

The Port of Stromphe

Being that the harbor of Stromphe is one of the busiest for incoming and outgoing merchant ships in the known world, it is no surprise that the three men in charge of the activities of the port, Harbor Master **Chrysódachtylo Kefalogiannis**, Customs Master **Emporikós Dimiourgós**, and Admiral of the Port **Díkaiosánemos Frangos**, are amongst the most important men of the city.

Due to the heavy traffic in the port, strict rules have been laid down to govern that traffic and the triumvirate has been tasked with maintaining order. And if, during their overseeing of the port, a little profit should be made, who is to complain?

There is a tension between the civilian trade that flows into and out of the port and the needs of the naval authorities to protect the city and Kostas Bay. Within the port, the fleet has right of way and to facilitate that, all civilian ships must have a pilot on board during any movement within the confines of the port. It is the duty of the Harbor Master to ensure that each ship has a pilot when it is appropriate.

The Harbor Master maintains within his headquarters a large scale model of the port and its environs upon which the status and position of each civilian ship is noted. Civilian ships are allowed to move within the port only during the hours of daylight between the time a white thread is distinguishable from a black thread at dawn and dusk.

When a ship is ready to enter the harbor, it raises signal flags that can be seen and read by observers on the Lighthouse near the entrance to the Harbor. A flagged message is flashed to the lookouts in their post atop the Harbor Master's headquarters. Notification is sent down to the command center and a pilot is assigned to guide the ship into the harbor. A fast skiff is sent out to the ship with a pilot and a several cargo inspectors who will do an initial search for contraband. If a ship has previously visited the port, that ship was assigned a unique flag code that is also shown to the Lighthouse.

The pilot brings the ship into a temporary mooring at one of the buoys anchored throughout the harbor for just that purpose. The cargo inspection reports are sent to the Harbor Master who determines which dock berth the ship may moor in or whether the ship will remain moored at one of the transshipment buoys where barges will transfer cargos to and from the ship.

So that the locations of all moored ships can be determined during the night, each ship is required to have lit lanterns throughout the night, white at the bow and blue at the stern. Any ship not keeping lanterns lit can be fined up to a tithe of cargo value as punishment.

Naval vessels always have right of way within the harbor, but due to their increased maneuverability over the civilian craft, it is responsibility of the naval captain to plot a safe course in the heavy traffic.

Harbor Master Chrysódächtylo Kefalogiannis

Public duties

- 1) Assign pilots to all arriving and departing ships
- 2) Assign berthing at the docks or at buoys moored in the harbor as required
- 3) Conduct initial inspections for contraband
- 4) Liaise with the Naval Authorities to ensure that naval movements are unimpeded by civilian traffic
- 5) Arrange for ship captains to meet with owners of the various Chandlery Ships to outfit and refit any needs that the ship has

Not so Public Duties as relates to above

- 1) A ship's place in the queue is enhanced if the appropriate "gift" is made to the Harbor Master
- 2) Dock space being "limited," a gift to the Harbor Master ensures that dock space is rapidly found for the gifter. Conversely, those who decline to give a gift might find themselves buoyed at one of the more distant and less desirable buoys
- 3) A gift might make the contraband into acceptable import items
- 4) By sharing gifts with the Admiral of the Port Díkaiosánemos Frangos, any unpleasantnesses are easily overlooked
- 5) Those Chandlers that share their good fortune with the Harbor Master see an increase in directed business