



HARBOUR MASTERS NEWSLETTER

PORTLAND HARBOUR AUTHORITY

HARBOUR FEE UPDATE

It has been an unprecedented year and the Covid-19 situation has impacted us all and has had a marked effect on our recreational boating.



With this in mind Portland Harbour Authority have decided NOT to make an increase in the dues you pay for 2021.

We are all hoping 2021 will let us all get afloat more

We wish you well & Stay Safe, see you out there

[Mark Rowles AHM](#)

DECEMBER 2020

STAFF PROFILE /ANDY STRAW / TUG MASTER



Hello everyone, my name is Andy, and I am the Senior Tug Master at the Port. I am one of the longest serving employees for Portland Harbour Authority and my role is exciting and varied. I am pleased to have been given this opportunity to tell you a little about myself and the tugs here in Portland Port.

What is my Background?

Having left the Royal Fleet Auxiliary Service after 14 years, in 2001, I joined Portland Port's sister company 'Portland Towing Limited' and our role was to provide towage and salvage services in the harbour, in the UK and around Europe. The company was disbanded after 3 years and I was absorbed into the main mother company continuing to provide towing services to vessels entering and leaving the Port. Over the years, the company has invested a great deal of money, not only to increase the power and quality of our tug fleet, but also on training our personnel. This continued training helps ensure that all towage and other operations are completed to the highest safety standards. My role as one of the Tug Masters is to communicate with the Port's Team of Pilots to safely manoeuvre all sizes of vessels to and from anchorages and alongside berths in various weather conditions and at any time of day or night. If you do see us out in the harbour, please keep well clear as we will probably be awaiting or engaging in active towage. The thrust from our 360 Degree Azimuth Stern Drive Pods and engines are very powerful. Our tugs can turn very quickly and without warning, so please watch us from a safe distance. When we are not actively engaged in Towing, we spend our days carrying out the important maintenance of our three tugs. It is my job to ensure that all the tug's safety equipment is always kept up to date and fully operational. My other roles include daily inspections of equipment, the procuring of safety equipment and inspections of our towage equipment such as our strong towing ropes. I also help to write standing safety procedures and actively engage in safety meetings. Of course, the tugs need painting and cleaning... I do that too. We are on standby for any eventuality 24 hours a day seven days a week. We can attend any potential safety incident within the harbour in very quick time, thanks to a very dedicated team of personnel. Over the years I have trained 8 Tug Masters, and I enjoy passing my vast experience in towage and seamanship to any staff members, old or new, whether they like it or not! (Laughs) Being the Senior Tug Master for Portland Harbour Authority is a real privilege. Every day, I am truly lucky to be doing the job I always dreamed of as a child.

YOUR QUESTIONS

Q: WHAT ARE THE TWO LARGE CONCRETE STRUCTURES BY CASTLETOWN SLIPWAY?



A: They are “Phoenix Caissons” which were sections of two “Mulberry Harbour”, designed for and used in, the invasion of Normandy in June 1944.

As part of the vital support and supply structure that helped secure an Allied victory in Operation Overlord of June 1944, The fabrication, deployment and installation of the Mulberry Harbour was a formidable task and testament to the ingenuity and heroism involved in the invasion of Normandy.

As part of a complete naval base of considerable importance, specifically designed as the first safe anchorage for the replenishment of the navy’s fleet of steam-driven warships, Portland Harbour and the nearby coast of the Isle of Portland has a significant collection of designated assets associated with the military history of the area, including Portland Castle (Grade I) and the East Weare Defenses.

Ten of the ‘Phoenix’ caissons were towed to Portland in 1946 and were positioned to the west of the harbour to protect berthed vessels from prevailing westerly winds. In the early 1950s they provided sheltered protection during the construction of a new pier within Portland’s dockyard, known as Queen’s Pier, (or ‘Q Pier’). Eight of the caissons were then sent by the Admiralty to the Netherlands to repair and block breaches in the dykes, following a great storm in January 1953. Two sank in the channel en-route to the Netherlands. They now they form the backdrop for the Castletown D-Day Centre. On top of the two caissons you can see [six concrete statues](#) that add some context to these imposing feats of Military Engineering. Each of the statues is based on a person who was involved in D Day. Two US GI’s, two British servicemen and two workers from the Portland Royal Naval dockyard often referred to as ‘Dockyard Mateys’!



LOCAL NOTICE TO MARINERS LNTM

As the Statutory Harbour Authority we are required to keep all mariners informed of important matters affecting navigational safety within our Harbour Limits. To this end we publish LNTM's to our website and to a mailing list of people who would like to be informed. You can find current LNTM's, General Directions and Harbour Master's Directions [HERE](#). **These LNTM's apply to all water users from a Stand-up Paddle Boarder to a Cruise Liner, the latest LNTM's issued are:-**

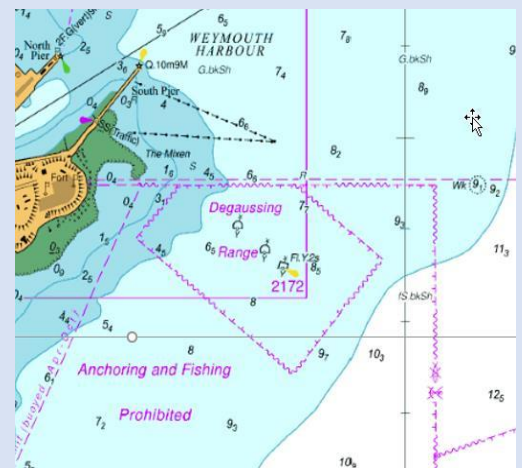
- [No 19-2020\(T\) Portland Castle Outfall Daymark](#)
- [No 20-2020\(T\) Castle Cove Outfall Daymark](#)
- [No 23-2020\(T\) East Ship Channel Port Traffic signals](#)
- [No 22-2020\(T\) North Ship Channel Port Traffic signals](#)
- [No 01/2020\(T\) Notices in Force 2020](#)

You can subscribe to get the latest safety information emailed to your inbox by following [this link](#).

Your information will only be used for this purpose and you can unsubscribe at any time.

DID YOU KNOW?

What the degaussing Range is for: - A steel-hulled ship is like a huge floating magnet with a large magnetic field surrounding it. As the ship moves through the water, this field also moves and adds to or subtracts from the Earth's magnetic field. Because of its distortion effects on the Earth's magnetic field, the ship can act as a trigger device for magnetic sensitive ordnance or devices which are designed to detect these distortions. Degaussing is a process in which systems of electrical cables are installed around the circumference of ship's hull, running from bow to stern on both sides.



A measured electrical current is passed through these cables to cancel out the ship's magnetic field. It could be said that degaussing, correctly done, makes a ship "invisible" to the sensors of magnetic mines, but the ship remains visible to the human eye, radar, and underwater listening devices. The degaussing system is installed aboard ship to reduce the ship's effect on the Earth's magnetic field. To accomplish this, the change in the Earth's field about the ship's hull is "cancelled" by controlling the electric current flowing through degaussing coils wound in specific locations within the hull. This, in turn, reduces the possibility of detection by these magnetic sensitive ordnance or devices.

To learn more, go to QinetiQ website or click [here](#)



ALL CHART EXTRACTS

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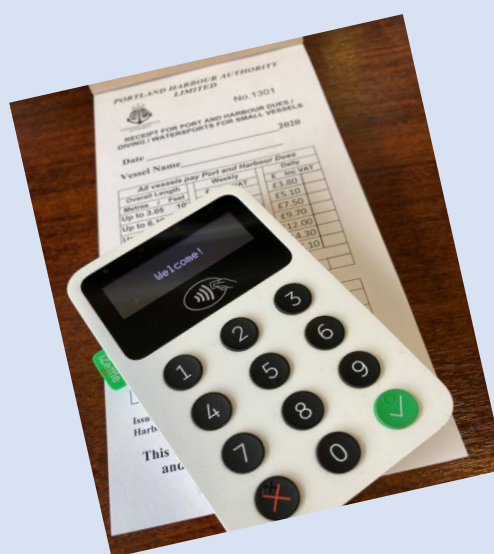
NOT TO BE USED FOR NAVIGATION”

[SUBSCRIBE TO THE NEWSLETTER HERE](#)

PAY HARBOUR DUES AFLOAT

Gone has the bag of loose change, we are now cash free.

When we go on Patrol, we are now equipped with the magic box below. We can now take payment for Harbour Dues by card, so much easier than cash and in these present times a low risk option.



IN THE ‘OTHER’ DOCK

At present we have 2 cases pending, both for prohibited fishing activities. The COVID-19 situation has delayed the court process and we are awaiting trial dates.

USEFUL LINKS

[PORTLAND HARBOUR AUTHORITY WEBSITE](#)

[LOCAL LIVE WIND](#)

[BUY HARBOUR DUES AND PERMITS](#)

Any unusual or suspicious activity should be reported to Dorset Police via email kraken@dorset.pnn.police.uk

or anonymously to Crimestoppers on 0800 555 111

or Harbour Office 01305 825335