

28 - From Gorette to Vada - km 10.5- elevation gain 0+ 0-.

By car we reach the large Gorette parking lot at the end of Via Guerrazzi.

On foot we leave the parking lot from the northwest corner and turn right along the bicycle path. In a few meters we reach a gate from which we enter the North Tombolo pine forest.

Before continuing along the path, we can find, immediately to our left, the remains of a machine gun nest that takes us back to the Battle of Cecina, a wartime event that occurred during World War II as part of the American 5th Army's advance from Rome to the Arno River. The clash has been called the bloodiest combat after the liberation of Rome and occurred in the same context as the Guardistallo Massacre. Beginning on June 29, 1944, following a rapid series of attacks and counterattacks, the battle ended with the liberation of the city from German troops on July 1.

We then take the main path again, until it is no longer possible to continue in a straight line: we then turn right and, having crossed a small wooden bridge, we find ourselves in the village of Mazzanta.

We turn left following Via della Palazzetta until we meet Via del Tripesce, where we turn left again and reach the so-called Roman bridge of San Frediano, which allowed the Via dei Cavalleggeri to cross the Fosso Tripesce and was built in 1746.

*The Cavalleggeri road, connected the watchtowers built by Cosimo I dei Medici along the coast between Livorno and Campiglia every 7 km, largely following the ancient road to Rome (Aurelia). The mounted soldiers who passed through it were tasked with patrolling the coastline to prevent landings of Barbary pirates, smuggling and clandestine persons, as well as health surveillance. By notification of June 17, 1776, the road was classified as "Regia" thus vital to the state and entrusted for maintenance to the Rivers and Ditches Office of Pisa, instead of being held by the frontierers. In 1788 a regular mail service was established between Livorno and Portoferraio with the use of the Cavalleggeri thus determining the use of the road for civilian purposes as well. Some of the wooden bridges and ford crossings were replaced with humpbacked masonry bridges and all date from those years; few remain, others have collapsed.*

Leaving the bridge, we continue for a few meters in the direction of the sea and then turn right to enter the pine forest again.

This time, having reached the end of the straight stretch, we turn left and arrive at Aldebaran Bath.

From here we continue along the beach, still in a northerly direction; in the sea we can see just ahead the small promontory of Capo Cavallo and, just before and just after, we can see the remains of two bunkers, again dating back to World War II, emerging from the water.

Continuing to walk on the beach, we can begin to see in the distance the long wharf where the ships that bring liquid ethylene to the Solvay factory for the production of polyethylene dock, while, closer to us, we spot the remains of the old wharf, the destination of our walk, where we can stop for a snack. Returning back to the beach, before arriving at Capo Cavallo we can make a variation to the outward route, taking a path to our left that leads us into the pine forest, where, following the path that bends to the right, we will skirt the tree-lined part, until we find ourselves at the entrance to Bagno Aldebaran.

At this point we walk along a section of the road taken on the way out, to the "Roman" bridge.

From here we can return to the outward route again, or continue straight along the road that runs along the beach and will eventually lead us back to the Gorette parking lot.