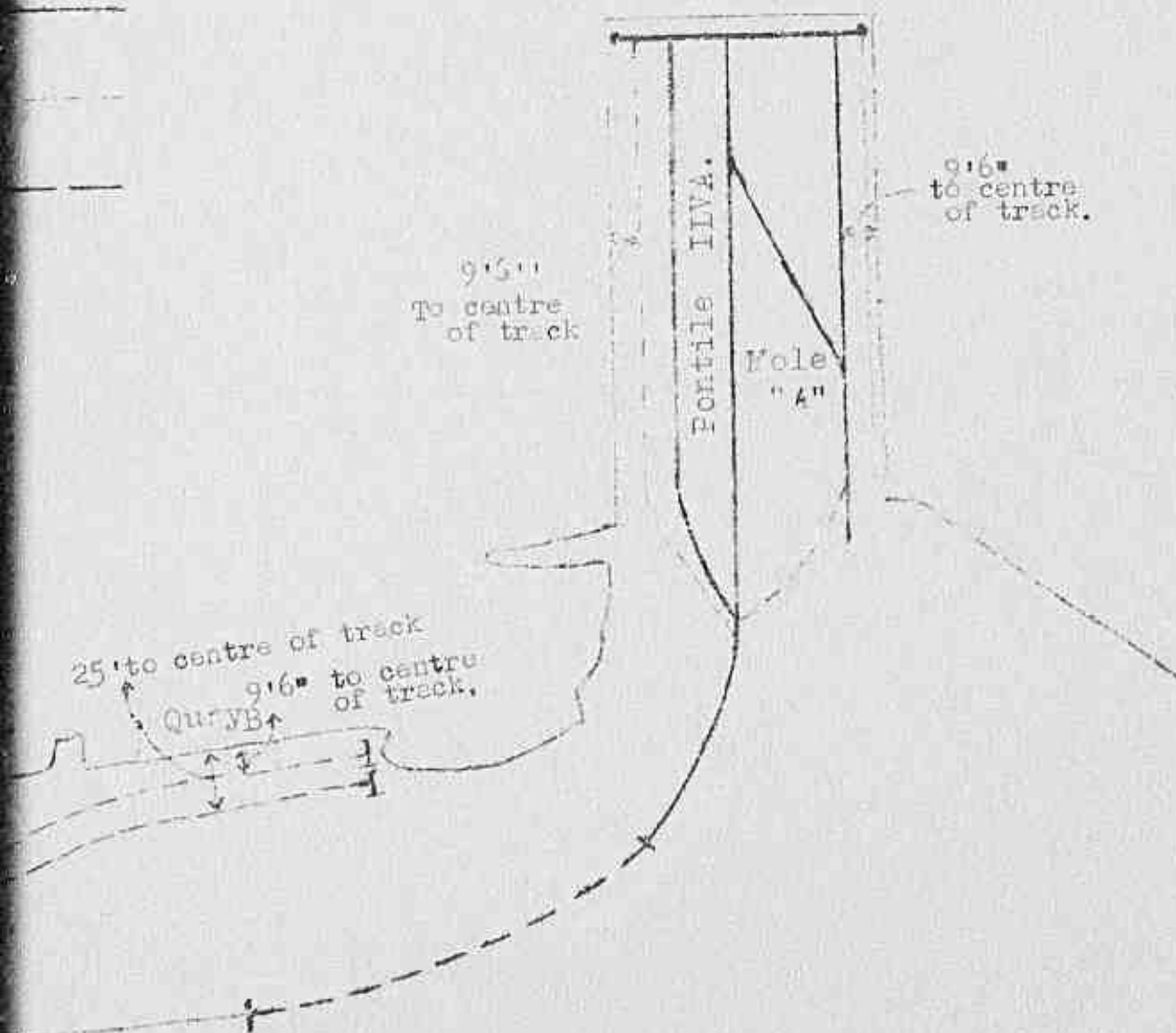


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PORTO VECCHIO DI FIORENTINO
EXISTING RAIL FACILITIES AND PROPOSED ALTERATIONS.

ANNEXURE II.

3604



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.

AM:cc/pa

HEADQUARTERS ALLIED COMMISSION

APD 394

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 Pionaisno.

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

Present : Capt. F. St. J. Butler, U.S.N. Navy Sub-Comm.
Lt. W. J. Botherwick U.S.N.E. Navy Sub-Comm.
Lt. Col. J. Balfour Prov. Engineering
P.B.S.
Major Schreiner Toscana Region
Major J. E. Sowers Nov. Rail
Major C. E. Worthington P.B.E. Nov. Rail
Major A. N. Feglar Economic Section
Lt. C. W. Ablett Shipping Div.
Lt. C. W. Parley Port Office Ministry of
Commerce Romano Marine

1. The Chairman stated that it was the object of A.C. to open the Port of Pionaisno to serve that area, whose traffic would not economically be handled thru Pionaisno, 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 Pionaisno reopened was to divert some of the A.C. cargo at present going to Lashorn. He thought they would be prepared to offer a small cadre of say two officers and a few I.P. 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 in a proportion of this diverted cargo had to come north by rail, then line capacity would be allocated ex Pionaisno along line 50.

Action: - Nov. 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.

Present : Capt. R. St. J. Butler, U.S.N. Navy Sub-Comm.
Lt. W. B. Thompson U.S.N.R. Navy Sub-Comm.
Lt. Col. J. Reddick Navy Shipping
Major Schneider W.D.S.
Major J.E. Sowers Toscana Region
Major C.R. Worthington U.S.N. Navy Rail
Major A.F. Collins Navy Shipping
Lt. C. Atkins Economic Section
Lt. C. J. Gray Shipping Div.
Commander Romano Navy Office Ministry of War DC

1. The Chairman stated that it was the object of A.C. to open the port of Piombino to serve that area, whose traffic would most economically be handled thru Piombino, but that F.R.S. also had an interest in the Port.

2. Major Schneider (F.R.S.) confirmed that the interest of F.R.S. in having Piombino reopened was to divert some of the A.C. cargo at present under to Leghorn. He thought they would be prepared to offer a small cadre of say two officers and a few U.S. and a certain amount of ships' crew. 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 Piombino along line 50.

Action:- Navy Rail.

3. Major Schneider was asked to give A.C. as soon as possible a firm offer of what F.R.S. are prepared to provide.

Action:- F.R.S.

4. Navy Sub-Commission were asked to contact Italian Navy to confirm the maximum draft for the liberty berth.

Action:- Navy S/C.

5. On the other side of the liberty berth is a wreck with platform for working three latches of a lightened liberty. Draft height stated to be 13 feet.

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

7. Major Worthington (Mov. Rail) said the rail from the port to the main line at Campiglia 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	1,500	"	
Salt	500	"	
Medical Supplies	75	"	
Phosphate Rock	3,500	"	
Coal	24,000	"	
	38,000	tons	

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

Action:- Mov. Shipping

10. The Chairman suggested the possibility of lightening a collier in Piombino and completing discharges at Leghorn, where a 22 feet draft is the limiting factor.

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

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

13. A recon party will visit the port on 15th January, consisting of Reps. from Rail Div., Mov. (Rail), Shipping Ports & Warehouse Div., Mov. (Shipping), Ital. and Navy. Transportation Toscana Region, Public Works & Utilities Toscana Region to produce a coordinated plan. O.C. Mov. Shipping will be in charge.

HERRING E. TAYLOR
DIRECTOR

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Navy Sub-Comm. APHC (Q-4 Nov. 44) " Rail Div.

Medical Supplies	75	"
Phosphates Rock	2,500	"
Coal	24,000	"
	26,000	tons

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

Action:- Gov. Shipping

10. The Chairman suggested the possibility of lightening a collier in Fiumebello 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 oiler M.F. is available.
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., Gov. (Rail), Shipping Ports & Warehouse D.V., Gov. (Shipping), Italian Navy, Transportation Toscan Region, Public Works & Utilities Toscan Region to produce a coordinated plan, O.O. Gov. Shipping & will be in charge.

WILLIAM H. CHILDS
DIRECTOR

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