



THE TALL SHIPS RACES 2025

organised by Sail Training International

ARRIVAL ARRANGEMENTS

| SAIL TRAINING INTERNATIONAL

ARRIVAL ARRANGEMENTS

Contents

Section 1	Introduction Vessel Arrival Deadlines in Port Official Documents Gateway Documents Captains' Envelopes Race Pennants
Section 2	Le Havre
Section 3	Dunkirk
Section 4	Aberdeen
Section 5	Kristiansand
Section 6	Esbjerg

THE TALL SHIPS RACES 2025

ARRIVAL ARRANGEMENTS

LE HAVRE – DUNKIRK – ABERDEEN – KRISTIANSAND – ESBJERG

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.

Because of the volume of paper that will build up as the Event begins, it is ***strongly recommended*** that each vessel appoints one officer to be responsible for the paperwork - they should advise the Captain/Master on what affects him. He/she 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. VESSEL ARRIVAL DEADLINES IN PORT

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

- Le Havre - 1200 Hrs (local time) Friday 4 July
- Dunkirk - 1200 Hrs (local time) Thursday 10 July
- Aberdeen - 1200 Hrs (local time) Saturday 19 July
- Kristiansand - 1200 Hrs (local time) Wednesday 30 July
- Esbjerg - 1200 Hrs (local time) Wednesday 6 August

3. OFFICIAL DOCUMENTS

In addition to these Arrival Arrangements, you are reminded that the following documents will be available to download from the **Captains' Page** on the Sail Training International website at <https://sailtraininginternational.org/sailtraining/captains-page/> and will also be available on the **Gateway**.

3.1 Racing Rules and Special Regulations

3.2 Advance Notice

The Advance Notice has been published and includes information about the plans made so far for The Tall Ships Races 2025 and associated events.

3.3 Captains' Manual

Each host port will produce a Captains' Manual that will have full details of the arrangements in their port. A printed copy may be issued to each ship in the previous port, but the Captains' Manuals will be available in advance to download from the **Captains' Page**.

4. GATEWAY DOCUMENTS

In addition to the official documents published on the Captains Page, you are reminded that you are required to upload the following information to the Gateway on the online platform at <https://gateway.tallshipsraces.com/>

4.1 Crew Lists

Rule 3.1 of the Racing Rules and Special Regulations explains the requirement. Crew Lists must be uploaded on the Gateway before the Captains' Briefing time as published in the Advance Notice and Arrival Arrangements. **Failure to do so will incur a Standard Time Penalty or lead to disqualification.**

Captain/Masters are reminded that no vessel may start a Sail Training International Race until her Crew List has been uploaded on the Gateway. Please remember the age rules and how they affect your vessel - no person under the age of 15 years is to be on board during a race, cruise-in-company, or associated events.

4.2 Vessel Safety Inspection

It is essential that the Captain/Master completes the **vessel safety information** section on the Gateway by the relevant deadline as per below. **Failure to do so will incur a Standard Time Penalty or lead to disqualification.**

To be submitted by:

- Le Havre - 2359 Hrs (local time) Friday 4 July
- Dunkirk - 2359 Hrs (local time) Thursday 10 July
- Aberdeen - 2359 Hrs (local time) Saturday 19 July
- Kristiansand - 2359 Hrs (local time) Wednesday 30 July

4.3 Race Declaration

A completed Race Declaration shall be completed on the Gateway as soon as the vessel berths at the Finish Port in Dunkirk, Aberdeen, Kristiansand and in Esbjerg. **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 is submitted.

5. CAPTAINS' ENVELOPES

On arrival at Le Havre, Dunkirk, Aberdeen, Kristiansand, and Esbjerg 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 Dunkirk. Vessels that have done Race 1/Race 2 and are also taking part in Race 3 must collect a third envelope in Aberdeen. Vessels that have done Race 1/Race 2/Race 3 and are also taking part in Race 4 must collect a fourth envelope in Kristiansand. These envelopes will contain:

5.1 Sail Training International Sailing and Communications Instructions

This document includes information about the race start. An updated communications schedule will be issued at the Captains' Briefings in Le Havre which will be held at 1200 on Saturday 6 July, Dunkirk at 1600 on Saturday 12 July, Aberdeen at 1600 on Monday 21 July and Kristiansand at 1600 on Friday 1 August.

5.2 Various other information

6. RACE PENNANTS

Race pennants will only be issued to a vessel once a completed crew list has been uploaded to the gateway and the vessel safety information section on the gateway has been completed and the vessel has passed its safety inspection.

SECTION 2

LE HAVRE

FRIDAY 4 JULY - MONDAY 7 JULY 2025

1. Charts & Publications

Documents from the Hydrographical and Oceanographical Service of the French Navy SHOM:
<https://diffusion.shom.fr/>

Charts:

7312 - INT 1072 La Manche (Partie Est) - Des Casquets au Pas de Calais

7418 - INT 1750 Abords du Havre et d'Antifer - Embouchure de la Seine - De Ouistreham au Cap d'Antifer

6857 - INT 1705 Du Cap de la Hague à Fécamp - Baie de Seine

6683 - INT 1751 Port du Havre - Entrée du chenal de Rouen

Nautical Instructions:

INSTRUCTIONS NAUTIQUES C21: France côtes Nord <https://diffusion.shom.fr/ouvrages/instructions-nautiques/in-c21-france-cote-nord.html>

Lights book:

Feux et signaux de brume L1

<https://diffusion.shom.fr/ouvrages/livres-des-feux/feux-et-signaux-de-brume-l1.html>

2. Tides & Lock Times

Tides in Le Havre are semi-diurnal and are characterised by a stagnation of high tides, known as “tenue du plein”. After rising quite quickly, the curve hardly changes for about 3 hours (2 hours before high tide until 1 hour after), during which the variations of the water height are slight compared to the tidal range (no more than 30 cm both on spring and neap tides).

On the other hand, the low tide slack only lasts for a few minutes, in such a way that the low tide instant is far more visible than the one of high tide. The beginning of the high tide slack takes place about every four hours after low tide.

SW to NW gales, especially the NW ones, cause tide level increase of about 30 cm up to occasionally 60 cm (around once a year) and even 1 metre (around once every 10 years).

On the other hand, under anti-cyclonic conditions and east winds, there is rather low decrease (of about 30 to 40 cm once or twice a year, 50 cm once every 50 years). These variations of level cause a change in the time of the high tide of up to one hour, so this must be taken in account for manoeuvring vessels with high drafts.

Website for tide information:

https://maree.shom.fr/harbor/LE_HAVRE/hlt/0?date=2025-02-27&utc=standard

Lock Times:

QUINETTE LOCK									
Hours and height water to Le Havre Port					Open doors		Manoeuvring prohibited		
DATE	Hours HT	Height HT	Hours LT	Height LT	Beginning	End	Beginning	End	Coef
29/06/2025			09h19	1,51					
29/06/2025	14h36	7,51			12h36	14h36			79
29/06/2025			21h35	1,97					
30/06/2025	02h45	7,48			00h45	02h45			75
30/06/2025			09h58	1,76					
30/06/2025	15h20	7,31			13h20	15h20			71
30/06/2025			22h14	2,22					
01/07/2025	03h27	7,24			01h27	03h27			67
01/07/2025			10h35	2,08					
01/07/2025	16h02	7,09			14h02	16h02			62
01/07/2025			22h51	2,50					
02/07/2025	04h11	6,98			02h11	04h11			57
02/07/2025			11h11	2,42					
02/07/2025	16h48	6,87			14h48	16h48			53
02/07/2025			23h31	2,78					
03/07/2025	04h59	6,71			02h59	04h59			49
03/07/2025			11h50	2,74					
03/07/2025	17h37	6,69			15h37	17h37			45
04/07/2025			00h15	3,02					
04/07/2025	05h54	6,49			04h10	05h54			42
04/07/2025			12h37	3,01					
04/07/2025	18h33	6,57			16h45	18h33			39
05/07/2025			01h08	3,18					
05/07/2025	06h55	6,35			05h35	06h55			38
05/07/2025			13h35	3,19					
05/07/2025	19h33	6,54			17h55	19h33			38
06/07/2025			02h13	3,20					
06/07/2025	08h00	6,34			06h40	08h00			39
06/07/2025			14h47	3,19					
06/07/2025	20h35	6,62			18h45	20h35			41
07/07/2025			03h26	3,03					
07/07/2025	09h07	6,47			07h25	09h07			44
07/07/2025			15h56	3,01					

Important note :

Between each open-door period up to and including Thursday, July 3, 2025, lockings may be organized.

From Friday, July 4 onwards, due to low tidal coefficients and possible tidal downgrades, the passage of the lock will be subject to consultation between the port authority and the management of the nautical event.

Vessels must be alert to turbulence when opening the lock gates.

Version N°2 18/11/2024

3. Frequencies & Radio Communications

On arrival in "Baie de Seine" zone (22 miles around Cap de La Hève), identify to "Baie de Seine Traffic", channel 22.

In "Le Havre Port" VTS zone, and during the call, vessels must be permanently watching VHF channel 12. "Quinette lock": channel 88

4. Call Signs

MRCC: CROSS Jobourg, VHF channel 16

Marina: channel 9

Routes	Mode S : mode Simplex D : mode Duplex	Fréquences	CALL SIGN	Allocation
16	S	156.800 Mhz		Call - Distress - Safety
12	S	156.600 Mhz	Havre Port	Traffic régulation Anchorages and access channels Docks downstream the locks
14	S	156.700 Mhz	Havre Port Antifer Port	Clearing channel 12 or 22 Bassins downstream from the locks Antifer
20	D	157.000 Mhz 161.600 Mhz	Pilotes (Pilots Le Havre) Havre Port	Clearing channel 12 Pilot station/Vessel on VTS sur roads /Vessel
22	D	157.100 Mhz 161.700 Mhz	Baie de Seine Trafic Antifer Port	Traffic identification Traffic Régulation
83	S	157.175 Mhz	François Premier	Clearing channel 88 Docks upstream François I ^{er} , Quinette.Vétillart
87	S	157.375 Mhz	Havre Port	Clearing channel 12 Docks downstream from Quinette and François I ^{er} locks
88	S	157.425 Mhz	François Premier Tancarville Vétillart	Traffic Régulation Locks Docks upstream from the locks

5. Arrival Procedures

General instructions

Masters must comply with the Harbour Master's Office instructions and follow the regulations mentioned in the Port web site <https://www.havre-port.com/> which details the useful information for the ship's stay in the port of Le Havre.

The main declarations

ETA - 48 H: Call request

ETA - 24 H: Inwards declaration

ETA -12 H: Request for pilot

ETA - 3 H: Confirmation of ETA

Special conditions: Pilotage – Linesmen and Towage

Information on passing the Quinette lock

The gates are open from about 2 hours before up to 15 minutes after high tide; alternative maneuvering of the upstream and downstream bridges allows passage of ships less than 209 meters long.

6. Pilots

Pilotage is compulsory for vessels over 70 meters LOA, or with more than 50 passengers, or using tug services.

The service of pilots is free of charge for arrival, one shifting if necessary, and departure only.

It is available for any vessel requesting it.

Station de Pilotage du Havre - Fécamp
Quai de la Marine
76600 LE HAVRE
Access number to the Port of Le Havre: 3858
Ph switchboard : +33 (0)2 35 19 28 40
Tel pilot on watch : +33 (0)2 35 19 28 48
Fax : +33 (0)2 35 43 10 91
Email : station@pilhavre.fr
Site Internet: www.pilhavre.fr

7. Tugs

Tug requests must be confirmed to the Havre Port control 2 hours before arrival at the pilot station.

The service of towing is free of charge for arrival, one shifting if necessary, and departure only and available for any vessel requesting it.

All the conditions of towing service can be provided by the tug company:

BOLUDA LE HAVRE
Route du Môle Central BP 1351
76065 Le Havre
Ph : +33 (0)2 32 72 00 30
Fax : +33 (0)2 35 24 00 23
E-mail : boluda-le-havre@boluda.fr
Outside working hours services (24/24h)
Ph : +33 (0)2 32 72 00 35
Internet site : www.boluda.com.es / www.initem.fr
Useful link: <http://portlehavre.boluda.fr/brochure.pdf>

Linesmen

Linesmen are not compulsory, provided the crew members (nobody else) are able to do it by themselves. If required, the service of linesmen is free of charge on arrival, one shifting if necessary, and departure, including the assistance of a launch.

Société Coopérative Maritime de Lamanage
Quai de Southampton
P.O. Box 1297
76068 LE HAVRE Cedex
Ph : +33 (0) 2 35 42 58 16 (or 17)
Fax : +33 (0) 2 35 42 38 07
E-mail : havre@lamanage.com

8. Customs & Immigration

8.1 Customs contacts

La Direction Régionale des Douanes au Havre
201 boulevard de Strasbourg
P.O Box 27
76083 LE HAVRE CEDE X (France)
Ph : +33 (0)9 70 27 41 00
Fax : +33 (0)2 35 54 43 40
E-mail for all matters: dr-le-havre@douane.finances.gouv.fr

The following items may be checked by the Custom Officers:

- Ship's stores declaration FAL 3
- Crew's effects declaration FAL 4 have to be ready on board in case of custom visit. These declarations don't need to be noticed before calling
-

For any particular question concerning those items, please refer to the following website: <http://www.douane.gouv.fr>

Duty free purchases

Duty free purchases concern products or goods that crew and passengers on the ship can use on arriving or on leaving. It is for personal use or consumption.

Military vessels and merchant ships are the only ships available to benefit of non-duty-free purchases. (They own a blue pad of Frenchifying)

For any particular question on arrival, please refer to the following website: <http://www.douane.gouv.fr>

8.2 Immigration

Service de la Police Aux Frontières (PAF) du Havre
Terminal de la Citadelle
76600 LE HAVRE
Open 7 days a week from 06h30 to 21h00.
Ph : +33 (0)2 35 41 40 40
Fax : +33 (0)2 35 41 40 45
E-mail: spaflehavre-76@interieur.gouv.fr

Crew lists have to be noticed in the port single windows <https://www.havre-port.com/> by ships organization or representatives for ships of more 45 meters LOA. Other ships keep crew list on board ready in case of police check.

Crew list (officers, crew members, trainees, customers...) **must be sent to the organization** in an Excel file with the following items (last name/date of birth/first name) to the e-mail addresses **two months before arrival in Le Havre:** spaflehavre.76@interieur.gouv.fr and gerard.vastra@lesgrandesvoilesduhavre.fr (Chief Liaison Officer)

Every passport **opened at the right page (name + photo)** must be available for control by the Immigration Authorities when they come on board.

9. Fuel, Fresh Water & Electricity

9.1 Fuel

Ships' bunkering and supplies

Ship's bunkering and delivery of heavy equipment by road must be previously declared to the Harbour Master's Office. Same operations are subject to Harbour Master's Office authorization when they are carried out by barge and tanker by road. During the operations, the shipmaster must take any useful measure to guarantee the safety of the service providers working on his account. Any precaution must be taken to avoid or limit the effects of a possible pollution of the water surface or the quays when bunkering.

Environmental protection

Discharging any solid, liquid or pulverulent substance in port waters, access ways and channels is strictly forbidden. Chimney-sweeping and waste incineration are forbidden in the port.

Any water pollution must be immediately dealt with and declared to the Harbour Master's office and the terminal operator. Vessels must use low sulphur-content (0, 1 %) bunkers, in compliance with the valid regulations, during their stay at berth.

9.2 Fresh Water

To order fresh water, please contact Chief Liaison Officer:

Gérard VASTRA + 33 (0)7 68 68 98 60

gerard.vastra@lesgrandesvoilesduhavre.fr

9.3 Electricity

Every electricity request will be sent to the organisation so that every vessel should be provided.

Chief Liaison Officer: Gérard VASTRA + 33 (0)7 68 68 98 60

gerard.vastra@lesgrandesvoilesduhavre.fr

10. Waste disposal & Pollution

Household waste will be collected daily from trash containers located on the quays.

Those containers will be positioned before ships arrival.

Black waters and holding tank contents will be collected by a local sewage contractor with a road trailer; only one emptying is free of charge for every ship.

It's forbidden to dump any substance in the water

Further information: CLO Gérard VASTRA + 33 (0)7 68 68 98 60 gerard.vastra@lesgrandesvoilesduhavre.fr

11. Fenders & Gangways

Safety of access on board

The ship must be permanently accessible without any risk.

This can be carried out by means of a shore or ship gangway.

At night, this access must be enough lit.

A safety net must be placed underneath and tied in a way to prevent any risk of fall.

A ring lifebuoy with a heaving line must be available all the time near this access.

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

Fenders and gangways can be provided and charged to the ships, subject to availability.

12. Emergency Procedures in Port & Security

In case of emergency, anybody noticing a fire, pollution or any other accident must immediately raise the alert.

Port Authority	(24h/24 in case of emergency) Harbour Master's Office / Capitainerie : +33 (0) 2 32 74 70 71 (ou 72, ou 73) VHF 12 : S.O.S
Fire	Phone: 18 - From a mobile: dial 112
Medical	Emergency Phone: 15 - From a mobile: dial 112
Police	Phone: 17
Coastguard	Phone: Cross Jobourg tél : +33 (0)2 33 52 78 23 ou 72 13 VHF 16 : S.O.S, Mayday...
Others	Night Pharmacy Phone: 32 37

13. Liaison Officers & Liaison System

1 Chief Liaison Officer: Gérard VASTRA + 33 (0)7 68 68 98 60
gerard.vastra@lesgrandesvoilesduhavre.fr

3 Deputy Chief Liaison Officers

≥ 2 Liaison Officers per A class Ships hosting Corporate hospitality

≥ 1 Liaison Officer per B, C, D class Ships

1 Military Chief Liaison Officer: Jean-Luc TESSIER + 33 (0)6 68 99 52 57
jltessier76@gmail.com

2 Liaison Officers per Military Ship

Location: 77, rue Bellot - 76600 Le Havre

14. Ships' Mail

École Nationale Supérieure Maritime (ENSM)
10 quai Frissard
76600 LE HAVRE

15. International Ship & Port Security (ISPS)

Vessels requiring ISPS arrangements must inform the Harbour Master's Office as soon as possible.
Ships of more than 45 meters LOA have to notice the preliminary security declaration via the community system <https://www.havre-port.com/>
Captains are advised to check the access at any time.

SECTION 3

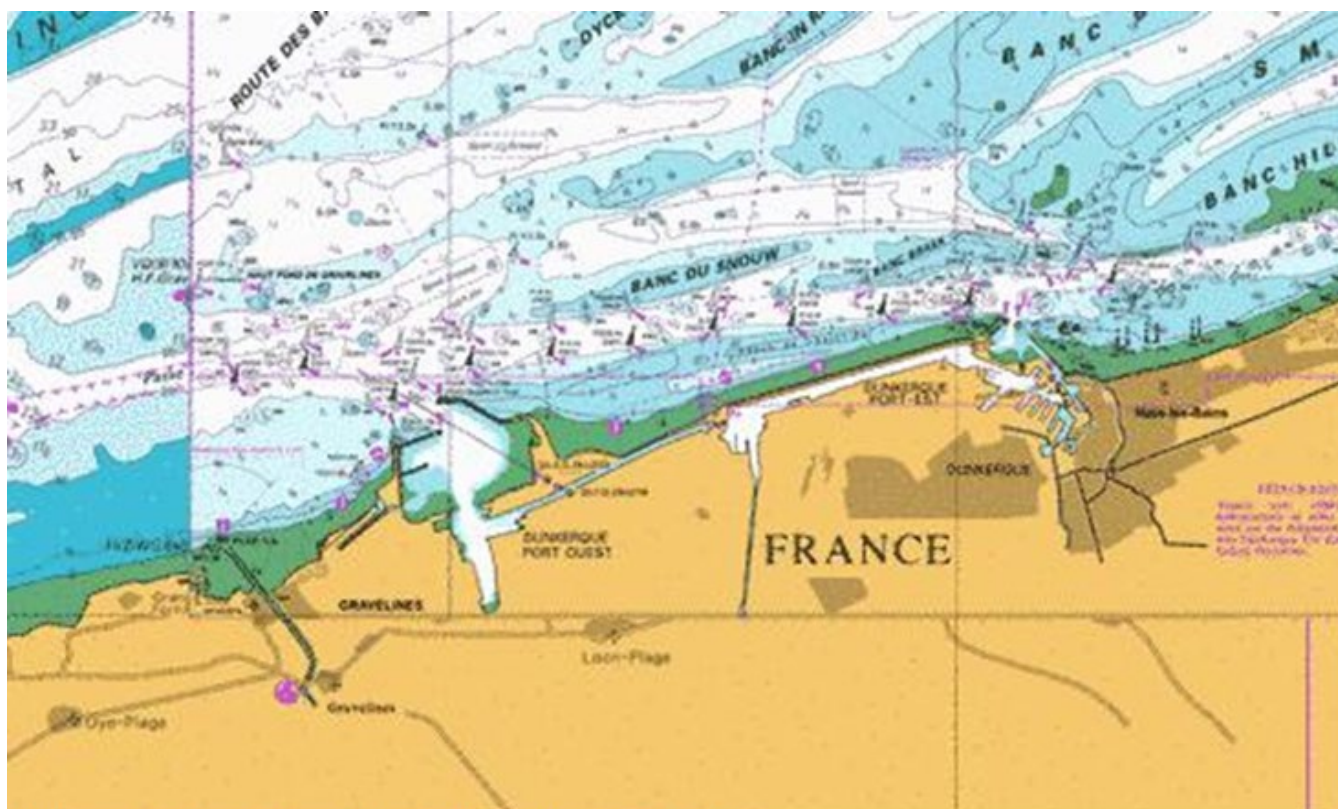
DUNKIRK

THURSDAY 10 JULY - SUNDAY 13 JULY 2025

Information Prefectoral Decree (regulating vessel traffic and nautical activities in the vicinity of the Grand Port Maritime of Dunkirk)

1. Charts & Publications

- **Dunkerque and Approaches (Marine Chart : BE_1350_0) [Dunkerque and Approaches marine chart](#)** is included in [All Belgium Charts nautical charts folio](#). It is available as part of [iBoating : Belgium Marine & Fishing App](#) (now supported on multiple platforms including [Android](#), [iPhone/iPad](#), [MacBook](#), and [Windows\(tablet and phone\)/PC based chartplotter](#)).



[Dunkerque and Approaches: Marine Chart - Nautical Charts App](#)

NUMÉROTATIONS NAVIRES

Bateaux amarrés



Môle 1

1. Sorlandet
2. Capitain Miranda
3. Christian Radich
4. Cuauhtemoc
5. Endraacht
6. Wylde Swan
7. Gulden Leeuw
8. Excelsior
9. Fryderyck Chopin
10. Pogoria
11. Thalassa
12. Morgenster
13. Belem
14. Pascual Flores
15. Valborg
16. Biche
17. La Nébuleuse
18. TS Royalist
19. Kapitan Glowacki
20. Le Français
21. Phoenix



Quai de Goole

1. Betty
2. RupeI
3. Milpat
4. Jolie Brise
5. Ocean Spirit
6. Swan
7. Vera Cruz
8. Urania
9. Nele



Bassin de la Marine









1. Tara
2. Dar Szczecina
3. Rona II
4. Corsaro II
5. Cykas
6. Juan de Langaras
7. Spaniel
8. Esprit
9. Ocean Scout
10. Ortac
11. Belfer
12. Williwaw










Quai de départ/Guillain

1. Dar Mlodziezy
2. Le Mutin
3. Nom du navire en attente.

2. Tides & Tide Times

MERCREDI 9	 Marée haute 00h37 5.19m	58
	 Marée basse 07h19 1.30m	
	 Marée haute 12h59 5.23m	62
	 Marée basse 19h45 1.20m	
JEUDI 10	 Marée haute 01h19 5.36m	65
	 Marée basse 08h01 1.19m	
	 Marée haute 13h36 5.40m	68
	 Marée basse 20h25 1.03m	
VENDREDI 11	 Marée haute 01h57 5.52m	71
	 Marée basse 08h42 1.08m	
	 Marée haute 14h13 5.54m	74
	 Marée basse 21h06 0.87m	

SAMEDI 12	 Marée haute 02h34 5.66m	76
	 Marée basse 09h23 0.98m	
	 Marée haute 14h51 5.65m	78
	 Marée basse 21h46 0.74m	
DIMANCHE 13	 Marée haute 03h13 5.76m	80
	 Marée basse 10h03 0.92m	
	 Marée haute 15h30 5.69m	81
	 Marée basse 22h26 0.67m	

3. Frequencies & Radio Communications

- All vessels with a tonnage equal to or greater than 300 entering the VTS zone defined by this Decree must contact the Dunkirk VTS on VHF channel 73 and the Dunkirk Pilot station on VHF channel 72 (see VTS procedure no. 1).
- Within the VTS zone, radio watch on VHF channel 73 is compulsory.

Radio frequencies:

- The working frequency of the VTS "Dunkirk VTS" is VHF channel 73.
- The VTS transmit-receive coverage extends over a radius of around 25 nautical miles from the port facilities.
- The working frequency for piloting is VHF channel 72.
- "Dunkirk VTS" also keeps a permanent watch on VHF channel 16.

Telephone:

- Port Officer, Eastern supervision: 00 +33 (0)3 28 28 76 03
- Port Officer, Western supervision: 00 +33 (0)3 28 28 76 04
- Maritime traffic controller: 00 +33 (0)3 28 28 75 89
- Watch pilot at Hemmes de Marck: 00 +33 (0)3 21 35 69 93
- Calais Port Watch: 00 +33 (0)3 21 00 68 49
- Head of navigation watch point CROSS Gris-Nez: 00 +33 (0)3 21 87 78 38

Digital recorder:

- VHF frequencies 73, 16 and 72 and telephone communications from the Dunkirk VTS are continuously recorded.
- **Telex:** 130 972
- Fax: 00 +33 (0)3 28 28 75 97
- **Email:** HarbourMaster@portdedunkerque.fr

4. Call Signs - not applicable

5. Arrival Procedures

- Priority rules for circulation of large and deep-draught vessels : In the Dyck traffic lane and the channels defined in this Decree, vessels with a draught of more than 10 metres handicapped by their draught or vessels with a length of more than 230 metres should display, in the most visible place, three red lights superimposed on each other and visible over the entire horizon or a cylindrical mark. In the areas concerned, these signals give the ship carrying them the status of a priority ship with restricted manoeuvring capacity.
- Traffic rules applicable in the West Channel traffic organisation scheme (zone E) : Excluding the presence of an LNG tanker in one of the traffic lanes
 - Notwithstanding any special conditions and after authorisation from "Dunkirk West", all eastbound vessels use the southbound lane, while westbound vessels use the northbound lane.
 - Vessels must deviate, as far as possible, from the separation limit between each lane in accordance with regulation 10 of the Collision Regulations (COLREG).
 - As a general rule, ships access the North and South traffic lanes via the ends of these lanes. In accordance with Article 10 of the COLREG:
 - if a vessel has to use these lanes or leave them laterally, it must do so at as shallow an angle as possible to the general direction of traffic;
 - if a vessel has to cross both lanes, it must do so perpendicular to the general direction of traffic.

In the presence of an LNG tanker in one of the traffic lanes

- The following additional provisions are implemented.
- It is strictly forbidden for any vessel:
 - to precede or follow within one nautical mile (1 NM) of the LNG tanker in its lane;
 - to pass the LNG tanker in its lane.
- Traffic is regulated by "Dunkirk West" so that an LNG tanker travelling in its lane can neither overtake nor be overtaken, in which instance the safety distance of one nautical mile around the vessel would no longer be respected.
- A following vessel may overtake an LNG tanker in its lane, provided that:
 - the overtaking vessel is able to safely move into the other lane during the overtaking manoeuvre;
 - once the overtaking manoeuvre has been completed, the overtaking vessel resumes its course in the compulsory traffic lane, respecting the safety distance of one nautical mile in front of the LNG tanker;
 - prior VHF contact is established between the overtaking vessel and the LNG tanker to inform it of its intentions, as well as with any counter-horizon vessel travelling in the other traffic lane that it may come across during its overtaking manoeuvre.
- In the case of an LNG tanker entering or approaching the West Port jetties, any vessel arriving from the East and heading West to use the West Channel (zone E) will only be authorised to pass buoy pair DKB/DW16 once buoy DW15 has been passed by the LNG tanker.

- In the case of an LNG tanker leaving the western port, vessels coming from the east and heading west will take all necessary steps to respect the safety distance of one nautical mile behind the LNG tanker heading into its lane. All overtaking manoeuvres must comply with the above provisions. Vessels arriving from the west and bound for the eastern port will not be able to pass the pair of buoys DW 13/14 until the LNG carrier, having passed the jetties, has entered the northern lane of the channel.

Vessels on standby outside East and West ports

- Ships waiting outside East and West ports can anchor:
 - in the waiting area defined by this decree, taking into account the instructions from Dunkirk VTS relayed by "Dunkirk Pilot" (VHF channel 72);
 - exceptionally and with the authorisation of "Dunkirk VTS", in front of the entrance to the eastern port, to the east of the meridian line passing through the Dunkirk lighthouse, for vessels less than 100 metres in overall length not carrying hazardous goods;
 - in the anchorage area (zone B1) assigned to them, as far as LNG tankers are concerned, taking into account the instructions from "Dunkirk VTS" relayed by "Dunkirk Pilot" (VHF channel 72);
 - in close proximity to buoy E12.
- General provisions : All vessels bound for Dunkirk must contact "Dunkirk VTS" on VHF channel 73 at least 2 hours before entering the VTS zone or at the latest on departure from the previous port if the latter is less than 2 hours from the VTS zone. As soon as they enter the VTS zone, ships must comply with the following rules:
- Dual watch on VHF channels 16 and 73 and communication with the VTS on VHF channel 73 (Dunkirk VTS frequency);
 - communication in French or English;
 - obligation to report to "Dunkirk VTS" any emergency situation, collision, grounding, fire or any situation resulting or likely to result in a reduction in the vessel's manoeuvrability, as well as any environmental damage that they may observe.

Procedure "Dunkirk VTS" requests the following from the vessel:

- its estimated time of arrival (ETA) at the Dyck, buoy E 12, on the eastern harbour or at the planned point of entry into the channel;
- its draught;
- any damage or defects affecting the vessel and cargo;
- any mandatory ISPS notifications where applicable;
- in the case of a large ship or a ship with a deep draught, and in the case of a scheduled anchorage, "Dunkirk VTS" offers the ship the assistance of a pilot for its anchorage (see procedure 11° 2).

After analysis of the ship's data and the pre-established schedule of movements, "Dunkirk VTS" contacts the pilot station and communicates the instructions concerning the ship i.e. direct entry, estimated time of passage jetty, or anchorage to arrival awaiting instruction (for vessels embarking their pilot at E12 or at harbour, "Dunkirk VTS" after consultation with the pilot station, informs the vessel of the pilot's boarding time).

"Dunkirk VTS then contacts the vessel and informs it of the following:

- entry, transit or mooring instructions
- wind conditions in the area;

- any anomalies in the buoyage or navigational aids concerning its approach; any abnormal situation which warrants issuing a warning to the vessel.

"Dunkirk VTS" asks the ship to contact "Dunkirk Pilot" on VHF channel 72, 2 hours before the estimated time of arrival at the pilot point (or as soon as possible if the ship is sailing from a port located less than two hours from the pilot's pick-up point) to arrange the place and means of boarding the pilot.

Unpiloted vessel

As soon as the ship is ready to sail, the captain calls "Dunkirk VTS" if sailing from the East port, or "Dunkirk West" if sailing from the West port, and notifies the maximum draught.

The vessel must maintain a careful watch on VHF channel 73 of "Dunkirk VTS" and "Dunkirk West" and, under the control of the watchkeeper of the VTS lookout concerned, agree with the crossing conditions proposed by the piloted vessels.

"Dunkirk VTS" for vessels departing from the East port and "Dunkirk West" for vessels departing from the West port:

- acknowledges receipt;
- informs the vessel of the weather conditions in the VTS zone; gives permission for the vessel to sail;
- designates the lock (for ships departing from East Port);
- informs the vessel of any deficiencies in navigational aids, particularly in the case of buoys, lights and lighting, or in the case of a recent deficiency not yet formally reported in a notice to users and navigators;
- informs the ship about the traffic situation in the port and in the Dunkirk VTS zone; follows the ship until it leaves the Port of Dunkirk VTS zone.

Vessels departing from East Port

Before setting sail, the ship communicates the desired berthing position in the lock.

Independently of the application of the procedure specific to radio communications between the ship, the hauliers and the VTS centre, "Dunkirk VTS":

- confirms the availability of the lock to the vessel, specifying the berthing side;
- informs the towage service of the Grand Port Maritime of Dunkirk of the vessel's imminent arrival in the lock, specifying the berthing side;
- arranges for the police entry lights to be installed in the lock and authorises the vessel to enter.

Once the required lock exit movement conditions have been met, "Dunkirk VTS"

- sets up the exit lights and authorises the vessel to leave the lock;
- informs the ship of the general traffic situation at the approaches to the piers and of movements in progress.

6. Pilots - see 5

7. Tug assistant

A fleet of 8 tugs assists the ships with manoeuvres (power from 2600 to 3900 kw) – contact vigie.dunkerque@boluda.fr

REQUIREMENTS FOR SAFE TOWING OPERATIONS



GOOD PRACTICE

- **ALWAYS** use a monkey's fist !
- Throw thin heaving lines (as soon as possible).
- Use winch/capstan to heave up the towing line.
- Signal clearly when towing line is fastened / Check overboard for safety.
- Keep clear of towing line during operation / If you need to work around the fairlead, inform the tug.
- Let towing line go smoothly on Captain's orders when tug is ready.



BAD PRACTICE



- Dangerous or heavy objects = Danger for the tug's crew !
- Don't let heaving lines to be hooked hang overboard.
- Don't keep sleeves or splice in fairlead.
- Do not step over the towing line.

For any request, please contact BOLUDA Dunkerque: Phone: +33(0)3.28.65.81.00 / Email: boluda-dunkerque@boluda.fr

PHOTO by Christophe de Langhe

REQUIREMENTS FOR SAFE TOWING OPERATIONS

(Additional Measures for Ferry Vessels)



GOOD PRACTICE

- **COMMUNICATION** : (in French as far as possible)
 - Intent of maneuver / Position of the fairleads / Pushing position / Timing.
 - Start swinging.
 - Increase speed...
- **SPEED** :
 - Keep an appropriate speed during all the maneuver with tugs.
- **TUG POSITION** :
 - Keep in mind the tug's dimensions when sailing in narrow waters (buoys, jetties, shallows...).
 - Water surface cleared.



30m x 10m

BAD PRACTICE

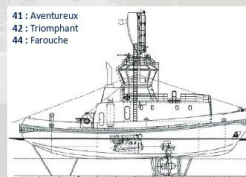


- Do not increase the speed during the towing line recovery operation / Minimize wash.
- Do not request pushing on the vessel's fenders.



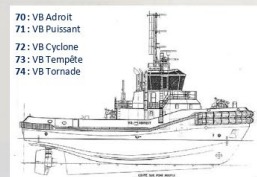
REMINDER

41 : Aventureux
42 : Triomphant
44 : Farouche



40T Azimuth Tractor Tug Class

70 : VB Adroit
71 : VB Puissant
72 : VB Cyclone
73 : VB Tempête
74 : VB Tornade



70T Azimuth Stern Drive Tug Class

For any request, please contact BOLUDA Dunkerque: Phone: +33(0)3.28.65.81.00 / Email: boluda-dunkerque@boluda.fr

PHOTO by Julien Carpentier

8. Customs & Immigration

- For the Shabab Oman II, the PAF (Police de l'Air et des Frontières) will apply the instructions from its hierarchy. The problem will be resolved at diplomatic level.
- For people coming from a Schengen country, there are no special formalities for the others: either they hold a professional book (seaman's book) or regulations that depend on the country of origin (possibly a visa).
- If the ships participate from le Havre at race 1, there will be no formalities on arrival at Dunkirk. Only at departure if the crew is changed.

9. Fuel, Fresh Water & Electricity - on request

10. Waste disposal & Pollution - daily automatically

11. Fenders & Gangways

- For A ships moored at the "Môle 1": old truck tyres are foreseen on each two boulders (25 meter) – gangway on request
- For B ships : moored at the "Quai de Golle" : floating pontons, fenders to be foreseen by the ship – no gangway necessary
- For C and D ships : moored in the "bassin de la Marine" in the Marina at existing pontons – no gangway necessary

12. Emergency Procedures in Port & Security - Harbour captain office in charge

13. Liaison Officers & Liaison System

- 35 liaison officers will be provided. One on each A en B ship. One for two C en D ships
- Head liaison officer : Hubert Rubbens – contact hubert.rubbens@telenet.be

14. Ships' Mail

- Fleet's last full day in port - Saturday 12 July

Name of the individual
Name of the vessel
The Tall ships races Dunkirk 2025
A bâtiment ex-Marina
Quai de Golle
59140 Dunkerque
France

15. International Ship & Port Security (ISPS) - not applicable (the mooring zone is not a ISPS zone)

SECTION 4

ABERDEEN

SATURDAY 19 JULY - TUESDAY 22 JULY 2025

We are absolutely thrilled to welcome you to the Aberdeen and have such remarkable vessels and their equally remarkable crews joining us for this spectacular event.

As the races draw near, we want to ensure that you have all the information and resources you need for a smooth and enjoyable experience.

Should you have any questions or need further assistance, please do not hesitate to reach out to us. Our team is more than happy to help with any enquiries you might have.

1. Charts & Publications

1446 – Aberdeen Harbour

210 – Newburgh to Montrose

146 – Aberdeen Harbour Berths

Admiralty List of Lights and Fog Signals NP74

Admiralty List of Radio Signals NP286

Admiralty Sailing Directions, North Sea (West) Pilot NP54

2. Tides & Tide Times

BST, GMT +1

18/07/2025			19/07/2025			20/07/2025		
	Time	Height		Time	Height		Time	Height
HIGH	07:17	3.9 m	HIGH	08:22	3.8 m	HIGH	09:35	3.7 m
	20:13	3.6 m		21:19	3.6 m		22:29	3.6 m
LOW	00:58	1.4 m	LOW	02:01	1.5 m	LOW	03:14	1.5 m
	13:41	1.0 m		14:44	1.2 m		15:56	1.3 m
21/07/2025			22/07/2025			23/07/2025		
	Time	Height		Time	Height		Time	Height
HIGH	10:55	3.7 m	HIGH	12:10	3.8 m	HIGH	00:38	3.9 m
	23:38	3.7 m					13:13	4.0 m
LOW	04:34	1.5 m	LOW	05:52	1.3 m	LOW	06:53	1.0 m
	17:15	1.4 m		18:22	1.3 m		19:16	1.2 m

3. Frequencies & Radio Communications

All ship movements in Port of Aberdeen are managed by Aberdeen Vessel Traffic Services (VTS).

All communication to the port should be through Aberdeen VTS on VHF Channel 12.

Communication with Mooring personnel – “Harbour Boatmen” on VHF Channel 12

4. Call Signs

Aberdeen VTS

5. Arrival Procedures

The call identifier for Port of Aberdeen is "Aberdeen VTS". Participation in the VTS scheme is mandatory for all Vessels operating in the VTS area. Aberdeen VTS is manned 24 hours a day and operates on VHF Channel 12.

Vessels must submit the Port of Aberdeen Pre-Arrival form to Aberdeen VTS at least 24 hours before arrival confirming ETA, towage, any deficiencies etc.

Vessels should give 1hrs notice to Aberdeen VTS with deepest draught and any known deficiencies to ships equipment and request for a pilot if required. After this, the following reporting points are as follows:

- Reporting Point "India", 3 miles from the Fairway Buoy to request permission to enter the VTS control area.
- Reporting point "Bravo" in the vicinity of the fairway buoy or as instructed by VTS.

Prior to entering, the vessel should receive traffic clearance from VTS. In addition, vessels should have their anchors ready for use and fenders prepared for deployment if required.

6. Pilots

Free pilotage services are available for vessels participating in the Tall Ships Race and will be provided by Port of Aberdeen and is compulsory for all vessels except:

- Vessels under 60.00 metres in length;
- Vessels 60.00 metres in length to 74.99 metres which are fitted with at least one fully operational bow thruster unit; and
- Vessels moving from berth to berth with the permission of Aberdeen VTS

Notwithstanding the above, pilotage shall be compulsory for all vessels manoeuvring with the assistance of a tug or tugs.

7. Tugs

Free towage services for the Tall Ships event will be provided by the Towage Sponsor and approved harbour towage provider Targe Towing Ltd.



It is the responsibility of the vessel (or its appointed agent) to arrange towage services directly with the nominated towage provider. Due to high volumes of traffic, all requests should be made in advance to ensure availability, allow the port to coordinate timings, and facilitate the provision of a pilot.

For further details or to confirm towage arrangements, vessels should liaise with their appointed agent or contact Targe directly.

Targe Towing Ltd. Contact Details:

Call Targe office on the below numbers to make a booking.

Please provide a Pilot on Board (POB) time for arrivals and sailing time for departures.

Monday to Friday 0830 – 1700 - 01382 878136

Out of Hours - 07749 044106

All bookings are to be confirmed by e-mail to tareops@targetowing.co.uk

Towage Conditions

1. All towage and other services of whatsoever nature are conducted under the United Kingdom Standard Conditions for Towage and Other Services (Revised 2024).
2. The time included in the berthing, shifting and sailing rate is 2 hours from the time the tug is booked until the tug is dismissed.
4. To guarantee availability of towage out with normal hours, the tug(s) are to be ordered before the close of business on the previous working day or 1600 hours on Friday if for a weekend or public holiday;
5. Excludes all port costs if incurred.
6. Damage to tug's hawser, in excess of ordinary wear and tear, will be charged to the Hirer.
7. Towage Services are provided by Targe Towing Limited, an independent contractor for whose acts and omissions The Port of Aberdeen has no responsibility or liability.

8. Customs & Immigration



The Tall Ships Project team have been working to ensure that the arrival process is managed effectively and efficiently. To ensure that this process works for our guest Ships, Clarksons have been appointed vessel agents for the Tall Ships fleet in regard to Borderforce arrival documentation for Aberdeen.

As an official sponsor for the customs and clearing organisation of the Tall Ships event, Clarkson's will provide the following services free of charge:

- Customs clearance for all participating tall ships
- Immigration clearance for all participating tall ships
- All crew formalities will be offered free of charge, this will include letters of invitations for all on signing crew and sail trainees and also clearance for off signers to exit the UK

Travel Documents

To be able to travel, crew and sail trainees must bring the most current and appropriate travel documents. This is usually a passport, and sometimes a visa or a travel authorisation visa (ETA – see below). Please check which travel document you need for all countries visited during your journey. You should be able to find the latest information on the website of your country's ministry for foreign affairs. Finally, bring a photocopy or a picture of: - Your travel documents, - Insurance card, - Copy of the insurance policy.

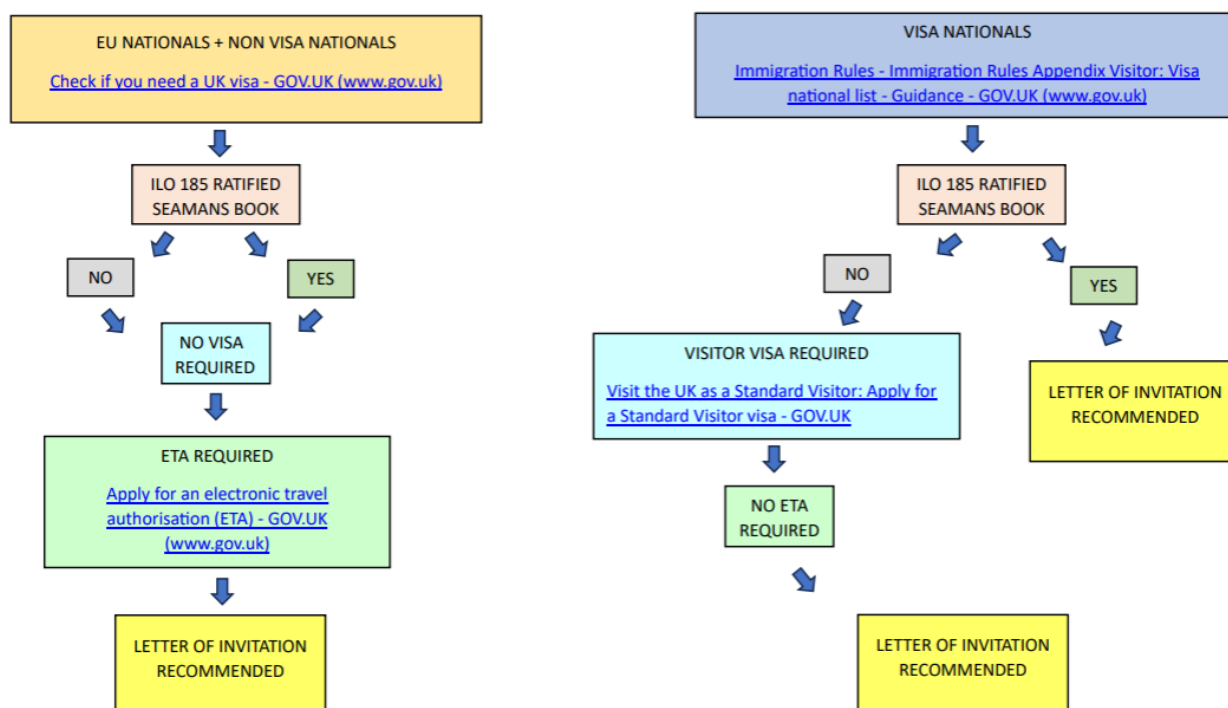
Important: ETA – a new travel authorisation scheme

All crew and all sail trainees entering the UK area from abroad, will need either a visa or an ETA travel authorisation. This will be done electronically and cost 10 GBP and this will be mandatory from 4th April 2025. You must check the information about ETA closer to the journey date, we recommend doing that at least 2 months in advance. To read more about ETA, click here [Apply for an electronic travel authorisation \(ETA\) - GOV.UK](https://www.gov.uk/apply-for-an-electronic-travel-authorisation).

Crew Exit / Entry Contact:

Crew Change Coordinator
Danielle Cooper
Crew@clarksons.com
Tel: +44 (0) 1224 211500

ARRIVING INTO ABERDEEN TO ATTEND TALL SHIPS



9. Fuel, Fresh Water & Electricity

All ship servicing and deliveries must be coordinated through the Ship Liaison Officer team in order to allow them to arrange and manage access to the event site.

All deliveries will only be permitted outwith event opening hours and within strict event curfew vehicle times that have been arranged in advance by the Ship Liaison Officer team.

Clarkson's will serve as a key agent for participating tall ships that wish to engage with a ship agent, offering support for various local requirements as needed to ensure comprehensive and efficient support for the participating vessels.

Agency Operations Contact:

Aberdeen Agency
aberdeen@clarksons.com
Tel: +44 (0) 1224 211500

9.1 Fuel

Marine Gas Oil (MGO) will be supplied by road tanker to the quayside. Deliveries will only be permitted within strict event curfew vehicle times. Please request this service through your supplier or Liaison Officer. Fuel will be charged directly to the ship from the individual suppliers.

Recommended Fuel Supplier as below:

Certas Energy

Telephone: +44 (0)1224 213132

certasenergy.co.uk

9.2 Potable Water

Free potable water will be available on all quaysides. Ship Liaison Officers will advise on your vessel arrangements. Please be as economical with your usage and requests as possible.

9.3 Electricity

Free electricity is available on the quaysides from temporary generator sources. Please ensure the type of connection and amperage required are communicated ahead of arrival. Please use landward electricity as economically as possible.

10. Waste Disposal & Pollution

Port of Aberdeen is committed to maintaining high environmental standards and ensuring responsible waste management for all visiting vessels, including Tall Ships. All waste, including general refuse, recyclables, hazardous materials, and sewage, must be disposed of in designated reception facilities in accordance with the Port Waste Reception Facility Regulations 2003 (As Amended). **Discharging waste into the harbour is strictly prohibited.**

Pollution prevention measures must be followed at all times, with immediate reporting of any spills to VTS channel 12. Bilge water and oily waste must be handled by authorised waste disposal services, organised through your agent.

Grey water discharge is not permitted in the harbour, and vessels must use shore-based facilities for disposal.

Sewage collection is to be requested through the Ship Liaison Officer team and ships' agent. **All servicing must be coordinated through the Ship Liaison Officer team.** This will be facilitated once the vessel is berthed, and it is deemed safe to do so from Aberdeen Event Team.

A free garbage/refuse collection will be provided for the visiting Tall Ships. Ships are required to separate waste into **two** separate waste streams:

- i) **Dry, Mixed Recycling (DMR).** ¹
 - (1) Recyclable materials includes:
 - (a) aluminium cans (non-contaminated)
 - (b) glass bottles (non-contaminated)
 - (c) plastic (non-contaminated)
 - (d) Paper (non-contaminated)
 - (e) Cardboard (non-contaminated)
 - (f) textiles (non-contaminated)

¹ Please note that "non-contaminated" waste is that which bears no sign or trace of food or drink residue.

(2) All recycling should be placed in clear bags and into Green skips on the quaysides. If clear bags are not available then DMR Waste can be emptied into the bins and the bags put into general waste.

ii) All other waste including International Catering Waste (ICW).

(1) Under UK Government guidance, Food and drink is not considered ICW until it is no longer intended for human consumption or has been mixed with food waste. For example, a carton of milk is considered ICW only when thrown away.²

(2) These items must be bagged separately and placed into the "Category 1" labelled skips at various locations on the quaysides. These skips are locked, the codes for which will be provided by the Liaison Officers and will be changed every 24 hours.

11. Fenders & Gangways

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

If required, these should be procured through the vessel's agent. All Gangways should not extend more than 5 metres onto the quayside and should be angled or articulated to minimise blocking the flow of spectators along the quayside. **This is critical to the success of the event.**

All ships shall assume responsibility for the use and monitoring of the fenders for the duration of the vessels stay in port.

12. Emergency Procedures in Port & Security

As per the Port of Aberdeen's Emergency Response Plan. All vessels must be prepared to respond to onboard incidents effectively. In the event of any onboard emergency, vessels must immediately contact Aberdeen VTS on VHF Channel 12.

13. Liaison Officers & Liaison System

Aberdeen's Chief Liaison Officer (CLO) is **John Lang** who can be contacted at:

Email: j-lang@tallshipsaberdeen.com

Mobile number: +44 (0)7702910029

John will be based in the Aberdeen Event Centre headquarters with our two Deputy Chief Liaison Officers on an on-call basis.

All Ships will have a dedicated Liaison Officer (LO) and they will greet Ships upon arrival at the berth in Aberdeen.

Your CLO and the LO volunteer team are committed to providing full support to you and your crew during your visit to Aberdeen. They will brief you on all activities, assist you in locating them, support your travel to and from the ship on crew change day, and help with any ship servicing or technical support needed.

Please note: All ship servicing and deliveries must be coordinated through the Ship Liaison Officer team. All deliveries will only be permitted out with event opening hours and within strict event curfew vehicle times that have been arranged in advance by the Ship Liaison Officer team.

The Liaison Officers will be in touch with Captain's via email before arrival in port to introduce themselves and enquire if you have any needs on arrival.

² <https://www.gov.uk/guidance/handling-and-disposing-of-international-catering-waste>

14. Ships' Mail

Your Liaison Officer will deliver mail directly to the ship on a daily basis.

Incoming mail should be addressed to:

Name of Person
Name of Ship
Care of: Tall Ships Races Aberdeen 2025
Regent Centre
Regent Road
Aberdeen
AB15 5NS
UK

Outgoing mail can be handed to your Liaison Officer.

15. International Ship & Port Security (ISPS)

Port of Aberdeen is an ISPS-compliant port, and all SOLAS Compliant vessels of 300gt and above must submit a CERS Workbook at least 24 hours before arrival, detailing ETA, last 10 port calls, and security level.

The latest version is available from <https://www.gov.uk/government/publications/the-cers-workbook> or by contacting the MCA at cers3@mcga.gov.uk. Completed workbooks should be sent to the vessel's agent/VTS for uploading into Port of Aberdeen's Marine Navigational Safety Management System at least 24 hours before arrival.

All vessels are responsible for their own security arrangements.

For further guidance, contact your local agent or the Port Facility Security Officer (PFSO) before arrival.

Email: pfs0@portofaberdeen.co.uk

SECTION 5

KRISTIANSAND

WEDNESDAY 30 JULY - SATURDAY 2 AUGUST 2025

1. Charts & Publications

Norwegian chart no. 009 and harbour chart no. 459

2. Tides & Tide Times

There are no significant tidal variations to consider here, with an average tidal difference of approx. 20 cm.

3. Frequencies & Radio Communications

VHF channel 12 is the ports principal operations frequency.

VHF channel 69 will be used for mooring operations during this event.

Port duty phone: +47 970 90 504

4. Call Signs

Port of Kristiansand

5. Arrival Procedures

The national mandatory reporting system Safe Sea Net must be used to enter Norway. All information must be submitted minimum 24hrs prior to arrival.

6. Pilots

On request free of charge via Safe Sea Net. Follow boat will be available and we encourage smaller vessels to use these.

7. Tugs

Tugboats and assistance vessels will be provided free of charge to all ships participating in the event. We strongly encourage and prefer that all participating vessels contact us in advance if they wish to use this service.

8. Customs & Immigration

Regarding Customs & Immigration, this must be handled through an agent. Both we and the Norwegian authorities require all vessels to submit a "SafeSeaNet" notification, which must also be processed through an agent.

9. Fuel, Fresh Water & Electricity

9.1 Fuel

Port of Kristiansand does not have its own fuelling facility, but refuelling is possible via tank trucks or bunker vessels that can come alongside.

9.2 Fresh Water

Freshwater supply will be available at all piers used during the event. We can arrange this on short notice, but if vessels already know in advance that they will require freshwater, we appreciate being notified as early as possible.

9.3 Electricity

We are equipped to provide shore power to all vessels; however, this depends on receiving advance notice of each vessel's specific requirements for voltage, amperage, and frequency (Hz). If a vessel plans to connect to shore power, we must be informed in advance.

10. Waste disposal & Pollution

Waste management in the commercial port will be carried out using trucks. At specific locations, waste containers for the most common fragments of waste will be provided at strategic points and emptied daily. Ships should use provided garbage bags, and crew members are responsible for bringing these bags to the designated waste containers. For larger quantities, please contact:

trafikk@kristiansand-havn.no

Sewage (Black water)

Vessels requiring disposal of sewage (black water) must inform Port Authority well in advance. Disposal will take place during nighttime hours using a tank truck, as there are no dedicated sewage reception facilities available at the event piers. For inquiries regarding sewage disposal, please contact:

trafikk@kristiansand-havn.no

You will have to notice of amount and types of waste your agent before arrival. All vessels will have to fill in waste disposal pages on their captain's manual.

Regulations strictly prohibit the discharge of oily mixtures into the water. Any vessel responsible for or observing such pollution must immediately report all relevant details to the Port Authorities and inform the Liaison Officer.

11. Fenders & Gangways

All vessels are expected to provide their own fenders and means of access to the shore. If a vessel requires additional fenders, please be in contact with your local agent. The Host port does not have the possibility to provide fenders.

If the vessel requires an additional gangway, please be in contact with your local agent.

12. Emergency Procedures in Port & Security

Norway's national emergency numbers are:

- **110** for fire and rescue services (fires and accidents)
- **112** for police (crime, accidents, emergency situations)
- **113** for medical emergencies (ambulance, health-related issues)

If you are unsure which number to call, choose one; the emergency centers work closely together.

The pan-European emergency number **112** also works across Norway and throughout Europe, regardless of the type of emergency.

Please report any possible incident to the Harbor Centre.

The host port will have an event security organization and security personnel working 24 hours throughout the event. Further details are to be found in the Captain's Manual.

13. Liaison Officers & Liaison System

Chief Liaison Offices

Bjørnar Rimereit

Mobile: +47 922 27 836

Email: bjornar.rimereit@kristiansand-havn.no

A Liaison Officers' Organization has been established to support you during your stay. Shortly after arrival at your designated berth in Kristiansand, your assigned Liaison Officer (naval reservists and/or volunteers) will visit your vessel to offer their assistance. They will be available every day and will check in aboard daily. More details about the Liaison Officer System can be found in the Captain's Manual.

14. Ships' Mail

Kristiansand kommune,

PO-Box 4,

4685 Nodeland,

Norway

15. International Ship & Port Security (ISPS)

No quaysides or areas of the event are classified as an ISPS area during the event.

SECTION 6

ESBJERG

WEDNESDAY 6 AUGUST - SATURDAY 9 AUGUST 2025

1. Charts

The Port and the approaches are described in various publications, i.e. "Guide to Port Entry" and "Den danske Havnelods".

Seacharts:

Danish No. 95 Graadyb (INT 1451), No. 60 Nordsoen, Fanoe to Sylt and No. 61, Nordsoen, Blaavandshuk to Fanoe.

2. Tides

Usually, the tidal range at the port is between 1.3 and 1.7 meters but strong westerly winds may cause the water level to increase by up to 2 meters and strong easterly winds may lower the water level by about 1 meter.

The tidal current is strongest at mid-tide and sets across the entrances to the harbour 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.

Astronomically 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. LAT
4 th of August 2025	10.54 and 23.27	Water level at high water ranges between 1,7 and 1,9 meters. At Low Water between 0,2 and 0,4 meters
5 th of August 2025	12.05	
6 th of August 2025	00.52 and 12.16	
7 th of August 2025	02.03 and 14.16	
8 th of August 2025	02.59 and 15.06	
9 th of August 2025	03.48 and 15.49	
10 th of August 2025	04.29 and 16.27	

3. Frequencies

See the chart below for the communication channels used in Esbjerg and adjacent waters during The Tall Ships Race 2025. All channels are VHF channels.

Purpose	VHF Channel
Distress	16
All ships outside the fairway calling Port of Esbjerg	12
TSR 2025 Participants in the fairway	12

TSR 2025 Participants entering Trafikhavnen	12
TSR 2025 Participants entering Dokhavnen and Sønderhavn	12
The Tall Ships Fleet internal between ships when berthed	72
Departure and Tall Ships Parade	14
Pilot	12/13
Tugs and mooring assistance	12/13

4. Call signs

The call sign is Esbjerg Port Control.

Esbjerg Port Control operates around-the-clock and is called in accordance with the communication procedures described in this handbook. The port is open around the clock and there are no restrictions on times of arrival or departure.

5. 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.

When approaching Esbjerg, ships will have to navigate through the 8-9 nautical miles long partly dredged fairway. The fairway is 200 meters wide, well-marked with light buoys and leading lights. The depth in the fairway is a minimum of 9.5 to 12.2 meters (LAT).

Depths refer to Lowest Astronomical Tide (LAT). Depths in chart 95 (INT 1451) also refer to LAT.

Merchant ships requesting anchorages are normally directed to positions 1-2 nautical miles W-NW of the Graadyb fairway buoy.

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 2025 must listen and communicate on VHF channel 12.

Danish Maritime Authority Departmental Order 556 from 10th May 2022 (Navigation in certain Danish waters) is in force with the following supplements:

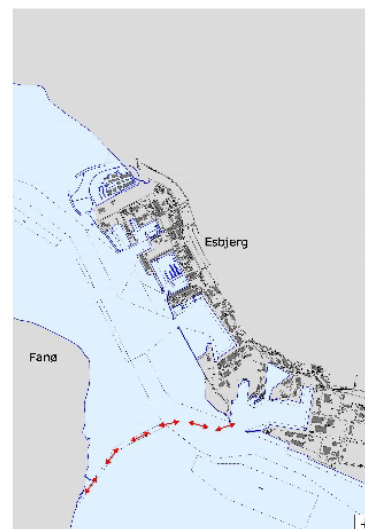
- If two approaching vessels cannot pass each other without danger the inbound vessel must wait.
- If two vessels cannot pass each other without danger the vessel that will depart from the pier shall wait with departure until a ship sailing in the channel has passed, regardless of if it is inbound or outbound.

There is no VTS in force in Graadyb fairway, but a Position Report System is established for merchant and fishing vessels. The Position Report System does not apply to participants in The Tall Ships Race 2025.

The Port of Esbjerg monitors electronic sea charts with ships AIS data of the fairway and the harbour.

Ferry between Esbjerg and Fanø

The ferry between Esbjerg and the island of Fanø calls some 15.000 times per year. The ferries (Grotte, Menja and Fenja fig.1) depart from Esbjerg (Sønderhavn) and respectively Fanø every 20 minutes during daytime. The ferries use VHF channel 12 and the route is shown with red arrows on fig. 2.



6. 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 Simplex.

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 2025, who have requested a pilot.

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

7. Tugs

Two tugs are available: two of approx. 3.000 BHP.

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 2025, who have requested tugs. This includes one free assistance inbound and one free assistance out of the port.

8. SafeSeaNet and Immigration

Under EU regulation 2017/458 all vessels must be registered with and use SafeSeaNet when entering Denmark.

SafeSeaNet:

To gain access to the Danish SafeSeaNet, please see below instruction:

- Fill out this request form: <https://www.forsvaret.dk/globalassets/fko---sovarnet/svk/dokumenter/safeseanet/anmodningsskema-til-oprettelse-i-ssn---dkuk.docx> and send it to Safeseanet@safeseanet.dk no later than 8 days before arrival.
- A password and username will be sent to you by e-mail.
- If you have logged in before, the login is still active. You will only need to reset the password.

How to use SafeSeaNet:

Log in to SafeSeaNet and upload the required data latest no later than “month date year” - prior to arrival Esbjerg. Data can be uploaded in two ways:

- enter the data manually in SafeSeaNet or
 - use the attached excel sheet (see link to instruction below)
1. Latest 1 hour after arriving in port of Esbjerg, log in to SafeSeaNet again, and insert actual time of arrival (ATA). The report will then change status to completed.
 2. Before departure, log in to SafeSeaNet and create a departure report.
 3. Latest 1 hour after departure from port of Esbjerg, log in to SafeSeaNet again, and insert actual time of departure (ATD). Report will then change status to completed.

Instructions can be found here:

<https://www.forsvaret.dk/safeseanet>

If you are in doubt about how to do, please contact safeseanet@safeseanet.dk

State and Navy vessels are not required to use SafeSeaNet. However all State and Naval vessel are required to notify South and Southern Jutlands Police of those who are embarking or disembarking in Esbjerg, via E-mail sjyl-transfer@politi.dk and sjyl-uka@politi.dk.

State and Navy vessels are required, no later than 4 weeks prior to the arrival, to have applied for Diplo-clearance through their own respective embassies on Danish soil.

Passport control

The Danish National Centre for Foreigners (Nationalt Udlændinge Center/NUC) has decided that all participating ships in The Tall Ships Races should be processed in accordance with regulations for cruise ships. This means that the following must be observed:

Passport control for all individuals when embarking and disembarking, except for passengers commencing their “cruise” in a Danish port, where the destination is a Schengen port, outgoing inspections are not performed.

About disembarkation

1. Complete IMO list FAL 5 (for crew) and FAL 6 (for passengers & trainees) who are disembarking in Esbjerg. These are in Safeseanet.
2. Send lists to the local police (South and Southern Jutlands Police sjyl-transfer@politi.dk and sjyl-uka@politi.dk).

IMO lists can be found at the below link:

[FAL Forms and Certificates \(imo.org\)](https://www.imo.org/About/Pages/Forms-and-Certificates.aspx)

For individuals disembarking in Esbjerg, passport control will be performed upon arrival at Port Esbjerg.

Contact with the local police

The police can be contacted directly by phone on **(+45) 114** – ask for Esbjerg Department (DK Postal No. 6700).

Customs

All customs documents are to be handled via Danish SafeSeaNet.

Customs Esbjerg

The customs can be contacted by phone on (+45) 72 37 61 60 or mail by toldesbjerg@toldst.dk.

9. Bunkering/Fuel

All vessels requiring fuel oil must call the supplier Malik Energy at [+45 96313910](tel:+4596313910). The supplier will deliver the fuel by bunkerboat or lorry.

Gas

The exchange of gas bottles can be arranged through the LO system.

Gas bottles will be delivered with Danish attachment system. Payment to be arranged through the LO.

A gas technician is available to shift to Danish regulators, if practically possible. Payment by credit card or in Danish Kroners.

10. Fresh water and electricity

Fresh water will be available for free at the berths.

The ships at the pontoons at quay 307-309 on Østre Dokkaj will be provided with water outlets and water hoses for self-service deliveries. All other berthing locations must fill out the Water Request Form to be found in the Captain's Manual, and the form must be handed to your LO upon arrival.

Water will be supplied by the local water supplier in the mornings between 06:00 and 09:00.

Please use seawater for deck washing.

Electricity

Trafikhavn:

Please use the available shore power.

Dokhavn:

Please use the available shore power, which will also be available for ships berthing at the pontoon.

11. Waste

Blue garbage sacks will be distributed upon arrival. The blue garbage sacks must only be used for food and general waste. 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. It will be possible to use a recycling station for the disposal of recyclable and hazardous waste.

12. Sewage, bilge water and sludge oil

Sewage

If your sewage tank needs emptying, please fill in the form in the back of this 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. Please help us take good care of our clean water in the harbour. We appreciate your help!

13. Fenders and gangways

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

14. Emergencies

National Emergency: 112

Please inform your Liaison Officer who will then report the incident to the Communication Centre and the Port Committee.

City Police: 114

Police Station, Kirkegade 76, 6700 Esbjerg and +45 7611 1448.

Emergency ward at the hospital: +45 7011 0707

Only by previous appointment/call.

Hospital:

Sydvestjysk Sygehus, Finsensgade 35, 6700 Esbjerg

15. Liaison system

All ships will be met by their Liaison Officer upon arrival.

Liaison Officers are dressed in orange and are easily recognizable in the event area. They will be at your service every day and will visit your ship 2-3 times daily. You can call the Liaison Officer when needed. They will assist you and do their utmost to ensure that your stay in Esbjerg is as pleasant as possible.

Please remember that Liaison Officers are volunteers who are using their spare time to help you and share a nice experience with you. Please welcome them warmly.

LO centre

Vestre Dokkaj 1
6700 Esbjerg
+ 45 21870 0283

Chief Liaison Officer Michael Rühle
Deputy Chief Liaison Officer Julie Normann

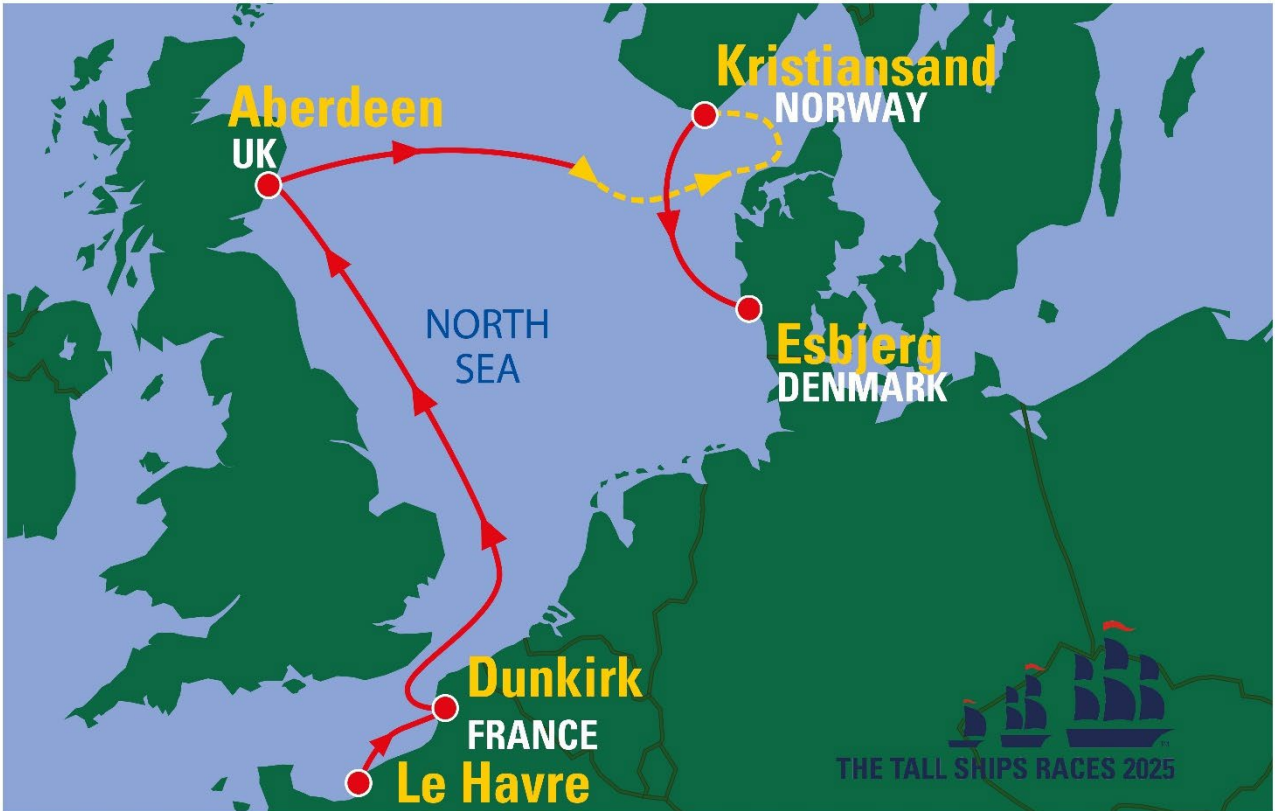
16. Vessels' mail

Incoming mail:

Name of individual
Name of vessel
Tall Ships Races Esbjerg
Torvegade 74
DK - 6700 Esbjerg

Outgoing mail:

Via Liaison Officers.



Sail Training International contact numbers and emails:

Office +44 (0)23 9258 6367
email office@sailtraininginternational.org

Magda Makowska Race Director
mobile +48 501 025 799
email magda.makowska@sailtraininginternational.org

Laura Blyth-Brown Race Office Manager
mobile +44 (0)7727 647 947
email laura.blythbrown@sailtraininginternational.org



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