



Arrival Arrangements Sail Den Helder 2023



THE TALL SHIPS RACES
Den Helder 2023



Sail Den Helder 2023

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Charts and Publications

For the NL Exclusive Economic Zone, territorial waters and approaches to Den Helder the following nautical charts are available:

NL 1014 (INT 1043)	BA 125 (INT 1469)	BA 1546 (INT 1470)
NL 1035 (INT 1046)	BA 126 (INT 1468)	BA 1631 (INT 1418)
NL 1037 (INT1045)	NL 1970	BA 1632 (INT 1420)

BA chart 1546 provides best available navigation information for approaches to Den Helder and harbour of Den Helder.

Tidal Times

Den Helder is a Standard Harmonic port. The tide type is Semi-Diurnal with a double highwater tidal head. Therefore, the tidal currents are referred to LW.

Predicted heights are in centimetres above NAP. NAP is 125 above LAT.

TUESDAY 27 JUNE 2023

HW 00:25 / 22 14:08 / 57
LW 07:42 / -49 20:37 / -69
SUN 05:17 22:10

WEDNESDAY 28 JUNE 2023

HW 01:34 / 24 14:42 / 56
LW 08:41 / -76 21:35 / -71
SUN 05:17 22:10

THURSDAY 29 JUNE 2023

HW 02:20 / 28 15:17 / 54
LW 09:42 / -74 22:43 / -73
SUN 05:18 22:10

FRIDAY 30 JUNE 2023

HW 03:04 / 32 18:01 / 55
LW 10:52 / -72 23:56 / -78
SUN 05:18 22:10

SATERDAY 01 JULY 2023

HW 06:46 / 39 19:02 / 56
LW 12:15 / -75
SUN 05:19 22:09

SUNDAY 02 JULY 2023

HW 07:45 / 49 20:02 / 54
LW 00:58 / -82 13:29 / -80
SUN 05:20 22:09

MONDAY 03 JULY 2023

HW 08:41 / 58 21:02 / 50
LW 01:56 / -85 14:40 / -86
SUN 05:22 22:09
FULL MOON

Radio Communications (VHF)

VHF Ch 10 Inland Traffic Ship Ship

VHF Ch 14 Harbour Den Helder

VHF Ch 16 Netherlands Coast Guard

VHF Ch 62 Den Helder Traffic Centre

VHF Ch 72 Tug assistance

VHF Ch 77 Social Channel



Arrival Procedures

Depending on the program of the Vessel, Vessels will be instructed to proceed into port and berth (those vessels sailing the Sail In with guests) or to anchor in a predefined spot before Thursday 29th of June 10.00LT. Ships also have the possibility to participate in the Pre-Sail Texel on Tuesday 27th or / and Wednesday 28th of June. Please contact director.nautical@saildenhelder.nl if you wish so. All ships will be instructed to leave berth or anchorage and proceed (back) into port in a coordinated manner. Details will follow.

Sailing directions for approaches to Den Helder

Participating ships will proceed independently to Den Helder. Attention is drawn to the numerous oil and gas platforms on the NL continental shelf and the busy traffic routes between the English Channel and German/Baltic waters.

Schulpengat is nowadays the only navigable fairway to Den Helder Roads and harbour.

Noorderhaaks provides shelter during strong NW winds. During strong SW winds little sea gets up with the NE-going tide. This changes however during the strong SW-going tide when the water is rough.

Schulpengat is approached from the South on the 026,5-degree sector light (Den Hoorn). When the sector light Huisduinen bears 070 degrees true (start of the white sector) the 026,5-degree leading line is left and vessels navigate in the white sector of Light of Troost light. Thence proceed via Texelstroom (Marsdiep) in sight of buoys and lights to Den Helder.

The leading line 191/011 degrees provides assistance entering or leaving the harbour and consists of two structures on buildings with three green lights each. Allowance must be made for the direction and strength of the tidal stream in the roads and in front of the harbour entrance. The edge of the current is often clearly visible. On passing the breakwaters the influence of the current on the direction of movement (setting) ceases rather suddenly.

A regular passenger ferry is running between Den Helder and the island Texel every 30 minutes. These 2 ships, which cross each other on Texel Roads, keep a constant listening watch, and may be contacted if necessary, on VHF channel 62.

Images of the approaches to Den Helder and Den Helder harbour may be found in the electronic copy of the NL Admiralty Pilot (HP1) Digipilot.

The operational vessel traffic around Den Helder is handled by the VTS station in the Vessel Traffic Control Centre. This traffic control service operates continuously, in all weather conditions. As a result, vessel handling in the VTS area is rapid and safe. The area includes the navigable channels the Schulpengat, Marsdiep, the roads of Den Helder, the naval port, the government seaport Het Nieuwe Diep and the ferry port between Den Helder and the isle of Texel.

Vessels equipped with VHF must therefore switch to VHF 62 as soon as they enter or leave the VTS area, pass bridges, drop anchor, or carry out any other specific activities.

On request, informative radar assistance can be provided in respect of vessel positioning. VHF 62 also provides regular information on weather conditions, water levels, visibility, pilot services, etc.

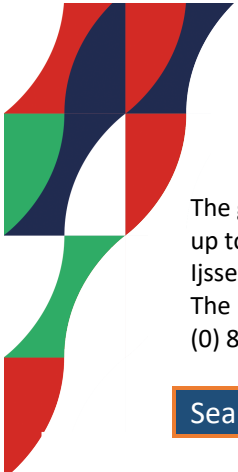
Within the VHF Ch 62 range, ETA messages can be transmitted to ensure the availability of a pilot. When coming from inshore, upon passing the T14 or M14, inform the Vessel Traffic Centre on VHF Ch 62 before you enter the harbour. When red obstruction lights are shown on top of the VTCC, the harbour is blocked due to the arrival or departure of shipping. When the obstruction lights are being shown, other shipping is not allowed to pass through the Marinehaven Willemsoord.

When inside the harbour, please inform the harbour Den Helder on VHF Ch 14 of your arrival.

Coast Guard

The Operational Centre for the Netherlands Coast Guard is located at Den Helder. The tasks of the Coast Guard are considered to be known by the participating ships in SDH23 and may be found in the NL Digipilot.





The geographical operational area of the Netherlands Coast Guard is basically the North Sea from the coastline up to the limits of the NL part of the Continental Shelf. For search and rescue tasks also the Waddenzee, the IJsselmeer, the estuaries in Zuid-Holland and Zeeland are the responsibility of the Coast Guard. The NL Coast Guard Radio Callsign PBK/MRCC can be contacted on VHF ch 16, DSC ch 70 and by telephone +31 (0) 88 958 4000 or ccc@kustwacht.nl.

Search and Rescue

There are numerous Search and Rescue (SAR) stations situated on the Coast of the Netherlands. Also, a SAR helicopter is on short notice to perform SAR duties/evacuations from Den Helder. SAR operations are normally coordinated by the Coast Guard from their operational centre in Den Helder.

Notices to Mariners related to SDH23

Due to the expected large influx of both participating ships and pleasure crafts, the Kings Harbour Master has issued a number of Notices to Mariners which are directly related to the event of SAIL Den Helder 2023. The exact content is only available in Dutch but the headlines will be enumerated below. In addition, most important nautical information described in the NTM's is outlined somewhere in this handbook.

- Mooring prohibited in the Harbour of Den Helder (except participating vessels with permission);
- Maximum speed in the Harbour of Den Helder will be 6 km/h;
- Compulsory use SB side of the navigational waters inside Den Helder Harbour;
- Authorisation for a wider use of the military Harbour Willemsoord (BPR art 13.02);
- Additional obstruction hours of the Vice Admiral Moorman Bridge.

Pilots

Pilotage for Texel Roads (Texelstroom) is compulsory for ships ≥ 150 m or draft ≥ 7 m.

Pilotage for Den Helder harbour is compulsory for ships ≥ 95 m or draft ≥ 7 m.

Boarding of pilots will take place at the pilot station on the Marsdiep near buoy S9 in approx position. 52-57N/ 004-41.7E or, on special request, near the SG fairway buoy in position 52-53N/ 004-38E. For requesting a pilot (compulsory and not-compulsory but requiring a pilot) the following format is to be used;

What:

- Vessel name and callsign
- Port/Berth of destination
- ETA at the Roads or at the Schulpengat fairway buoy
- Deepest draught
- Length Over All and GT
- IMO number
- Important particularities

To:

ETA's and ETD's must be sent to Amsterdam Pilots, direct, or via Den Helder Traffic Centre on VHF 62. Vessels should make contact on VHF 62 as early as possible for confirming their ETA and for berthing orders and/or other information.

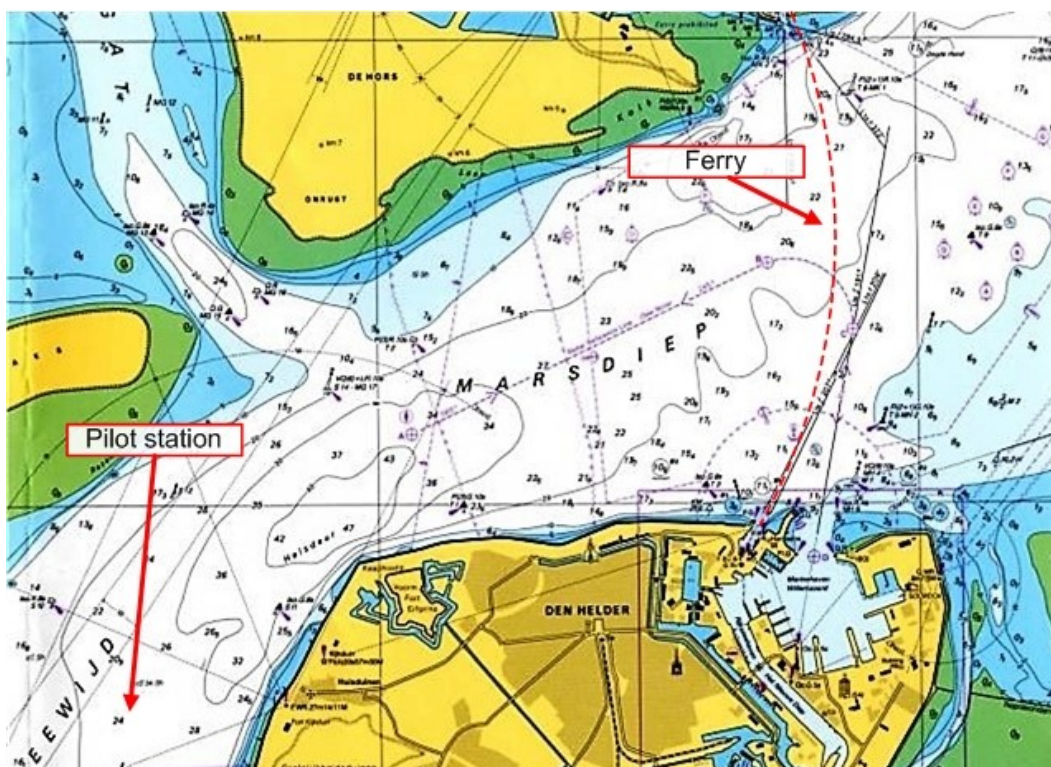
Amsterdam pilots direct at:

- Telephone: +31 (0)225 56 4500
- E-mail: pilots.amsterdam@loodswezen.nl (cc director.nautical@saildenhelder.nl)

When:

ETA minus 6 hours, ETA minus 3 hours; ETA minus 1 hour (pilot station 52-38N/ 004-44E). Deviation of more than 0,5 hours should be reported.





Tugs:

The tugs of the Netherlands Navy are available for assistance in berthing during Sail Den Helder. The tug service consists of 3 North Sea class tugs (type ASD Tug 2810 Hybrid), the Linge class tug Gouwe and 1 small Breezand class tugs.

	Northsea class	Linge class	Breezand class
	Noordzee / A871	Gouwe / A878	Breezand / Y8018
	Waddenzee / A872		
	Zuiderzee / A873		
Length	28,67 m	27,45 m	16,53m
Beam	10,43 m	8,3 m	5,32m
Draught	5,15 m	2,7 m	1,8m
Displacement	604 ton	380 ton	74,5ton
Traction	60 ton	22 ton	11ton
Crew	5	5	3

Consolidated European Reporting System (CERS):

Den Helder Supply Services (DHSS) have been appointed vessel agents for Den Helder.

- All ships with hull length of 45 metres and above, must complete the CERS Workbook.
- The CERS workbook should be used by Masters to provide mandatory port call, dangerous and polluting goods (hazmat) information, waste information and security information to the MCA.
- The CERS Workbook is an Excel based worksheet compatible with MS Excel 2013 and later versions. A low bandwidth version is available for vessels with restricted bandwidth. A Mac compatible version is not currently available.

- The current version of the Workbook is sent to all vessels. If you didn't receive it please contact director.nautical@saildenhelder.nl.
- Guidance for completion is contained within the document.
- The information must be provided at least 72 hours before the arrival of the ship. If the duration of the voyage is less than 24 hours then the information must be provided no later than the time of departure from the previous port.
- Completed workbooks to be emailed to director.nautical@saildenhelder.nl along with customs documentation.
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Customs & Immigration:

Den Helder Supply Services (DHSS) have been appointed vessel agents for Den Helder. To each vessel a Customs documentation spreadsheet, along with guidance for completion is sent. Completed spreadsheets to be emailed to director.nautical@saildenhelder.nl.

All crew members must be able to identify themselves at any time with their passport during SDH23.

All crew members can travel freely in Den Helder and adjacent municipalities (Den Helder, Hollands Kroon, Schagen and Texel), provided they are on the crew list.

Outside these municipalities (f.e. Alkmaar and Amsterdam), crew members with an EU nationality can travel freely. Other nationalities must have a VISA for this.

When changing crew, all incoming and departing crew members must be seen by the immigration. If this is not done at the border post (border, airports, int train / Eurostar), it must be done in Den Helder.

All crew members must be seen by the immigration before departure to Hartlepool UK.

The immigration officer will come on board to arrange everything. Further info will be provided by the Liaison Officer.

International Ship and Port Security (ISPS)

Tall ships fall out with the requirements of the ISPS code, Port of Den Helder operates an approved Port Facility Security Plan (PFSP) under the ISPS Code.

Fresh Water

Available at most berths via 2.5 inch diameter water hose connections or for the smaller vessels via smaller hoses. Vessels requiring water should request it via the LOGREQ form. Your Liaison Officer might assist in the actual delivery.

Fuel

For smaller vessels there is a dedicated fuel berth close to the assigned berth, where smaller quantities can be loaded directly from a bunded tank. This service is provided by Jachthaven Willemsoord. +31 (0)6 54 92 85 47 / info@jachtwerfwillemsoord.nl

Marine Gas Oil (MGO) can be supplied by barge or road-tanker at all berths, supplied by Gulf / FinCo.

Vessels requiring fuel or other oil products should request it via the log req form. Your liaison officer might assist in the actual delivery.



Electricity

Electricity supply/connection available at certain berths. Vessels requiring electricity connections should request it via the log req form. Your liaison officer might assist in the actual delivery.

Waste disposal and Pollution

Garbage waste to be segregated, disposal to quayside skips, which are emptied and cleaned daily. Black water disposal to be requested in the LOGREQ form. Your liaison officer might assist in the actual delivery.

Fenders & Gangways

Where possible, vessels should provide their own fenders and gangways. A request for any of the above should be made in advance via the LOGREQ form to confirm availability.

Toilets and showers

There are toilets and showers available for small ships in both the inner and the outer harbour.

Emergency Procedures in Port and Security

Sail Den Helder 2023 have an emergency and contingency plan which runs alongside the Royal Netherlands Navy and Port of Den Helder Emergency Procedures Manuals. The emergency telephone number is 112.

Security. All vessels are responsible for their own security arrangements. Vessels berthed in Den Helder should note that the public have free access to the quayside at all times. Vessels should ensure that a security detail remains onboard at all times. Ships with open ship shall be provided with a market stall for a bag check or a bag storage.

Liaison Officers

Every ship will be appointed at least one Liaison Officer. Most class A ships will have two.

Your Liaison Officer will visit your ship upon berthing / pilot boarding when applicable and daily around 08:45am each morning to check in and assist with directing crew and trainees to pick up points for activities or travel transfers. Should you require any assistance with stores, repairs, information or any other matter, your liaison officer will make themselves available to manage this.

Ships' Mail

All ships mail should be address to:

'SHIP NAME' / 'crew member name'
Sail Den Helder 2023
Willemsoord 30
1781 AS Den Helder
The Netherlands

Mail will be collected each day and brought to the Liaison Headquarters where your ships liaison officer will collect any mail on your behalf and bring it to your ship first thing in the morning. Should you be expecting a delivery and require the item quickly, please advise your Liaison Officer who will request immediate notification of its arrival and bring it directly to you.



Daily program

Time Start Time Ending Event

WEDNESDAY 28 JUNE 2023		
1700	291000	Anchoring tall Ships / Berthing Hospitality ships
THURSDAY 29 JUNE 2023		
1200	1600	Sail In SDH23
1400	1600	Berthing Tall Ships
1630	1715	Grand Opening SDH23
1800	2200	Captains dinner
2245	2300	Lasershow
FRIDAY 30 JUNE 2023		
TBD	TBD	Ship Open for Public
1000	1200	Crew event (Sport and Games)
1200	1430	Crew event (Sport and Games)
1530	1700	Crew Parade
1700	1745	Prize Giving
1900	2330	Crew Party
2245	2300	Lasershow
1900	2100	Afterguard party
SATURDAY 01 JULY 2023		
1000	2200	Ship Open for Public
1600	1700	Captains Briefing (Undocking of the Fleet, Parade of Sail, The Race, Berthing Arrangement next Event Port, Weather Forecast <24/48/72 hours>)
2000	2200	Fuikdag
2245	2300	Lasershow
SUNDAY 02 JULY 2023		
600	0900	Replenishment / Reverse logistics Ships
1000	1100	Blessing of the Sails
1300	1600	Departure Tall Ships
1430	1730	Sail-Out
MONDAY 03 JULY 2023		
0900		Start TSR23 leg 1

Preliminary berthing plan

Shipname	Class	Rig	Flag:	LOA	Beam	Draft	Height Deck Water	Berthing place
VAHINE	C	Bm Ketch	Finland	19,65	4,96	2,92	1,45	bi Het Natte Dok E1
BETTY	B	Gaff Ketch	Denmark	17,65	3,89	1,95	1,15	bi Het Natte Dok E2
BLACK DIAMOND	C	Bm Sloop	UK	16,43	3,93	2,17	1,13	bi Het Natte Dok E3
RUPEL	B	Gaff Schooner 2	Belgium	19,85	4,82	2,01	1,37	bi Het Natte Dok W1
OCEAN SCOUT	C	Bm Ketch	UK	19,20	4,27	2,11	1,34	bi Het Natte Dok W2
SPANIEL	C	Bm Sloop	Latvia	17,06	4,15	2,89	1,35	bi Het Natte Dok W3
URTICA	C	Bm Sloop	Poland	11,14	3,61	1,98	1,30	bi Het Natte Dok W4
ESPRIT	C	Schooner 2	Germany	19,92	5,08	2,95	1,65	bi Het Natte Dok WW1
TARA	D	Bm Ketch	Denmark	18,00	4,10	2,68	1,10	bi Het Natte Dok WW2
PATRICIA	D	Bm Sloop	Belgium	16,76	4,77	2,85	1,72	bi Het Natte Dok WW3
BELFER	C	Bm Sloop	Poland	12,99	4,00	1,95	1,67	bi Het Natte Dok WW4
BALTIC BEAUTY	B	Topsail Schooner 2	Poland	37,18	5,03	2,90	1,22	bu 06
KAPITAN BORCHARD	B	Gaff Schooner 3	Poland	41,91	7,01	3,20	1,25	bu 06
ALEXANDER VON HUMBOLDT II	A	Barque 3	Germany	64,73	10,06	5,20	2,41	bu 07 (vanaf zaterdag)
EXCELSIOR	B	Gaff Ketch	UK	29,40	5,94	2,63	1,93	bu 10 (92m) E
MILPAT	B	Gaff Ketch	France	20,71	5,15	2,40	0,00	bu 10 (92m) E (outer)
ZENOBE GRAMME	C	Bm Ketch	Belgium	27,40	6,84	2,77	1,53	bu 10 (92m) M
SAEFTINGE	C	Bm Ketch	Belgium	21,50	5,64	1,80	1,60	bu 10 (92m) M (outer)
URANIA	D	Bm Ketch	Netherlands	27,00	6,04	2,65	1,30	bu 10 (92m) W
JOLIE BRISE	B	Gaff Cutter	UK	29,28	4,72	3,05	1,32	bu 11 (92m) E
JAMES COOK	D	Bm Ketch	UK	20,95	5,42	2,60	1,75	bu 11 (92m) E (outer)
SWAN	B	Gaff Ketch	UK	26,10	6,10	2,49	1,60	bu 11 (92m) M
FARAMIR	C	Bm Ketch	UK	22,00	4,31	2,51	1,39	bu 11 (92m) M (outer)
ORSA MAGGIORE	D	Bm Ketch	Italy	28,27	6,51	4,29	2,02	bu 11 (92m) W
DAR MLODZIEZY	A	Ship	Poland	108,80	14,00	7,00	5,33	bu 12 (152m) E
BIMA SUCI	A	Barque 3	Indonesia	111,20	13,65	6,05	5,15	bu 13 (152m)
ROYALIST	A	Brig	UK	34,51	7,51	3,25	4,68	bu 14 (152m) W
MORGENSTER	A	Brig	Netherlands	45,99	6,57	2,42	1,30	bu 35a (60m)
GULDEN LEEUW	A	Gaff Schooner 3	Netherlands	67,54	8,60	4,00	1,48	bu 35b(60m)
EENDRACHT	A	Gaff Schooner 3	Netherlands	58,80	12,30	5,00	4,40	bu 36 (570m)
BELLE POULE	B	Topsail Schooner 2	France	39,75	7,40	3,65	1,68	bu 37a (570m)
CAPITAN MIRANDA	A	Schooner 3	Uruguay	60,00	8,20	3,96	2,44	bu 38a (570m)
ROALD AMUNDSEN	A	Brig	Germany	50,20	7,20	4,40	1,68	bu 38b (570m)

LOA	A	Barquentine 3	Denmark	38,80	6,30	2,40	1,20	bu 38c (570m)
FRYDERYK CHOPIN	A	Brig	Poland	54,74	8,49	3,85	2,74	bu 38d (570m)
STATSRAAD	A	Barque 3	Norway	98,41	12,60	5,20	2,91	bu 39 (570m)
LEHMKUHL	A							
WYLDE SWAN	A		Netherlands	54,88	7,44	3,50		bu 40 (570m)
		Topsail Schooner 2					1,28	
ATYLA	B	Topsail Schooner 2	Spain	32,00	7,00	2,95	1,00	bu 41(570m)

