



Cruising Guide to the Netherlands

5th Edition 2010
ISBN 978 184623 185 8



Supplement No.5

Supplement date: December 2014

Caution

Every effort has been made to ensure the accuracy of this supplement. However, it contains selected information and thus is not definitive and does not include all known information on the subject in hand. The author and Imray Laurie Norie & Wilson Ltd believe this supplement to be a useful aid to prudent navigation, but the safety of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.

With the increasing precision of modern position fixing methods, allowance must be made for inaccuracies in latitude and longitude on many charts, inevitably perpetuated on some harbour plans. Modern surveys specify which datum is used together with correction figures if required, but older editions should be used with caution, particularly in restricted visibility.

This supplement contains amendments and corrections sent in by a number of cruising yachtsmen and women, in addition to those culled from official sources such as *Notices to Mariners*.

Note where lights have been modified in this text do please remember to alter them on the appropriate plan.

This supplement is cumulative and information added since the last supplement is marked in blue.

Author's caution

It must be emphasised that none of the charts, plans or sketch plans shown in this guide should be used for navigation, nor should they be in any way considered as substitutes for the official charts and other nautical reference materials which every vessel is obliged by international law to have on board.

Page ix International Waterway signs

Third row of 'Warning signs (Red)': Headings of signs Nos 7 and 8 should be swapped around.

Other signs

Fifth from left: 'side turning' (insert a 'g' at the end).

Other signs, last line

Fourth sign from left (junction): insert closing parentheses at end of word.

Page 13 Waterlmanak sub heading

Spelling mistake: Insert an 'a' to spell Wateralmanak.

Page 15 Left Hand Column

Add the following sub heading and text immediately before Formalities and regulations

ANWB Route Planning Chart

A recent additional folding chart added to the ANWB list of waterways charts, *ANWB Waterkaart Nederland*, is an absolute must if you are planning extensive cruising through the Dutch inland waterways.

The chart covers the whole country and shows the following important features for such through-route cruising:

Maximum air draughts on through routes are clearly marked for six classes of vessels: up to 24m, 12m, 8.5m, 3.4m, 2.75m and 2.4m.

Open water routes are marked across such areas as the IJsselmeer, the Waddenzee and the various entrance estuaries.

Yacht havens with and without toilet waste disposal facilities.

Yacht havens and other places with fuelling stations.

Maximum depths in decimetres for low and high water levels are marked at varying points.

Opening railway bridges are marked with their official numbers.

Locks are marked.

This chart also includes a list of all the locks and non-railway opening bridges with their official numbers in order to reference the opening times and other detailed information in the ANWB's *Wateralmanak 2*.

Page 16 Left hand Column

Add the following sub-heading and text immediately before Speed Limits:

VHF and ATIS on the inland waterways

After several years of transition, many continental inland waterways, including those of the Netherlands, now require that your VHF radio must be ATIS (Automatic Transmitter Identification System) enabled, and on entering the waterways you should ATIS-activate the set. In the UK and within 14 miles of its coastal low waterline the set should be ATIS-deactivated. As a UK yachtsman visiting the Netherlands you need to check *well in advance* with your VHF dealer to see if your set is ATIS compliant and, if not, arrange for him to adapt it appropriately or supply an ATIS-compliant VHF set capable of being activated and deactivated for ATIS. You will then need to (a) contact Ofcom (website: <http://licensing.ofcom.org.uk>) to obtain an ATIS number (your MMSI number plus the prefix 9, making a 10-digit number) and a Notice of Variation to your ship radio licence (b) download a copy of the Basel Arrangement, detailing the rules for use of VHF on the inland waterways of the member countries, which you must have on board as well as your ship radio licence and operator certificate. From then on, when your VHF set is activated

in the inland waterways, every call you transmit will include your ATIS identification number.

The signatories to the Basel Arrangement are members of the Regional Arrangement Concerning the Radiotelephone Service on Inland Waterways, or RAINWAT. In case you wish to sail into other inland waterways beyond those in this book, there are 17 European signatories: Austria, Belgium, Bulgaria, Croatia, Czech Republic, France, Germany, Hungary, Luxemburg, Moldova, The Netherlands, Poland, Romania, Slovakia, Switzerland, Serbia and Montenegro. The UK, the Scandinavian countries, Spain, Italy, Greece and Russia are particularly noticeable by their absence from this list.

For further information on RAINWAT and ATIS consult the RYA website: www.rya.org.uk. For technical information on ATIS and VHF marine radio equipment another useful source is *Yachting & Boating World* (www.ybw.com) with expert advice on the subject by a marine radio specialist, Icom(UK).

Page 17 • Important sound signals

Change wording as follows:

- I am turning to starboard
- I am turning to port
- My engines are going astern

Buoys and marks

Last sentence, repetition of the word red. Replace to read 'several green and red horizontal bands...'

Page 24 Offshore approaches

Please note, it has been reported that in Dutch and Belgian waters it is not permitted to sail or motor through windfarms. The matter is being looked into by the Royal Dutch Yachting Association but new legislation is not expected before 2016 at the earliest.

Revised traffic separation schemes off the Netherlands coast wef 1.8.2013

Please see new plan at the end of this supplement.

Page 63 Dordrecht

Railway bridge (ht 10·17m closed) not 5·6–6·3m.

Bridge service hours (as at August 2010) Daily: 0617, 0917, 1117, 1317, 1517, 1800, 1917, 2016, 2316

Saturday/Sunday/holidays 29/3–1/11: 0817, 1017, 1217, 1417, 1617, 2016, 2217

Page 64 Nieuwe Haven

It has been reported that to enter or leave the marina you must first call VHF ch 74 'Dordrecht Bridge Control' to request that the bridge at the entrance to the marina be opened. To contact the Nieuwe Haven Harbour Master call VHF channel 31, call sign 'Kondor', or ☎ 078 6 13 39 05. HM's office closed 1200-1300.

Page 115 Plan

Please note the updated plan below which now includes Amsterdam Marina. The marina can be contacted on VHF ch 31 or ☎ +31 20 63 10 767.



