Port of S. Stefano

Declassified E.O. 12356 Section 3.3/NND No. 785021

10000/148/1207
TO: JCW 45

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.5/31/TM6

WDB/ovm
27 July 1945

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

TO : Cr. R. M. Bassanelli, Chief
Ports & Warehouse Division

1. As directed, I proceeded to Santo Stefano in company with Capitano C. Rossi, Italian Officer with Shipping Branch, Tr S/C, on Tuesday, 24 July 1945, arriving there about Noon.

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

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

Physical Aspects of the Port

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

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

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

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

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

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

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

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

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

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

B. Labor - (at Porto Santo Stefano) - the Port Captain stated that Compagnia Portuali have 52 permanent port workers on their books and in addition can always muster some 4/500 casual laborers for port work.

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

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

D. Cranes - none.

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

F. Harbor Craft

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

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

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

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

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

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

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

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

10. Recommendations:

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

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

A. C. ALLHAM
Ports Branch

[illegible].

FROM: MINISTRY OF MARINE (Maristat)

TO : F.O.[illegible], Rome

Date: 5/2/45.

Ref. No.2[illegible].

SUBJECT : PORT OF [illegible] - EFFICIENCY OF [illegible].

Replying to MSC/1317 of 12th Dec. last.

Present capacity of Port is as follows:

1. Three or Four M/Schooners of 200/300 tons (draught 3.5 [illegible] mts.) simultaneously can moor to Porto Vecchio jetties by lying off 4/8 mts. and using gang planks to reach jetty.

2. Commercial operations cannot be carried out in Porto [illegible] for the time being. M/Ss cannot unload due to the condition of the harbour, nor can they moor stern-to jetty on account of lack of bollards ashore.

3. With the placing of mooring-buoys a [illegible] tanker with a maximum draught of [illegible] mts. could be accommodated. Port is without buoys and at least two are required.

4. At the only jetty which could be used by lighters ([illegible] Colombo), an iron pontoon is now moored and in which is installed piping for unloading tankers. This pontoon should be moved.

5. To unload ships anchored in the harbour at least [illegible] lighters ("gallegianti") and two [illegible] would be required to operate between the ship and Colombo jetty.

6. Two tugs [illegible] in the harbour, one of which is [illegible], which would be sufficient to handle [illegible] traffic.

7. The [illegible] Co. has 27 in No. lighters (15-[illegible] tons) which require refitting before they may be used.

8. [illegible] Harbour lacks labour and materials for ship construction, which has to be taken there from other maritime centres. Oak and pinewood, [illegible] packing, pitch, zinc-coated nails and tar are noticeably lacking.

for CHIEF OF STAFF.

[illegible]

3. With the placing of mooring-buoys a 7000/8000 tonner with a maximum draught of 8 mts. could be accommodated. Port is without buoys and at least two are required.

4. At the only jetty which could be used by lighters (Sunshine Colombo), an iron pontoon is now moored and in which is installed piping for unloading tankers. This pontoon should be moved.

5. To unload ships anchored in the harbour at least 16 lighters ("gallegiants") and two tugs would be required to operate between the ship and Colombo Jetty.

6. Two tugs are in the harbour, one of which is 'Lilet, which would be sufficient to handle future traffic.

7. The Montcontard Co. has 27 in No. lighters (45-60 tons) which require refitting before they may be used.

8. Santo Stefano Harbour lacks labour and materials for ship construction, which has to be taken there from other maritime centres. Oak and pinewood, barrel packing, pitch, zinc-coated nails and tar are noticeably lacking.

for CHIEF OF STAFF.

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TRANSLATION

1) Name of Port : Porto S. Stefano.

2) N° of anchorage berths available :
In the New Port it is impossible to anchor any vessels to the quays, because all of them are unusable and furthermore mooring posts and rings are missing.

3) N° and type of alongside berths available, giving minimum draft at each berth :
See N° 2.

4) Details of quays for schooners and lighters, giving minimum draft at each berth :
The only quay of the Old Port gives anchorage for three or four schooners at a time, each of capacity 200 to 300 tons with a maximum draft of 3 to 3½ meters. The Hull of a small sunken and partly floating schooner occupies a good part of the quay. By removing the above mentioned schooner it would be possible to use another 40 meters or thereabouts, where two more schooners might be anchored.

5) N° of holding berths alongside and anchorage :
Actually there are 4 holding berths. By removing the abovementioned sunken schooner two more berths would become available.

6) Number type and capacity of warehouses for transit cargo :
As a consequence of the well known airraids on this Port, all the warehouses in the Port Area and thereabouts have been destroyed.

7) Local facilities :

a N°s and types of tugs :
At the moment the two following tugs are anchored in this Port :
British tug "LADY JANE"
Italian tug "DRAGO"

b N°s and types of lighters/barges :
There are none.

c N°s types and capacities of cranes and how operated :
i) Static :
ii) Mobile :
The Port has never had cranes or other mechanical lifting means.

d Particulars of cargo handling gear available :
There is none.

e Details of other gear available :
See letter d

f Details of any gear required which you cannot obtain locally :
It is not possible to give precise particulars about cargo handling gear available, as there is no actual Port traffic and thus no way to control the deficiencies.

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g Electric power :
Electric power is actually working with a nominal voltage of 220 volts,

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As a consequence of the well known airraids on this Port, all the warehouses in the Port Area and thereabouts have been destroyed.

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At the moment the two following tugs are anchored in this Port :
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There is none.

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It is not possible to give precise particulars about cargo handling gear available, as there is no actual Port traffic and thus no way to control the deficiencies.

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g Electric power :
Electric power is actually working with a nominal voltage of 220 volts, effective 160/180.

8) Details of wrecks of obstructions, stating facility with which they can be removed and the extent of their effect on the operation of the port. What local personnel and facilities are available for repair and maintenance of port :
From plan of the Port attached hereto, the wrecks and hulls that obstruct the Port are visible (see N° 15, 16, 17, 18, 19,). The labour to remove them might be entrusted to a Maritime Salvage Firm endowed with the necessary equipment. There is in this town a Salvage Company which owns a pontoon with pumps, divers and technical personnel sufficient to remove all the wrecks in the Port. Furthermore there are two Cooperatives of building constructors which could arrange the maintenance of the Port.

9) Conditions of quays and roads :
The quays and roads have suffered very heavy damage. Following can be seen from the attached plan.
Porto Nuovo Mole Colina :
This pier has been hit on two points for a total length of about 70 meters. It has suffered a level lowering of about 1 meter on its whole length, caused by the large number of bombs exploded nearby.

Quay/.....

Banchina Scalo Colombo :
This quay has been almost totally destroyed, apart from a length of about 70 meters which are in fairly good conditions. For this length the depth reaches a maximum of 2,70 meters. At the present moment it is exclusively used by a local American unit which has answered two iron pontoons on which the pipes of the pipeline run for unloading fuel.

Banchina Candi :
This quay has been partly destroyed and partly lowered on a level of one meter.

Pennello del Porto Arturo :
Has been entirely destroyed and sunk.

Molette di difesa della Darsena del Valle :
Interrupted on two points on the length of about 20 meters. The planking has been completely carried off.

Banchina della Darsena del Valle :
Almost entirely destroyed.

Roads:
The average length of the roads in the Port area is about 300 meters. They are at the moment, in very bad condition owing to the great number of holes caused by bombs.

10) Condition of rail clearance from Port Area :
The development of the railnetwork was of about 300 meters. At the moment it is completely out of use.

11) Estimated daily rail clearance :
See N° 10.

12) Estimated immediate daily discharge capacity through port, with existing facilities and available craft :
Keeping in mind that at the present moment it is only possible to unload by schooners, for each vessel 60 tons goods daily or thereabout can be unloaded.

13) Estimated daily discharge capacity through port, after suitable repairs have been effected.
When the necessary repairs to the Port have been effected and the obstructing wrecks removed, it will be possible to unload 800 to 1000 tons of mixed goods for each vessel, whilst this amount would have to be reduced by half, for baled goods.

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R. UFFICIO CIRCONDARIALE MARITTIMO

PORTO S. STEFANO

I) Nome del Porto: Porto S. Stefano

2) N° Dei posti di Ormeggio disponibili: Nel Porto Nuovo non è possibile ormeggiare alla banchina nessun Natante perchè tutte le banchine sono inutilizzabili e mancano inoltre bitte ed anelli per ormeggio

3) N° e tipo dei posto d'ormeggio lungo la banchina disponibile, indicando il pescaggio minimo per ogni ormeggio: Vedi al n° 2

4) Dettagli circa le banchine/e chiatte e motovelieri indicando il pescaggio minimo per ogni ormeggio: L'unica banchina del Porto Vecchio consente l'ormeggio contemporaneo a tre o quattro motovelieri della portata da 200 a 300 Tonn. e con un pescaggio massimo da mtr. 3 a 3½. Lo scafo in ferro di un motoveliero affondato ed ora galleggiante in parte, essendo affiancato alla banchina, ne occupa un buon tratto. Rimuovendo il predetto scafo si utilizzerebbero altri 40 mtr. circa di banchina ove potrebbero ormeggiarsi altri due Motovelieri.

5) N° dei posti d'ormeggio lungo la banchina e ancoraggi: Ormeggi attuali per Motovelieri n° 4, rimuovendo lo scafo affondato di cui al n° 4 si potrebbe disporre di altri due ormeggi.

6) N°, tipo e capacità dei magazzini per carichi in transito: In seguito ai noti bombardamenti subiti da questo Porto tutti i magazzini di deposito merci esistenti nell'ambito Portuale e vicinanze sono andati distrutti.

7) Attrezzature Locali

a) N° e tipo di rimorchiatori: Attualmente sono dislocati in questo Porto i seguenti rimorchiatori:
Rimorchiatore Inglese "LADY JANE"
" " Italiano "DRAGO"

b) N° e tipo di chiatte e maone: Non si dispone di chiatte e maone.

c) n° tipo e capacità delle gru e loro funzionamento: Il Porto non è mai stato dotato di gru e altri mezzi meccanici di sollevamento.

d) Particolari circa l'attrezzatura Meccanica per movimento carichi non esiste alcuna attrezzatura meccanica per movimento carichi.

e) Dettagli circa altre attrezzature meccaniche: Vedi lettera d)

f) Dettagli circa ogni attrezzatura meccanica che non potete ottenere sul luogo: Non è possibile fornire dati in merito non essendovi attualmente alcun traffico Portuale e per tanto non si possono rilevare deficienze di mezzi.

g) Energia Elettrica: L'energia elettrica attualmente è in opera con voltaggio nominale di 220 volts, effettivo 160/180.

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8) Dettagli circa relitti ed ostruzioni, attrezzature con le quali essi possono essere rimossi. Portata del loro effetto sulle operazioni del [illegible] attrezzature sono disponibili per

[illegible] di un motoveliero affondato ed ora parzialmente in parte, essendo affiancato alla banchina, ne occupa un buon tratto. Rimuovendo il predetto scafo si utilizzerebbero altri 40 mtr. circa di banchina ove potrebbero ormeggiarsi altri due Motovelieri.

5) N° dei posti d'ormeggio lungo la banchina e ancoraggi: Ormeggi attuali per Motovelieri n° 4, rimuovendo lo scafo affondato di cui al n° 4 si potrebbe disporre di altri due ormeggi.

6) N°, tipo e capacità dei magazzini per carichi in transito: In seguito ad noti bombardamenti subiti da questo Porto tutti i magazzini di deposito merci esistenti nell'ambito Portuale e vicinanze sono andati distrutti.

7) Attrezzature Locali
a) N° e tipo di rimorchiatori: Attualmente sono dislocati in questo Porto i seguenti rimorchiatori:
Rimorchiatore Inglese "LADY JANE"
" Italiano "GELLO".
b) N° e tipo di chiatte e maone: Non si dispone di chiatte e maone.
c) n° tipo e capacità delle grù - loro funzionamento: Il Porto non è mai stato dotato di grù e altri mezzi meccanici di sollevamento.
d) Particolari circa l'attrezzatura Meccanica per movimento carichi: non esiste alcuna attrezzatura meccanica per movimento carichi.
e) Dettagli circa altre attrezzature meccaniche: Vedi lettera d)
f) Dettagli circa ogni attrezzatura occorrente che non potesse ottenere sul luogo: Non è possibile fornire dati in merito non essendovi attualmente alcun traffico Portuale e per tanto non si possono rilevare deficienze di mezzi.
g) Energia Elettrica: L'energia elettrica attualmente è in opera con voltaggio nominale di 220 volts, effettivo 100/180.

8) Dettagli circa relitti ed ostruzioni, attrezzature con le quali essi possono essere rimossi. Portata del loro effetto sulle operazioni del Porto. Quale personale del luogo e attrezzature sono disponibili per riparare e provvedere alla manutenzione del Porto: Dalla pianta del Porto allegata si possono rilevare i relitti e gli scafi affondati nel Porto nonchè quelli che danno intralcio al traffico Portuale (vedi n° 15_16_17_18_19_). Per la rimozione degli stessi si potrebbe affidare il lavoro ad una Ditta di ricuperi Marittimi dotata di mezzi necessari. In questa Sede esiste una Compagnia di Ricuperi dotata di: pontone con bigo, pompe di esaurimento, palombari e personale tecnico sufficienti per rimuovere tutti i relitti esistenti nel Porto. Esistono inoltre 2 Cooperative di Costruzioni Edili attrezzate per provvedere alla manutenzione del Porto.

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9) Stato delle banchine e delle strade: Le banchine hanno subito forti danni. Dalla planta allegata si può rilevare quanto di seguito precisato.

Porto Nuovo Molo Latino: Il predetto molo è stato colpito in due punti per una lunghezza complessiva di circa mtr. 70. La zona molo per tutta la sua lunghezza, a causa del rilevante numero di bombe scoppiate nelle vicinanze, ha subito un abbassamento di circa 1 mtr.

Banchina Molo Colombo: La predetta banchina è stata quasi tutta distrutta tranne un breve tratto di circa 70 mtr. che risulta in discrete condizioni. In corrispondenza di tale tratto i fondali raggiungono un massimo di mtr. 2,70. Attualmente è utilizzato esclusivamente dal Locale Comando Americano per scarico di carburante avendovi ormeggiato 2 pontoni in ferro sui quali corrono i tubi del pipeline.

Banchina Candi: La predetta banchina è stata in parte distrutta ed in parte ha subito un abbassamento di circa 1 mtr.

Pennello del Porto Arturo: Il predetto pennello è stato completamente distrutto e sommerso.

Molette di difesa della Darsena del Valle: Interrotte in due punti per una lunghezza di circa 20 mtr. La testata è completamente asportata.

Banchina della Darsena del Valle: Quasi tutta distrutta.

Strade: La lunghezza complessiva delle strade nella zona Portuale è di mtr. 300 circa. Attualmente sono in pessime condizioni di viabilità per le numerose buche provocate da scoppi di bombe.

10) Condizioni per lo stabilimento Ferroviario della zona del Porto: Lo sviluppo della rete ferroviaria di questo Porto era di circa 300 mtr. Attualmente tutta la rete è inutilizzabile.

11) Quantitativo ferroviario che si presume possa avvenire giornalmente: Vedi al n° (10)

12) Presunta capacità immediata di scarico giornaliero attraverso il Porto mediante l'attrezzatura esistente e le gru disponibili: Tenendo presente che attualmente è possibile effettuare operazioni di scarico solamente con Motovelieri, per ogni natante si possono calcolare circa 60 Tonn. di merce da poter scaricare giornalmente.

13) Presunta capacità di scarico giornaliero attraverso il Porto dopo aver effettuato le necessarie riparazioni: Dopo aver effettuato le necessarie riparazioni alle opere Portuali e rimossi i relitti che danno intralcio al traffico Portuale, per ogni Piroscafo si possono calcolare 800/1000 Tonn. di merce alla rinfusa da potervi scaricare giornalmente, mentre invece per merce imballata la predetta cifra andrebbe ridotta a circa la metà.

Banchina: La predetta banchina è stata in parte distrutta ed in parte ha subito un abbassamento di circa 1 mtr.

Pennello del Porto Arturo: Il predetto pennello è stato completamente distrutto e sommerso.

Molesto di difesa della Darsena del Valle: Interrotto in due punti per una lunghezza di circa 20 mtr. La testata è completamente asportata.

Banchina della Darsena del Valle: Quasi tutta distrutta.

Strade: La lunghezza complessiva delle strade nella zona Portuale è di mtr. 300 circa. Attualmente sono in pessime condizioni di viabilità per le numerose buche provocate da scoppi di bombe.

IO) Condizioni per lo smistamento Ferroviario della zona del Porto: Lo sviluppo della rete ferroviaria di questo Porto era di circa 300 mtr. Attualmente tutta la rete è inutilizzabile.

II) Smistamento ferroviario che si presume possa avvenire giornalmente: Vedi al n° (IO)

I2) Presunta capacità immediata di scarico giornaliero attraverso il Porto mediante l'attrezzatura esistente e le zone disponibili: Tenendo presente che attualmente è possibile effettuare operazioni di scarico solamente con Motovelieri, per ogni natante si possono calcolare circa 60 Tonn. di merce da poter scaricare giornalmente.

I3) Presunta capacità di scarico giornaliera attraverso il Porto dopo aver effettuato le necessarie riparazioni: Dopo aver effettuato le necessarie riparazioni alle opere Portuali e rimossi i relitti che danno intralcio al traffico Portuale, per ogni Piroscafo si possono calcolare 800/1000 Tonn. di merce alla rinfusa da potersi scaricare giornalmente, mentre invece per merce imballata la predetta cifra andrebbe ridotta a circa la metà.

Porto S. Stefano, 5 Febbraio 1945

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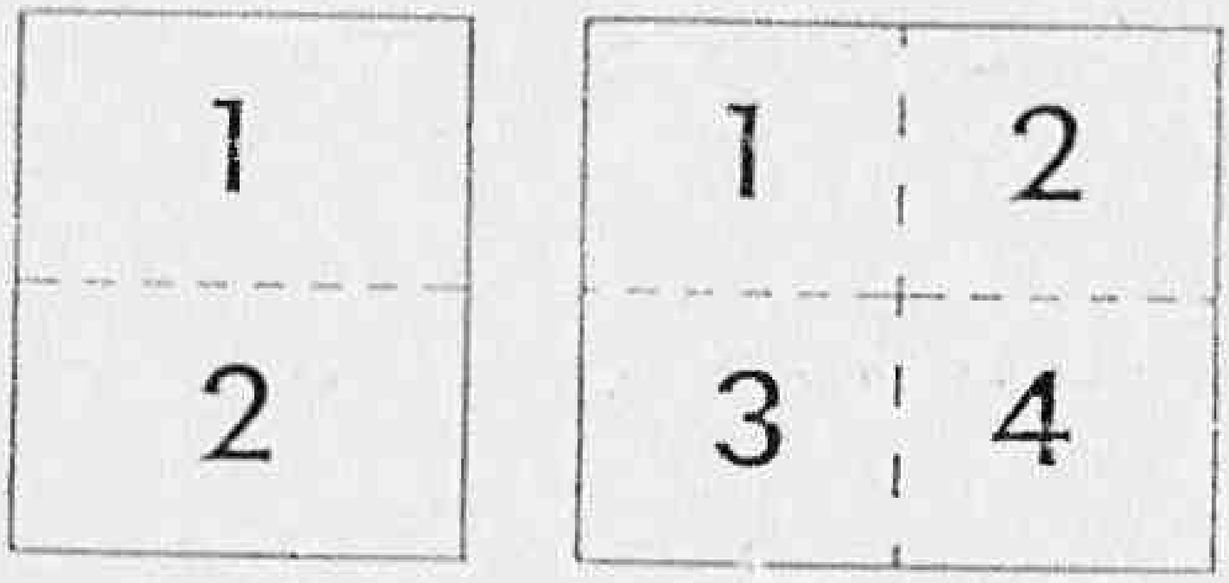
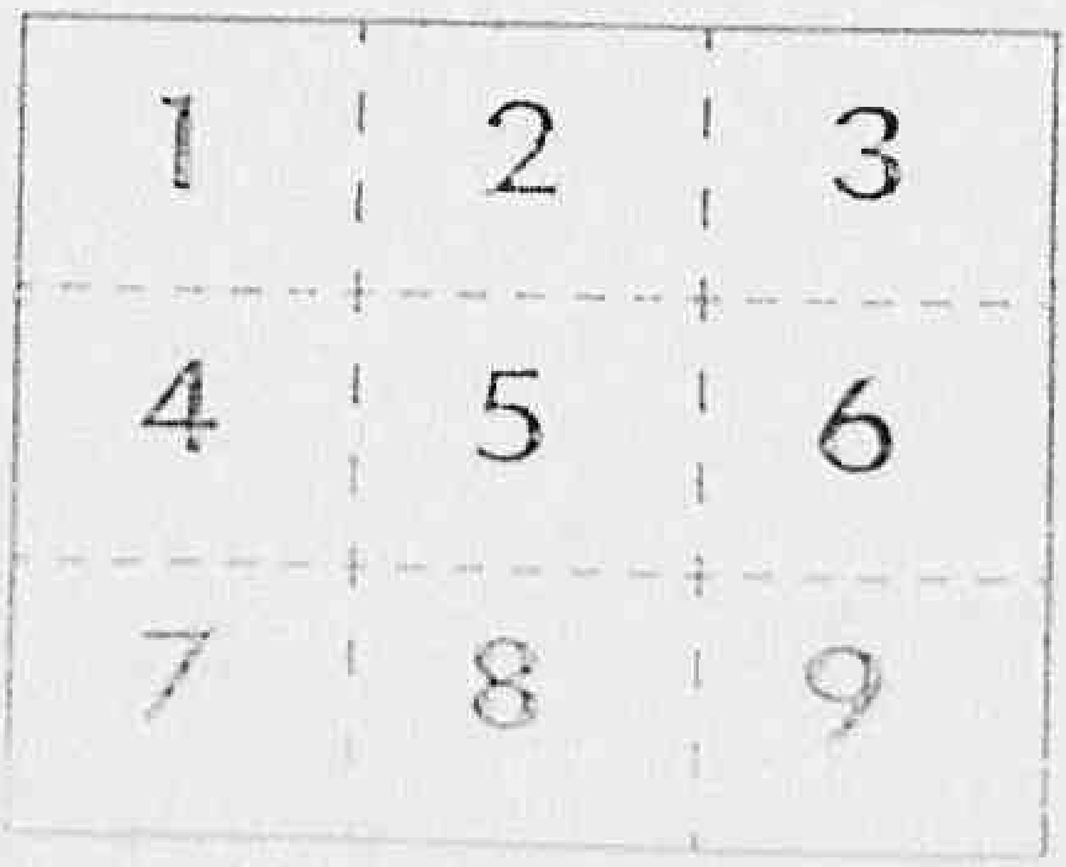
IL TENENTE DI PORTO
COMANDANTE
(Gabrielli)

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

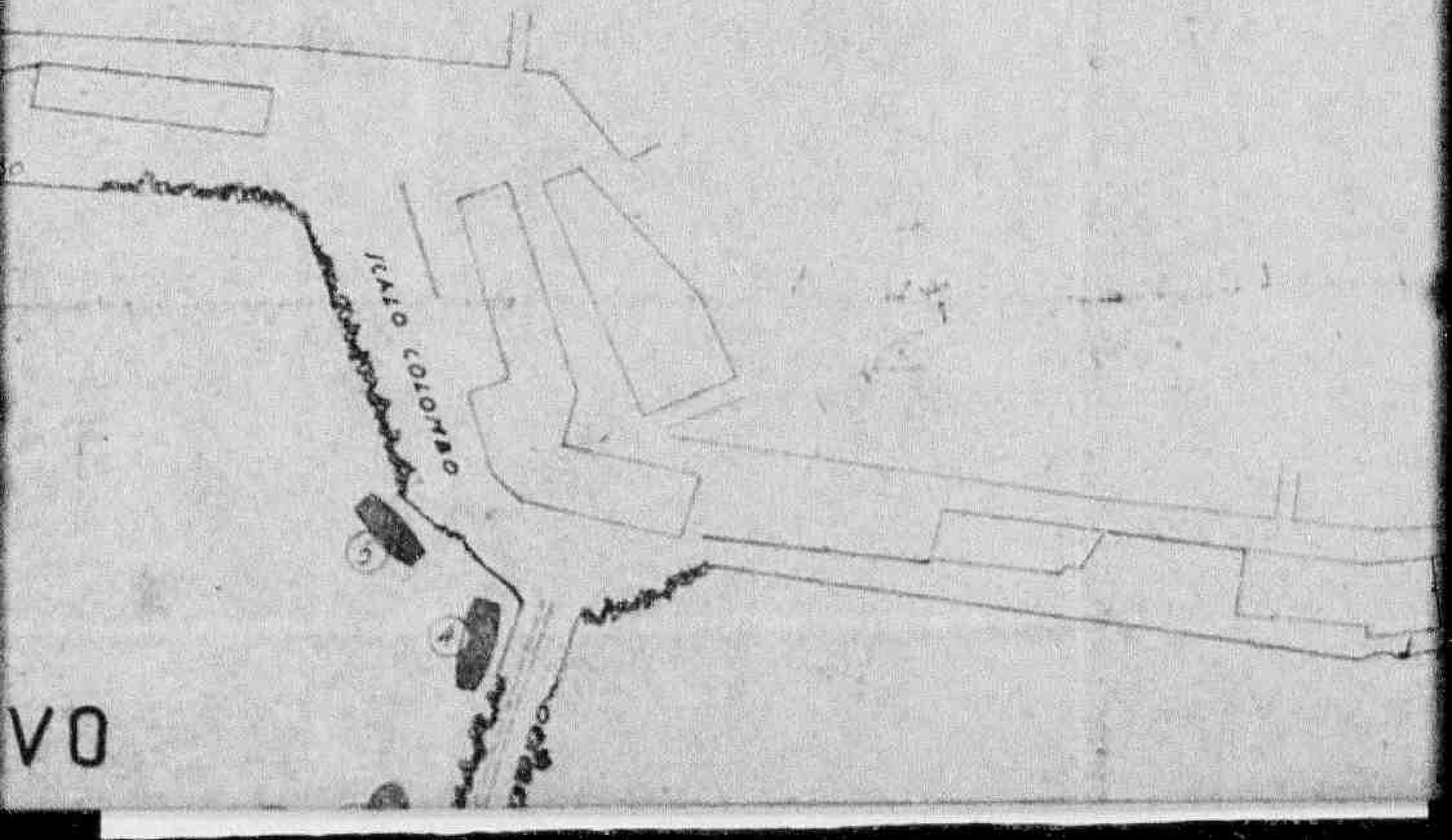
SEE DIAGRAMS BELOW.

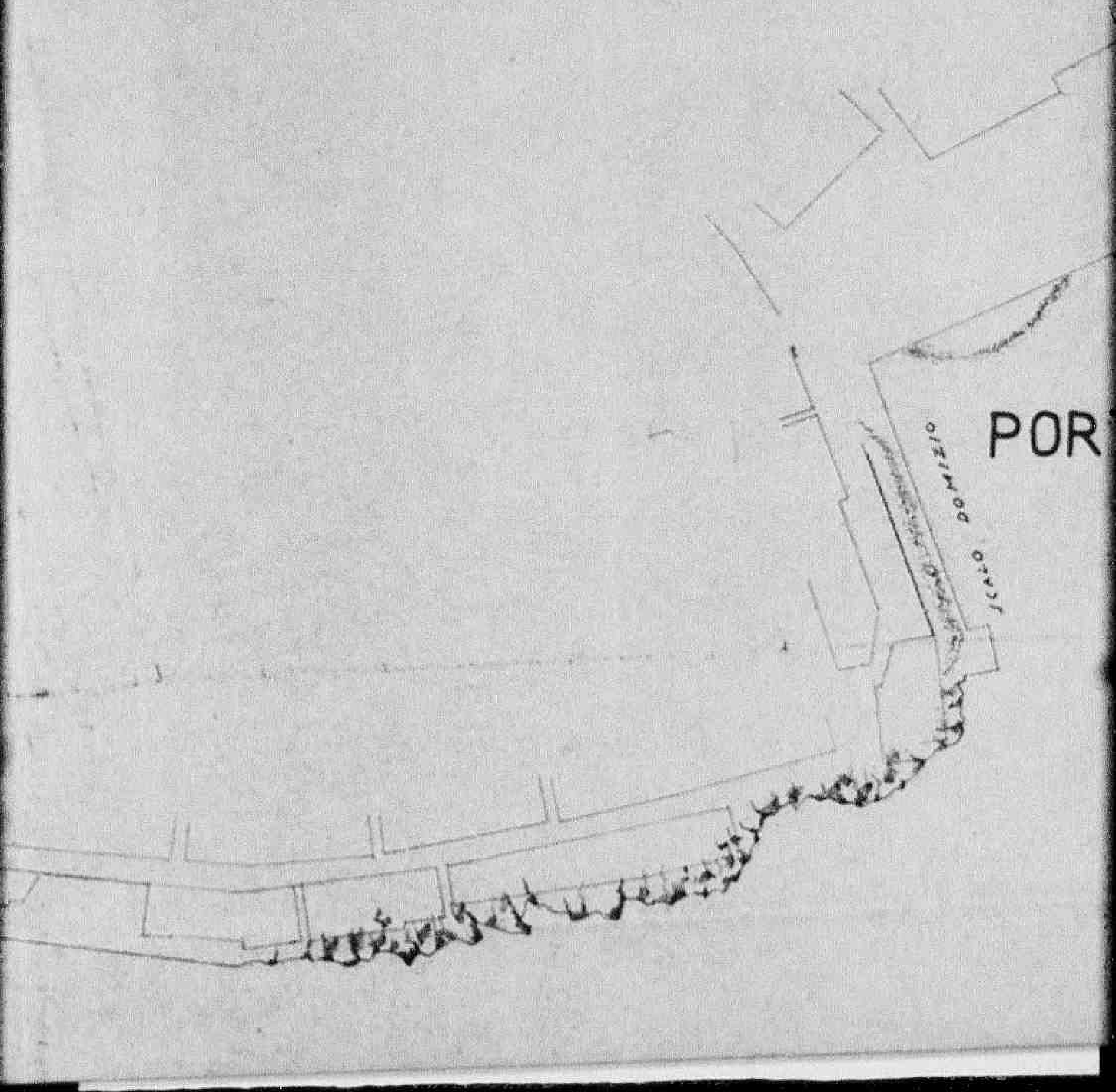


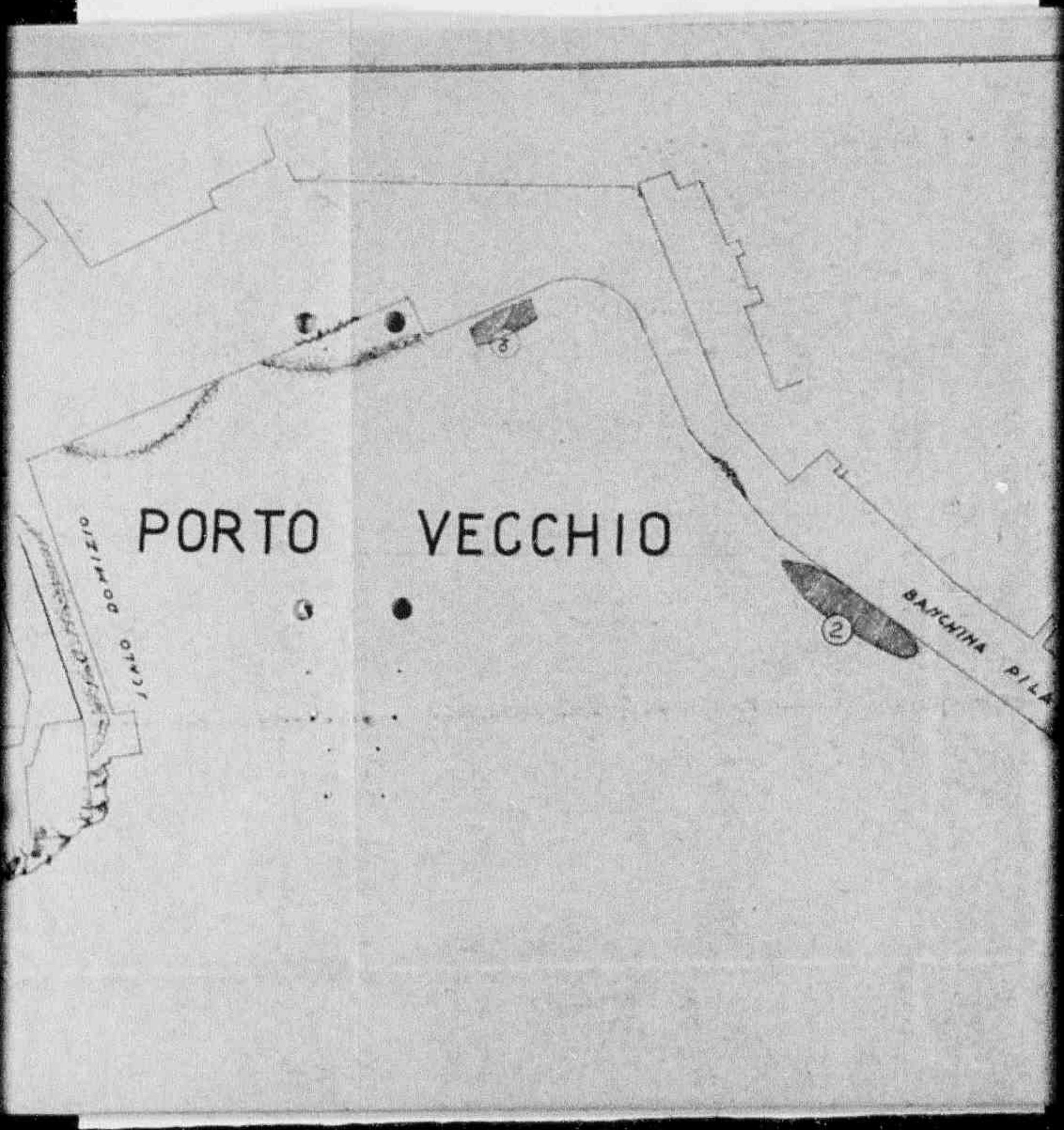


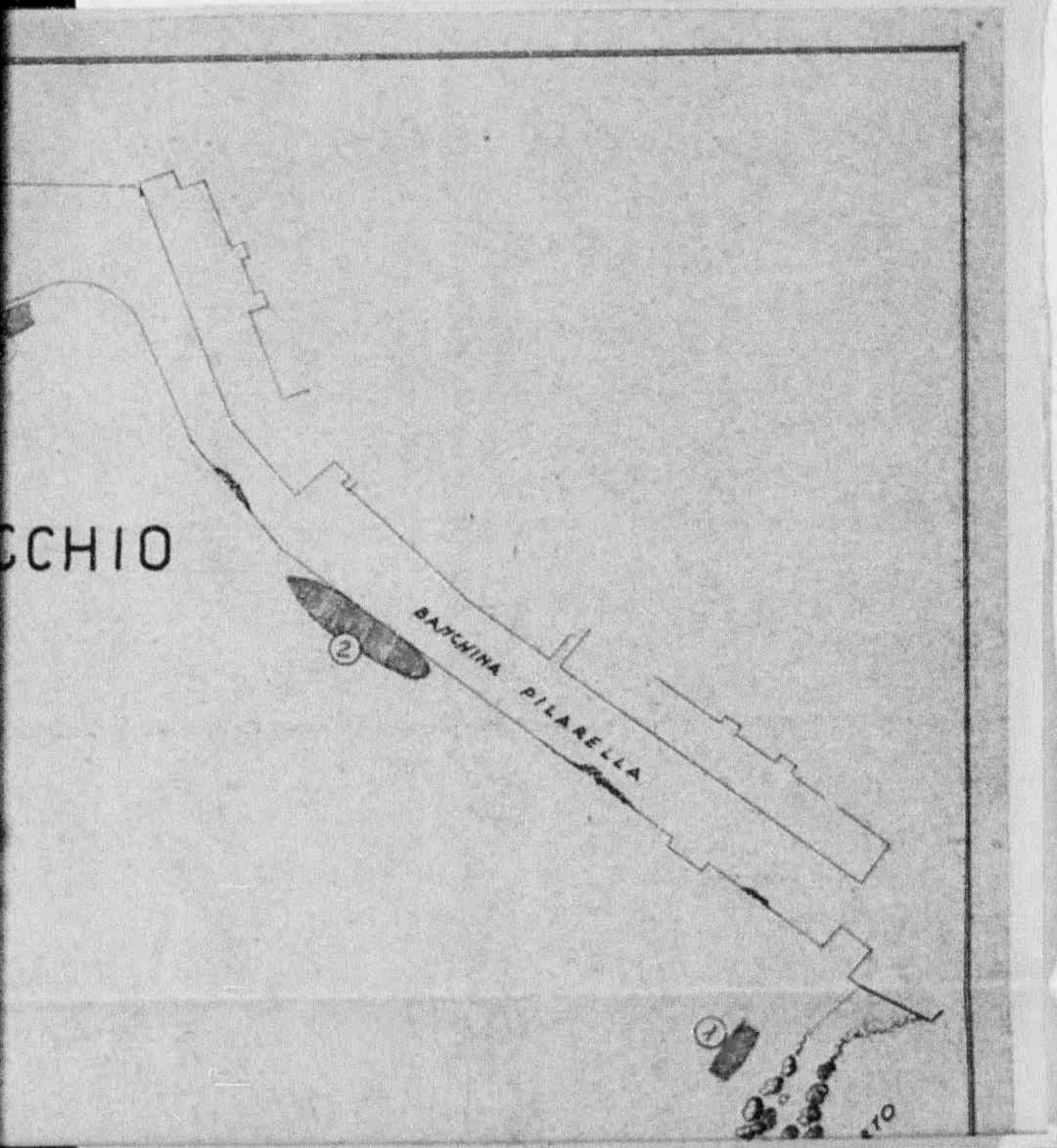
PORTO S.

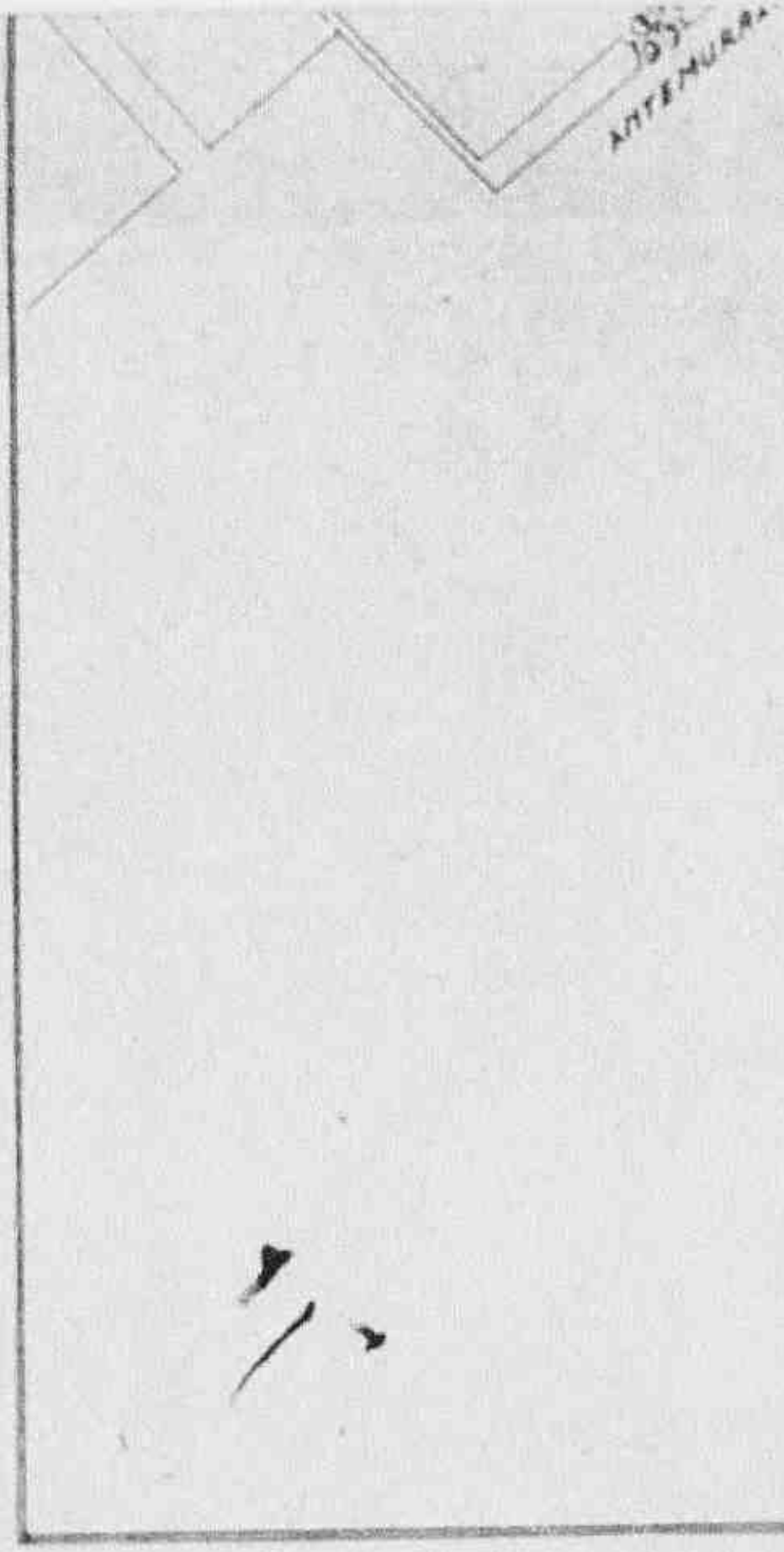
TO S. STEFANO





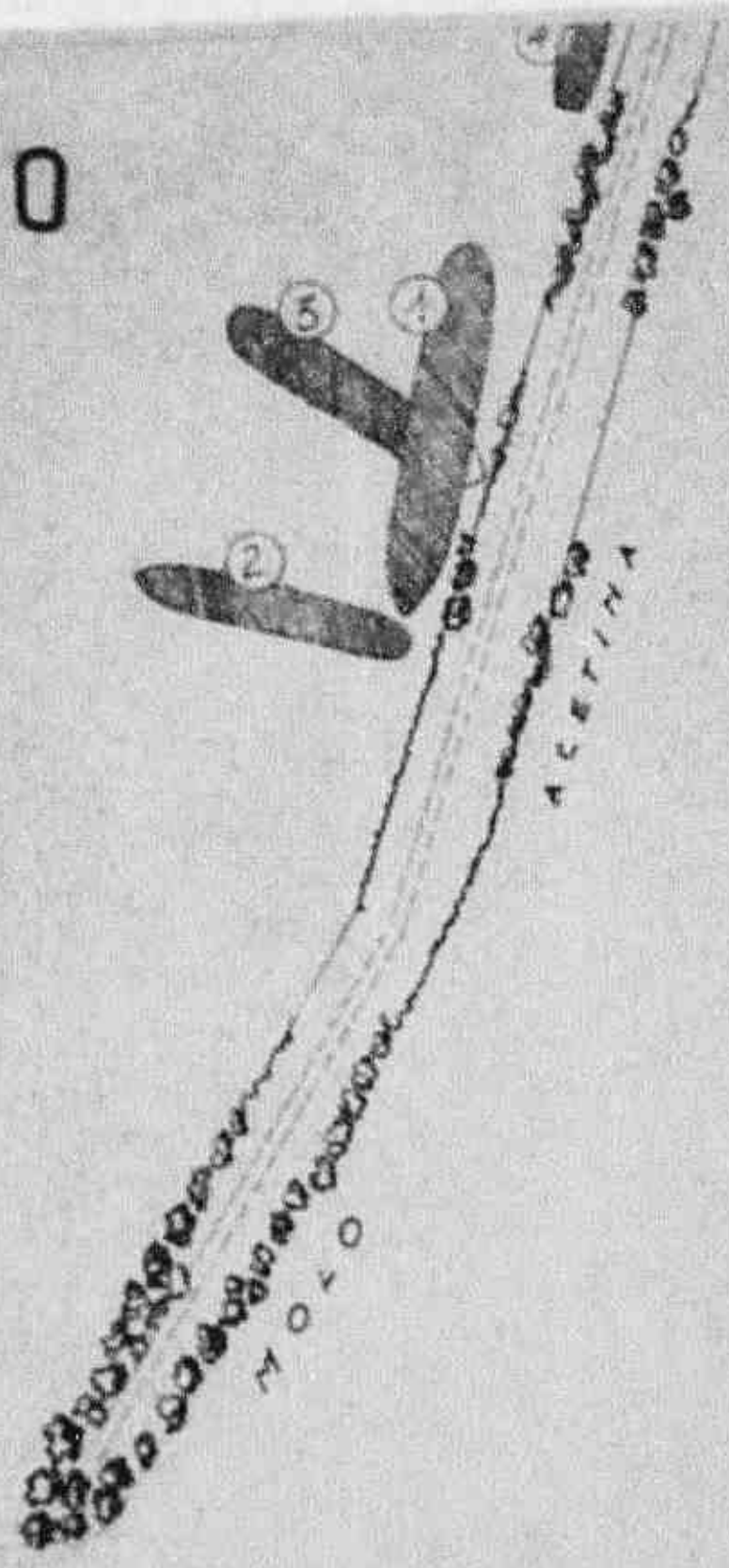






PORTO NUOVO

NUOVO



MOLETTO
CAPITANERIA DI PORTO

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