

ARRIVAL ARRANGEMENTS



THE TALL SHIPS RACES 2018

organised by Sail Training International

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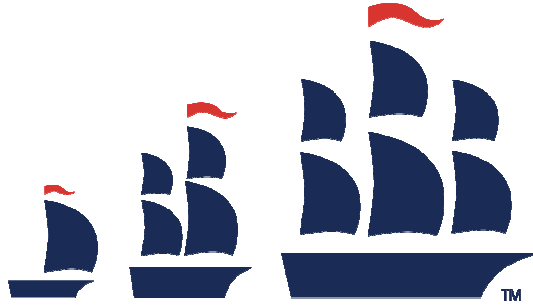
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THE TALL SHIPS RACES 2018

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THE TALL SHIPS RACES 2018 ARRIVAL ARRANGEMENTS

SUNDERLAND – ESBJERG – STAVANGER – HARLINGEN

SECTION 1

1. INTRODUCTION

This booklet is designed to give you as much information as possible, in order to prepare for the races and to assist you with the planning of your arrival at the race ports. Each port has provided specific information which you will need to follow. The Arrival Arrangements for Sunderland should be studied very carefully. Further detailed information will be provided later for follow-on ports.

Because of the volume of paper that will build up as the races begin, it is ***strongly recommended*** that each vessel appoints one officer to be responsible for the paperwork. He should advise the Captain/Master on what affects him. He should ensure that everyone on board gets the maximum benefit from the many invitations and arrangements that have been made for the vessels taking part.

Liaison Officers will be available in each port to come on board and assist in the interpretation of the papers issued by that particular port.

2. OFFICIAL DOCUMENTS

In addition to these Arrival Arrangements, you are reminded that the following documents are available to download from the **Captains' Page** on our website at www.tallshipsraces.com/captainspage

2.1 Racing & Sailing Rules and Special Regulations - 2018 Edition

These are the official Rules governing the race and incorporate Special Regulations. If you have an earlier edition, please destroy it! Copies of the Rules are also available online on the **Captains' Page** at www.tallshipsraces.com/captainspage

2.2 Advance Notice

The Advance Notice was published earlier this year and is to bring you information about the plans made so far for The Tall Ships Races 2018 and associated events. This is also available online at www.tallshipsraces.com/captainspage

2.3 Captains' Manual

Each host port will produce a Captains' Manual that will have full details of the arrangements in their port. A printed copy will be issued to each ship in the previous port, but the Captains' Manuals will be available in advance on-line on the **Captains' Page** at <https://sailtraininginternational.org/sailtraining/captains-page/>

2.4 Crew Lists

Rule 12.1 of the Racing & Sailing Rules 2018 Edition explains the requirement. Captain/Masters are reminded that no vessel may start a Sail Training International Race until her Crew List has been emailed to the Sail Training International Race Office.

Please remember the age rules and how they affect your vessel and no person under the age of 15 is to be on board during a race, cruise-in-company or associated events.

The official deadlines for arrival in port are as follows, and there are penalties for being late:

- Sunderland - 1200 Hrs (local time) Wednesday 11 July
- Esbjerg - 1200 Hrs (local time) Wednesday 18 July
- Stavanger - 1200 Hrs (local time) Thursday 26 July
- Harlingen - 1200 Hrs (local time) Friday 3 August

2.5 Vessel Life Saving Appliances Check List

It is essential that the Captain/Master completes the Vessel Life Saving Appliances Check List and hands it in to the Sail Training International Race Office in Sunderland, Esbjerg and Stavanger **within 12 hours of the stated deadline for arrival in port** as published. Failure to do so will incur a Standard Time Penalty or lead to disqualification.

2.6 Sail Training International Memorandum on Safety

3. RACE PENNANTS

RACE PENNANTS WILL ONLY BE ISSUED TO A VESSEL ONCE A COMPLETED CREW LIST AND VESSEL LIFE SAVING APPLIANCES CHECK LIST ARE RECEIVED BY THE SAIL TRAINING INTERNATIONAL RACE OFFICE AND THE VESSEL HAS PASSED ITS INSPECTION.

4. CAPTAINS' ENVELOPES

On arrival at Sunderland, Esbjerg and Stavanger, Captains/Masters are to report to the Sail Training International Race Office and collect their ship's envelope. Vessels that have done Race 1 and are also taking part in Race 2 must collect a second envelope in Stavanger. These envelopes will contain:

4.1 Sail Training International Sailing and Communications Instructions

This document includes information about the race start and a list of vessels taking part. An updated communications schedule will be issued at the Captains' Briefings in Halmstad, which will be held at 1600 hrs on Sunday 2 July; Turku at 1600 hrs on Saturday 22 July; and Klaipeda at 1600 on Monday 31 July.

4.2 Race Declaration Forms

A Race Declaration form must be completed and signed where indicated and emailed to paul.bishop@sailtraininginternational.org, or amanda.goodden@sailtraininginternational.org, or handed in to the Sail Training International Race Office as soon as possible after finishing the race and arrival at Esbjerg and Harlingen. **Failure to do so will result in the vessel receiving a Standard Time Penalty or being treated as having failed to complete the course.** It is the Captain/Master's responsibility to ensure that the Race Declaration Form is submitted.

4.3 Crew Lists

4.4 Racing and Sailing Rules 2018

4.5 YB Satellite Transponder Forms

4.6 Various other information

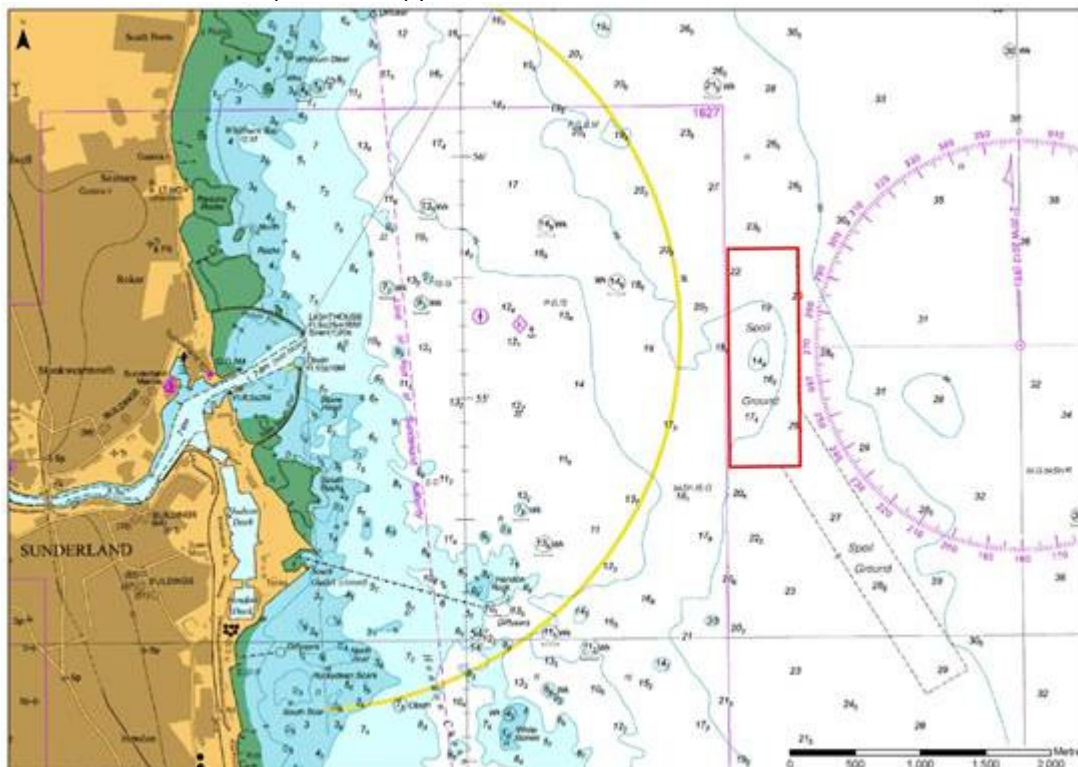
SECTION 2

SUNDERLAND WEDNESDAY 11 – Saturday 14 JULY

2 ARRIVAL ARRANGEMENTS

2.1 Charts

All vessels should have up to date copy of chart 1627 & 152



2.2 Frequencies

Pilot Vessel

VHF Frequency: Ch 14

Local Port Services (LPS), Port Control

Call : Sunderland Harbour Radio

VHF Frequency: Ch 16, 14, 11

Port Authority

VHF Frequency: Ch 16, 14, 11

HOURS: H24

VHF Channel 14 is the principle Port Operations frequency and should be used for all arrival communications, Pilotage requests, and emergency situations. Ch. 11 is used as a working berthing channel from crossing the bar inwards. A listening watch is maintained on Ch11, 14 and 16

Port Control will advise the vessel of their berth (or berthing area) and arrangements on arrival off the port. When crossing the bar (Inwards) vessels will be directed to channel 11 vhf and will be able to contact the berthing. Some vessels may be required 2 or 3 abreast and should have fenders prepared.

2.3 Call Signs

Sunderland Port Control / Sunderland Harbour manned 24/hr

UNCTAD LOCODE: GB SUN

Navigation

Situated at the mouth of the River Wear, the harbour is safe and easy to take, the entrance being protected by Roker and New South Piers which sweep out into the sea in the form of two converging curves and enclose an outer harbour water area of about 53 hectares.

Within these protecting piers, the Old North and South Piers are situated on either side of the river entrance, beyond which is the inner harbour.

The current operational port area encompasses the South Docks and river berths on the south side of the River Wear, seaward of the western end of Corporation Quay. Commercial traffic also navigates upriver to the Fish Quay, and occasionally to Deptford and Pallion, subject to navigating during daylight hours and strict restrictions on water/air draught and dimensions.

PROCEDURE

(1) Pilotage is compulsory for:

- (a) All vessels 50 metres or more in length;
- (b) All vessels assisted by tugs or while under tow;
- (c) Any vessel with a defect in its hull, machinery or equipment, which might materially affect the navigation of the vessel;
- (d) Passenger vessels, licensed to carry more than 12 passengers; and
- (e) All vessels carrying dangerous substances.

(2) **Notice of ETA:** Vessels should forward ETA together with pre-arrival information, namely ISPS PAN, Crew List, Cers work book, Waste Declaration and Dangerous Goods Manifest (if applicable) at least 24 hours in advance of arrival at Pilot Station (or as soon as practicable if inward voyage less than 24 hours duration).

(3) Vessels are requested to call when 2 hours away and then again when 1 hour away from pilotage embarkation point.

(4) When approaching Port Limits, anchoring or navigating within, vessels must maintain continuous listening watch on VHF Ch 16 and 14.

(5) Designated pilot boarding station is in position 54° 55' .34N 01° 19' .88W, or within 1.5 nm radius of Roker Pier Lt, as directed.

(6) Towage – All vessels are requested to advise Sunderland Harbour Radio no later than 24 hours in advance of their requirements , if any, for tugs

NOTE:

Hydrographic and weather reports available on request.

Navigation Aids

The following aids to navigation are provided within the Port and are subject to inspection by Trinity House.

Name	Latitude	Longitude	Type	Characteristics
Roker Lt Hse	54 55.279 N	001 21.147 W	Lighted Beacon	Fl W 5s / Tower R & W Bands
Red Can Buoy	54 55.176 N	001 21.157 W	Lighted Buoy	Qk.Fl.R / Can R
New South Pier	54 55.137 N	001 21.171 W	Lighted Beacon	Fl W 10s / Tower W
Old North Pier	54 55.128 N	001 21.601 W	Lighted Beacon	Qk.Fl.G
Old South Pier	54 55.032 N	001 21.678 W	Lighted Beacon	Fl R 5s / Can R
Wave Basin Battery	54 54.992 N	001 21.802 W	Lighted Beacon	Fl R 2.5s
North Side Traffic Lt Mast	54 55.075 N	001 21.814 W	Traffic Signal	3 F R (vert), 3 Fl R (vert), 3 F G (vert)
Greenwells Quay	54 54.952 N	001 21.863 W	Lighted Beacon	2 F R (vert)
North Dock Outer Basin	54 55.045 N	001 21.897 W	Lighted Beacon	Fl G 5s
North Dock Entrance 2	54 55.033 N	001 21.967 W	Unlighted Beacon	Pole G / Conical G
North Dock Entrance 1	54 55.042 N	001 22.000 W	Lighted Beacon	Fl (2) G 10s / Pole G
Potato Garth	54 54.973 N	001 22.012 W	Lighted Buoy	Fl G Q / No topmark
Sand Point	54 54.895 N	001 22.0759 W	Lighted Buoy	Fl G 2.5S / No topmark
North Dock Slipway End	54 55.040 N	001 22.015 W	Unlighted Beacon	Pole Y / X
North Sands Slipway End	54 55.015 N	001 22.066 W	Unlighted Beacon	Pole B / Conical G
Deptford Sewer Outfall	54 54.814 N	001 24.150 W	Unlighted Beacon	N Board
Pallion Dock	54 54.801 N	001 24.474 W	Lighted Beacon	2 F R (vert) / Pole R / Can R
Gladstone House	54 54.744 N	001 21.672 W	Traffic Signal	3 F R (vert), 3 F G (vert)
QE2	54 54.340 N	001 21.630 W	Lighted Beacon	Fl G 5s
Youngs Quay	54 54.623 N	001 21.613 W	Lighted Beacon	Fl R 5s
Hendon Dock Junction (West Side)	54 54.259 N	001 21.598 W	Lighted Beacon	Fl G 2.5s

INWARDS:

Vessels may pass IN when three green lights in a vertical line are exhibited on both Old North Pier and at the North side of No. 3 Gateway.

OUTWARDS:

Vessels may pass OUT when three green lights in a vertical line are exhibited at the South side of No. 3 Gateway and three red lights in a vertical line are exhibited at the Old North Pier.

Vessels may not proceed in or out of the South Docks if three red lights in a vertical line are exhibited at No. 3 Gateway.

DOCK CLOSED FOR TRAFFIC:

No signals will be shown.

PROHIBITION:

Every vessel shall comply with the foregoing signals and no vessel shall pass in, or pass out of the docks, or attempt to do so, other than in accordance with such signals.

PORT CLOSED:

Three flashing red lights in a vertical line exhibited from Old North Pier, both to seaward and towards the Tidal Basin, indicate that the river is closed to traffic.

Vessels may obtain information regarding passage into and out of South Docks and Port Closure status from "Sunderland Harbour Radio" on VHF channel 14.

Further information concerning port entry and navigation may be obtained from "Admiralty Charts and Publications."

Sunderland Marina (North Dock) is situated opposite the entrance to South Docks and is managed by a private organisation. Craft can contact "Sunderland Marina" directly on Marine VHF Channel M (37).

The harbour channel, between the outer piers and west end of Corporation Quay, has been dredged to a depth of 7.5 metres LAT, with a depth of 8.8 metres LAT at Corporation Quay itself. **These depths are subject to siltation.**

A speed limit of 6-knots applies to the entire harbour

Tidal streams to seaward of the Harbour entrance are indicated on Admiralty charts.

In the River Wear, which is subject to freshets, the streams in the vicinity of Sunderland run as follows:

Time from HW Tyne	Remarks
- 0605	ingoing stream commences
- 0005	outgoing stream commences

Flow

After prolonged northerly winds, a strong southerly flow with a rate of about 3 knots perhaps experienced in the approach to the Harbour entrance.

Sunderland Harbour - Manor Quay



Entry to Hudson/Hendon Dock System

Dock gates are manned 24 hours per day and are contactable through Port Control (PC) VHF 11, 14,

Entry through into/out of the dock system is via the "Half tide basin" where you will pass through two sets of gates and a swing bridge. Vessels wishing to pass through In/Out MUST make prior arrangements through port control to do so in order that the bridge can be opened.

Passage through the dock system is controlled by PC and a light system (on top of Gladstone house) the latter showing three lights in a vertical line both to seaward (for entering) and Dockside (for exiting). The light will show 3 Greens in a vertical line when you may transit and 3 reds when closed.

Sunderland Harbour






Dock gates are generally opened approximately 2 hours before High Water (HW) until HW at which time either No1 or No3 gates will be closed depending on the next planned operation.

It is possible to lock vessels in/out of the dock system with prior arrangements through PC This operation can be performed at any stage of the tide, however there may be draft restrictions, (vessels with a draft of 4.1m or less may pass at time), however this can be very time consuming and at some states of tide not advantageous.

The lock system can accommodate a max length vessel of 141M with a 16.5M beam and a Max beam vessel of 18.9M with a max length of 100M. Contact with the port should always be made regarding vessel size and lock entry.

The lock gate open on a level approximately 2 hours before High water and will close on High water vessels wishing to transit through the lock system must give advance warning of at least 12 hours.

Traffic Signal

Signal	Meaning
 On both towers	Vessel may enter docks
 	Vessel may leave docks
No signal	Dock closed for traffic

No3 gateway

Old north pier

South docks traffic signals are displayed from the framework tower on Old North Pier and on top of Gladstone House, at No3 gateway at the N end of Hudson Dock, when the docks are open for traffic. These lights are fixed lights, in contrast to the danger signals.

When there is a danger in the harbour, three red flashing lights disposed vertically are exhibited from a frame work tower on Old North Pier. This signal indicates vessels must not enter or leave harbour.

All vessels and craft must comply with the following instructions concerning navigation to and from the South Docks complex and river closure:

South Dock and “Port Closed” signals

Movement of vessels into and out of the South Docks is controlled by colour light signals for both daytime and night time use.

These signals are positioned at No. 3 Gateway, mounted on the roof of the building just to the East side of the gateway (Gladstone House) and on the lattice steel tower on the inner end of the Old North Pier.

The signals at No. 3 Gateway are visible from the Tidal Basin and the Half-Tide Basin and from the South Docks. The signals on the Old North Pier are visible from vessels entering the harbour and from the lower part of the river.

The signals will be for both daytime and night time when the dock gates are open for traffic and must be observed by all vessels as follows:

Maximum parameters for vessels entering South Docks:

South Docks: Length - 141.8 metres; Beam - 18.9 metres (note max beam varies with length); Draught – 5.9 metres (MHWN) or 7.0 metres (MHWS). **Advice must first be sought from the Harbour Master or his deputies in respect of any vessel approaching all three dimensions. Maximum permitted length will vary with beam.**

TIDES (0190 Sunderland)

54°55'N 1°22'W England 10 July 2018 +0000

Predictions are based on RIVER TEES ENTRANCE

08/07/2018	09/07/2018	10/07/2018
High 11:34 4.5 m	High 00:23 4.4 m	High 01:22 4.6 m
Low 05:35 2.0 m	High 12:38 4.6 m	High 13:39 4.8 m
Low 18:08 1.6 m	Low 06:40 1.8 m	Low 07:41 1.5 m
	Low 19:11 1.4 m	Low 20:11 1.2 m

11/07/2018	12/07/2018	13/07/2018 New Moon
High 02:17 4.8 m	High 03:09 5.0 m	High 03:58 5.2 m
High 14:37 5.0 m	High 15:32 5.2 m	High 16:25 5.4 m
Low 08:39 1.2 m	Low 09:34 0.9 m	Low 10:28 0.6 m
Low 21:07 1.0 m	Low 22:01 0.9 m	Low 22:51 0.8 m

14/07/2018	15/07/2018	16/07/2018
High 04:47 5.4 m	High 05:34 5.5 m	High 06:22 5.5 m
High 17:17 5.4 m	High 18:08 5.4 m	High 18:59 5.3 m
Low 11:19 0.4 m	Low 12:09 0.3 m	Low 00:28 0.8 m
Low 23:40 0.7 m	15/07/2018	Low 12:58 0.3 m

Tidal Levels

Mean Spring range about 4.4m

Mean neap range about 2.2m

Winds between WNW and NNE increase the height of sea level, and winds between SSW and SSE have the opposite effect

Natural Conditions

Tidal streams to seaward of the harbour entrance are given on the chart. In the River Wear, which is subject to freshets, the streams in the vicinity of Sunderland run as follows

Time from HW Tyne

Remarks

-0605

In-going stream commences

-0005

Out-going stream commences

Flow. After prolonged N winds a strong southerly flow with a rate of about 3kn may be experienced in the approach to the harbour entrance

The following approximate distances apply to the harbour channel:

- Between Roker Pier and New South Pier ends - 232 metres
- Between Roker Pier and red can buoy - 207 metres
- Between Old North Pier and (Old) South Pier - 114 metres
- Maximum channel width - 60 metres
- Swinging basin - capable of swinging vessels with a maximum length of 200 metres. (with tugs)

Larger or deeper-draughted vessels may be permitted to enter port under certain conditions, which have been approved in advance by the Harbour Master.

Reliance should not be placed solely upon published data regarding water depths. Where appropriate, advice should be sought from the Harbour Master or his deputies.

Vessels intending to enter/move within or sail from the port must contact Sunderland Harbour Radio on Marine VHF channel 14, 11 or 16.

24 hours' notice of ETA for shipping is generally required, with amendments at least two hours in advance.

Port Authority

Port of Sunderland, Capstan House, Greenwells Quay, South Docks, Barrack Street, Sunderland, SR1 2BU

Arrival Information:

All vessels bound for a port within the EU must report to the Port Authority

(portmarineoperations@sunderland.gov.uk) at least 24 hours prior to arrival, or, if the voyage is less than 24 hours, no later than the time of departure from the previous port. The report shall include the following information:

- Name
- call sign
- IMO or MMSI number
- Port of destination
- ETA and ETD at port of destination
- Total number of persons on-board.

2.5 Pilots and Port

Telephone: +44 (0)191 553 2148
(Contact LPS if no reply)

Fax: +44 (0)191 553 2145

Pilot Vessel : Heron & Triton

VHF Frequency: Ch 14, 11,

Local Port Services (LPS), Port Control

Call: Sunderland Harbour Radio

VHF Frequency: Ch 16, 14, 11

Telephone: +44 (0)191 514 2752

+44 (0)191 567 0161

+44 (0)191 553 2149

Fax: +44 (0)191 553 2145

Email: portmarineoperations@sunderland.gov.uk

Harbour Master

Telephone: +44 (0)191 553 2146
(Contact LPS if no reply)

Fax: +44 (0)191 553 2120

Port Authority

VHF Frequency: Ch 16, 14, 11

Telephone: +44 (0)191 553 2100 (0800 – 1700)

+44 (0)191 514 2752 (H24)

Fax: +44 (0)191 553 2120

Email: portmarineoperations@sunderland.gov.uk

Parade of Sail



Plan

The Parade starts at Corporation Quay and makes its way down the Harbour Channel Eastward toward the Sea. After passing through the piers and leaving them approximately 0.5nm astern the parade turns Northwards (see above).

River berthed ships will undock and set sail first in their prescribed order as given at the Captains' Briefing, followed by the main body of the fleet from inside Hudson Dock.

Procedure

13:30 - All passengers to be on board for day-sailing (they should be warned in their joining instructions that vessels will not wait if they are late)

14:00 - River vessels prepare to slip berth - early vessels to proceed to waiting area (SE of Parade start TBC)

14:30 - Lock pre-loaded with smaller vessels

15:00 - Parade starts

15:15 - Lock free-flow – larger vessels transit and join Parade

16:30 - First vessel finishes Parade in Race Start area

16:00 - 17:30 Day-sailing vessels disembark passengers

18:30 - All vessels in race start area

19:00 - Class A Race start

19:30 - Class B Race start

19:45 - Class C/D Race start

Organisation

Harbourmaster or his delegated officer will issue instructions to the fleet via VHF. All instructions will come through Port Control.

Other Traffic

All non-Parade traffic other than Port vessels will be prohibited between the hours of 1200-1800hrs

Meteorological Considerations

Each vessel taken on its own merits i.e. what's bad for one may be ok for another

Delayed departure from Port

In the event of any participating vessel being unable to proceed to sea on the "Parade of Sail" day, the following contingency plan will apply:

This might affect all or a certain class of vessel(s) due to weather/sea conditions being beyond that vessels' capabilities or an individual ship because of mechanical/technical problems, a safety issue, crew illness, etc.

In such cases, the Port of Sunderland will accommodate vessels within the Port, although it may be necessary to transfer to an alternative berth. Providing there are no safety issues, this may be at a river or dockside non-commercial berth.

It is anticipated that vessels will only be required to relocate in the event of a berth being required by a merchant ship for commercial purposes.

All berthing will be at the direction of the Harbour Master or his deputy. Where required, towage and/or assistance with mooring lines will be arranged through Port Control. Availability of towage, however, cannot be guaranteed and may not be readily available.

Vessels will depart from the Port as soon as conditions/circumstances have improved to an extent which allows safe departure.

Detailed instructions for participating vessels will be forwarded upon arrival as well as being discussed in the Captains' Briefing.

SECTION 3

ESBJERG THURSDAY 13 JULY – SUNDAY 16 JULY

Charts and Publications

Danish No. 95 Graadyb (INT 1451) and No. 61, Nordsoen, Blaavandshuk to Fanoe.

Tide Times

The tidal current is strongest at mid-tide and sets across the entrances to the harbor basins. At spring tide the current can rate up to 3 knots.

At the entrance to the fairway the flood current sets from NNW and the ebb current sets from SE.

In the fairway the tidal current normally sets approximately lengthwise.

High water occurs at Graadyb Bar 1 hour and 15 minutes before HW at Esbjerg.

Astronomical calculated times of high water at Esbjerg		
Low Water occurs approx. 6 hours and 5 minutes after High Water		
Date	High water Local times (UTC + 2 hours)	Water level in meters ref. Mean Low Water Spring (Sea Chart datum)
15 th of July 2018	05.19 and 17.31	Water level at high water ranges between 1,7 and 1,9 meters. At Low Water between 0,2 and 0,4 meters
16 th of July 2018	06.05 and 18.15	
17 th of July 2018	06.51 and 19.00	
18 th of July 2018	07.37 and 19.48	
19 th of July 2018	08.26 and 20.40	
20 th of July 2018	09.20 and 21.39	
21 st of July 2018	10.21 and 22.45	
22 nd of July 2018	11.26 and 23.54	

Radio Communications

Purpose	VHF Channel
Distress	16
All ships outside the fairway calling Port of Esbjerg	12
TSR 2014 Participants in the fairway	14
TSR 2014 Participants entering Trafikhavnen	14
TSR 2014 Participants entering Dokhavnen and Sønderhavn	71
"Follow-me" boats	71
The Tall Ships Fleet internal between ships when berthed	72
Departure and Parade of Sail	14
Pilot	12/13
Tugs and mooring assistance	12/13

Arrival Procedures

ETA-message to Esbjerg Port Control must be sent on VHF channel 12 no later than 1 hour before entering the Graadyb fairway.

Ships approaching Esbjerg must call Esbjerg Port Control on VHF channel 12 when entering Graadyb fairway. Inside the fairway, participants in the Tall Ships Races 2018 must switch to VHF channel 14.

The Tall Ships Races fleet will be berthed in Trafikhavnen (berth 103-118), in Dokhavnen (berth 301-310) and at Englandskaj (berth 401-402). In Dokhavnen several ships will be moored in nests. At berth 307-309 vessels will be moored in nests at a pontoon bridge.

Fast-going MOB's will act as "follow me" boats during arrival in order to assist the Tall Ships fleet. Line handlers will be stand-by on the quay side in order to assist with mooring.

Pilots

A request for a pilot must be sent to DanPilot 24 hours in advance. Estimated time of arrival must be reconfirmed to DanPilot by means of written communication with a notice of 6 hours and once again with a notice of 2 hours – the latter being communicated via VHF channel 87.

Vessels requesting pilotage service to depart from port shall provide DanPilot with a notice 4 hours prior to the vessel's departure. The information can be provided by e-mail.

Estimated time of departure must be reconfirmed to DanPilot by means of written communication with a notice of 1 hour

Use of a pilot is free of charge once inbound and once outbound for participants in The Tall Ships Races 2014, who have requested a pilot.

Please contact DanPilot via phone +45 63 25 66 67 or e-mail danpilot@danpilot.dk.

Tugs

Two tugs of approx. 3.000 BHP are available.

The tugs must be ordered two hours in advance via Esbjerg Port Control (VHF channel 12).

Tugs are free of charge for participants in The Tall Ships Race 2018, who have requested tugs. This includes one free assistance inbound and one free assistance out of the port.

Customs & Immigration

Danish National Centre for Foreigners has decided that all participating vessels in the Tall Ships Race 2018 in Esbjerg is processed as Cruise Vessels. Pass port control will be conducted when embarking and disembarking for both passengers and crew.

It is essential that IMO-Lists of embarkation/disembarkation of crew/passengers is sent to Esbjerg Police sjyl@politi.dk not later than 13th July 2018 before departure Sunderland. This applies to all vessels including state and navy vessels.

Notification to Danish SafeSeaNet must be given by all participating vessels not later than 13th July 2018. State and navy vessels are exempted from the notification obligation. If help is needed contact safeseanet@safeseanet.dk

State and navy vessels must apply for diplo-clearance 4 weeks prior to the 13th July 2018.

Fuel, Fresh Water & Electricity

Fuel to be requested via the LO.

Freshwater will be available for free at the berths every day between 06:00 and 09:00.

It is expected that all the vessels in the Traffic Harbour (larger vessels) have generators onboard and will not need electricity from the quay side.
Electricity will be provided to ships in Dock harbor without own generators.

Waste disposal and Pollution

Nothing must be pumped or thrown overboard while vessel is in port or in the fairway.

Blue garbage sacks will be distributed upon arrival. Sorting is not required.

The blue garbage sack must only be placed on the quay from midnight until 9:00 in the morning.
Garbage will be collected every day.

If your sewage tank needs emptying, please fill in the form in the back of the Captain's Manual and hand it over to the Liaison Officer. The LO will pass on the request to the entrepreneur.
Emptying the sewage tank can only take place between 06:00-09:00.
Sewage is collected by a special vehicle and should not be pumped overboard!
Each vessel has the right to one sewage empty free of charge.

Bilge water and sludge oil

If your bilge water tank needs emptying or you need to dispose of sludge oil, please fill in the form in the back of the Captain's Manual and hand it over to the Liaison Officer. The LO will pass on the request to the entrepreneur.
Each vessel has the right to one bilge empty free of charge.

Fenders & Gangways

Vessels to use own gangway and fenders.

Emergency Procedures in Port and Security

Emergencies procedures will be contained in the Captain's Manual. Emergency phone number is 112.
Standard distress procedures are in force at sea.

Liaison Officers

Chief Liaison Officer Michael Rühle
tallships@esbjergkommune.dk
+45 3091 1776

Ships' Mail

Incoming mail:
Name of individual
Name of vessel
Tall Ships Races Esbjerg
Torvegade 74
DK - 6700 Esbjerg
Outgoing mail via Liaison Officers.

International Ship and Port Security (ISPS)

On request Declaration of Security (DoS) will be issued to ISPS certified vessels.

SECTION 4

STAVANGER THURSDAY 26 JULY - SUNDAY 29 JULY

CHARTS AND PUBLICATIONS

The following charts will be required:

Main chart series no. 16: Tananger-Stavanger-Skudenes

Harbour chart series no. 455: Port of Stavanger

Printed charts will be handed out free of charge to all ships participating in the Captains' Briefing in Esbjerg.

TIDE TIMES

There is a tidal difference of only 20 to 40 centimetres in Stavanger in July.

RADIO COMMUNICATION/FREQUENCIES

VHF channel 13: Kvitsøy Pilot Station

VHF channel 18: Kvitsøy VTS – Mandatory reporting (for ships coming south of 59° 12' N)

VHF channel 19: Kvitsøy VTS – Mandatory reporting (for ships coming north of 59° 12' N)

VHF channel 27: Stavanger Port Authority

VHF channel 27: Harbour tug

VHF channel 27: Mooring/unmooring services

ARRIVAL PROCEDURES

All ships must contact Kvitsøy VTS when approaching the coast line as described above, see VHF channels under RADIO COMMUNICATION/FREQUENCIES.

ETA Stavanger must be reported to Stavanger Port Authority and Technical Help Desk minimum 24 hrs prior to arrival.

PILOTS

Pilotage is free of charge for all ships participating in The Tall Ships Races.

Pilots are compulsory inside the Norwegian coast base line for ships exceeding 70 metres.

Request for pilotage is included in the SafeSeaNet (SSN) template and must be sent to the Technical Help Desk by e-mail (helpdesk@tallships.no) prior to departure Esbjerg or 48 hours prior to arrival the first port in Norway. Pilotage for further voyage(s) towards Stavanger and departure Stavanger must be ordered separately via the SSN template as early as possible and latest 30 hrs before pilot is required.

On arrival a final reporting must be made to Kvitsøy Pilot Station, VHF channel 13, two hours prior to arrival at the Pilot Station.

On departure a final reporting must be made to the Technical Help Desk at the latest three hrs prior to the required pilot boarding.

TUGS

Tug assistance, if required and ordered, is free of charge both on arrival and departure Stavanger harbour. Tug assistance is not included for daily sailings.

Requirement for tug on arrival must be ordered via helpdesk@tallships.no prior to departure Esbjerg or otherwise minimum 48 hrs prior to arrival Stavanger.

Tugs are available at the following dates and periods:

Wednesday 25 July	18:00 – 21:00 hrs LT
Thursday 26 July	08:00 – 12:00 hrs LT
Sunday 29 July	09:00 – 12:00 hrs LT

For any further information, when approaching Stavanger Port, call the Port Authority on VHF channel 27 or telephone +47 51 50 12 01.

CUSTOMS & IMMIGRATION

All formalities towards Norwegian Customs, Coastal Authorities and Immigrations will be taken care of by the Technical Help Desk of The Tall Ships Races 2018 Stavanger.

A SafeSeaNet (SSN) template (in Excel format), including all necessary information for the ships, will be handed out on a USB stick at the Captains' Briefing in Esbjerg.

This template includes crew/passenger lists. Each ship will be requested to complete one SSN template for the first Norwegian port and an additional one for departure Stavanger, containing updated crew lists.

The arrival SSN template must be sent to the Technical Help Desk by e-mail (helpdesk@tallships.no) prior to departure Esbjerg or 48 hours prior to arrival the first port in Norway.

The departure SSN template must be sent to the Technical Help Desk by e-mail (helpdesk@tallships.no) within 1800 hrs LT on Saturday 28 July.

Instructions will also be included in the final version of the Captains' Manual.

IMO Ship's Stores Declaration:

Included in the SSN template, as described above (CUSTOMS & IMMIGRATION).

Crew lists:

Included in the SSN template, as described above (CUSTOMS & IMMIGRATION).

Ships not calling at Esbjerg will get this SSN template by e-mail and must follow the same instructions for arrival the first Norwegian port, as described above. These ships are requested to send their e-mail address directly to the Technical Help Desk by e-mail (helpdesk@tallships.no).

BERTHING

Berths have been arranged and assigned in advance for all participating ships. In order to facilitate departure for the Parade of Sails, all ships are requested to berth as shown in the Mooring Plan. Most ships will be turned upon arrival, i.e. bow heading out of harbour. Call Stavanger Port Authority on VHF channel 27, or telephone +47 51 50 12 01 for additional assistance.

BUNKERING / FUEL

Diesel is to be ordered by e-mail **prior to arrival Stavanger** through the Liaison Officer (post@tallships.no), with copy to the Technical Help Desk (helpdesk@tallships.no).

Further details to be included in the Captains' Manual.

FRESH WATER & ELECTRICITY

Water posts with hoses will be available at the quayside. Water supply is free of charge.

Electrical power supply is to be ordered through the Liaison Officer via order form. Electrical power supply is free of charge.

WASTE DISPOSAL AND POLLUTION

Waste to be delivered to the environmental waste disposal stations situated in the quay area, each with four fractions for waste disposal as follows:

- Organic Waste
- Glass/Metal
- Paper/Cardboard
- Mixed Plastics

Emptying of environmental waste disposal stations daily between 06:00 and 10:00 hrs.

General waste disposal is free of charge.

Special waste may be collected, as per order form, for disposal. Special waste disposal will be charged and is not included in the above mentioned free garbage disposal.

Oil Pollution legislation imposes strict prohibition over any discharge of oily mixtures. Any ship causing or sighting such pollution is obliged to immediately report all details to the Port Authorities. The Liaison Officer should also be informed.

FENDERS & GANGWAYS

Ships are expected to provide their own fenders and means of access to the shore.

If requirements are requested in the Data sheet by entry to the race, fenders and gangways will be provided free of charge. Details of available equipment will be included in the Captains' Manual.

LOGISTICS / TECHNICAL HELP DESK

The **Technical Help Desk** will be your "one stop shop" for all requirements for bunkering, stores, supplies, repairs etc. Services to be ordered on separate forms in Captains' Manual via the Liaison Officer.

Electronic order forms will also be available from our website www.tallships.no/en/home/.

EMERGENCY PROCEDURES IN PORT AND SECURITY

- Fire 110
- Police 112
- Ambulance 113

LIAISON OFFICERS

OFFICES

The Tall Ships Races 2018 Stavanger	+47 51 50 77 58
Port of Stavanger	+47 51 50 12 00
Stavanger Port Authority	+47 51 50 12 01
City of Stavanger switch board	+47 51 50 70 90

SHIPS' MAIL

Fleet's last full day in port: Saturday 28 July

VESSEL'S NAME MUST BE GIVEN

Name of Individual
NAME OF VESSEL
The Tall Ships Races 2018 Stavanger
Nedre Strandgate 89
4005 Stavanger
Norway

INTERNATIONAL SHIP AND PORT SECURITY (ISPS)

The Port Facility Security Officer (PFSO) from the port of Stavanger will exchange Declaration of Security (DOS) with Vessels sailing with International Ship Security Certificate (ISSC) upon arrival in Stavanger.

We look forward to welcoming you to Stavanger!

SECTION 5

HARLINGEN FRIDAY 3 AUGUST – MONDAY 6 AUGUST

Charts and Publications

The following charts are required:

Charts: AC 1633, 112;

Charts 1454, 1456;

DYC 1811.4, 1811.5 and 1811.9.

Useful: NV. Atlas: NL2

Tide Times

Day	HW	+ dm	LW	+dm
1 Aug.	00:04	21	07:16	2
	12:35	24	19:51	3
2 Aug.	00:34	21	07:51	2
	13:10	24	20:20	4
3 Aug.	01:20	20	08:16	2
	13:46	23	20:50	4
4 Aug.	01:56	19	08:50	2
	14:04	23	21:26	4
5 Aug.	02:05	19	09:31	2
	14:34	22	22:06	4
6 Aug.	02:40	19	10:16	2
	15:25	22	22:56	4
7 Aug.	03:24	19	11:06	3
	16:15	23	23:56	4

Heights in dm above LAT

Times Dutch Summer Time = UTC+2LAT = NAP (Normaal Amsterdams Peil) – 13.4 dm. NAP is around Mean Sea Level.

Radio Communications

CH 2	Brandaris Traffic
CH 4	Central Post Waddensea
CH 10	Inland traffic ship-ship
CH 11	Harlingen Port
CH 16	Netherlands Coastguard
CH 19	Pilot Coordination Centre

Arrival Procedures

Information about the Sail in Parade will be announced by mail. Notice that non participating ships on the parade of sail have to be in port before 12.00 noon on Friday, August 3. Ships which participate in the Sail-In Parade will be assigned a mooring location on the *Vlierede* or in the *Westmeep* by VC (VC = Verkeers Centrale = Traffic Centre) *Brandaris*, after consultation with the pilot and the captain. In the assignment of the moorings one will take into account the ship's position in the Sail-In Parade; thus crossing courses can be avoided while lining up for the parade. When the ship is safely moored anchor watch is required and one should be standby at VHF channel 2. Ships are free to stay out at sea and to follow the Sail-In Parade.

Pilots

Pilots for Harlingen Port are available on request for all ships and compulsory for all ships over 75 meters. Contact the Pilot Coordination Centre North at least 6 hours before ETA at Vlieree ZS 15. Pilots are free of charge for those ships that request them, once for entering and once for leaving.

Tel: +31 (0)596 613672

E-mail lodicon@loodswezen.nl

VHF CH 19

Tugs

Tugs are available at all times with 2 hours' notice. If needed a small 'push-me' boat is also available. Tugs are free of charge to those ships that request them. One free assistance in and one out of the port.

Customs/Immigrations

During the period that the vessel is ashore, no (non) duty paid goods may be taken out of stock for personal use or for festivities on board or on shore. Should you want to use excise goods that have been declared before entering the port, these goods will have to be released into free circulation. Release into free circulation means that all taxes and customs duties need to be fulfilled before the goods can be taken from stock.

When entering or leaving harbours in the Netherlands a captain will be confronted with border control (immigration; the name of this unit is Koninklijke Marechaussee). Officers of the unit will check the data of crew and passengers. Checks of the crew and passengers present on board may be either physical and/or administrative.

A physical control will take place on board of the ship. For this check you are supposed to have the correct papers and documents at hand. Persons mentioned on the lists of crew members and passengers should be available for a possible personal check.

Documents sent per E-mail will be inspected in the administrative check. Digitally sending both crew and passenger lists leads to a swift and efficient handling of all papers.

Bunkering

Bunkering is possible at: **Gulf bunkering B.V.**

Location:

Nieuwe vissershaven 1

8861 NX Harlingen

Delivery is possible by tanker truck or bunker boat

Tel: +31 (0)517 430422

Website: <http://www.gulf.nl/bunkering/>

Email Harlingen: iet@gulf.nl

Email Den Helder: bunkers@gulf.nl

Duty-paid fuel is only available at **Multiship Holland B.V.**

Location:

Kanaalweg 33

8861 VA Harlingen

+31 (0)517 - 23 58 57

info@multishipholland.nl

Location: floating bunkering station at the Van Harinxmakanaal. Mooring at the fuel pontoon.

Fenders & gangways

All vessels are expected to provide their own fenders and means of access to the shore.

Water

Fresh water is available at the berths. There are special water points for the ships; these are indicated on maps and at the location itself. Ships are supposed to use their own hoses as far as possible and the crew to fill their

own water tanks. Filling of tanks should be done at night or morning to avoid hoses on the quay. For assistance contact the technical specialist (see contact list).

Electricity

Electricity is available to a limited capacity for all ships without own generator. For specific questions about the limited capacity and assistance please contact the technical specialist (see contact list).

Waste disposal and Pollution

Ships should use their own garbage bags for garbage. The organization tries to be as sustainable as possible, therefore sorting waste is very much appreciated.

There are garbage points close to the harbours, with several containers (glass, regular garbage and cardboard) big enough to process all the waste coming from the ships and the event-area. These points are available 24 hours per day.

The Waddenzee is part of the UNESCO World Heritage. Currently, the water in the Port of Harlingen is so clean, that it meets the International Requirements for bathing water. Therefore, we ask you to be so kind to help us to take good care of our clean water in the harbour. Thank you in advance!

Fenders & gangways

All vessels are expected to provide their own fenders and means of access to the shore.

Emergencies

All shore emergencies should be reported immediately to the National Emergency Phone Number (Ambulance, Fire and Police): 112

At sea contact Netherlands Coastguard VHF CH 16.

At Waddenzee contact VTS Brandaris VHF CH 2

Afterwards, please contact your Liaison Officer who will then report to the Communication Centre and Port Committee.

Liaison officers

Chief Liaison Officer:

Henk Emmink

Tel: +31(0) 649048612

E-mail: henk@harlingensail.com

Tel: +31(0) 653101268

E-mail: adriaan@harlingensail.com

Head Liaison Officer:

Areas: Willemshaven, Dokje

Tjalling van der Zee

Tel: +31(0) 653504201

E-mail: vanderzeetjalling@gmail.com

Tel: +31(0) 615206246

Assistant: Ton Damsma

Head Liaison Officer:

Areas: Zuiderhaven, Noorderhaven, Plankenpad

Jan Martin Muntendam

Tel: +31(0) 653290681

E-mail: jan.martin.muntendam@hetnet.nl

Tel: +31(0) 614449998

Tel: +31(0) 613168064

Assistants: Leonie Wymenga-van der Kuij

Wouter Blom

Ships Mail

The Tall Ship Races Harlingen 2018 office
Zuiderhaven 79A, Harlingen

Security

ISPS security arrangements are content of the pre arrival set (DOS forms will be send by the ships agents Kuhlman Repco and Nesta Shipping).



Contact Numbers and emails:

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