

9.16.2A THE STAANDE MASTROUTE

The Standing Mast Route (SMR) which does not require masts to be lowered as there are no fixed bridges, can be a useful means of progressing, especially to windward, through the Dutch inland waterways when conditions at sea make this difficult or impossible. Inland the wind may be one or two Forces less and there is usually insufficient fetch to raise a bad sea. The open sea can always be regained at many points. It is a rewarding route and the added interest of progressing through the Dutch countryside and towns is a special bonus.

Pre-planning. To minimise delays at bridges and locks and to have a fair idea of your next night-stop, buy the ANWB Wasseratlas Staande Mastroute, from www.bookharbour.com £15.00; it contains detailed information in Dutch but the gist is clear. Michelin road maps give a broader 1: 200,000 perspective. The website: www.varendoejesamen.nl also provides a useful overview and up-to-date information regarding the route.

For the IJsselmeer see ANWB Wateralmanak, Vols 1 and 2 in Dutch.

An International Certificate of Competence (ICC) is required endorsed for Inland Waters, ie CEVNI.

The Route falls broadly into a northern and a southern part, divided by the IJsselmeer/Markermeer. From Delfzijl the Eemskanaal leads to Groningen, thence via the Reitdiep (river) to Zoutkamp and across the Lauwersmeer. Leave via Dokkumer Ee to Leeuwarden where the sea can be regained at Harlingen. If not, continue S past Sneek to enter the IJsselmeer at Lemmer. Cross via Enkhuizen to Amsterdam.

Getting through Amsterdam is complicated by severe restrictions on when bridges may open (due to heavy road/rail traffic). One option is a night convoy through the centre and suburbs. From Het IJ (9.16.19) enter the Westerkanaal near IJ2 buoy. Head SSW past Schiphol airport, Gouda and Rotterdam, thence to Dordrecht.

A simpler daytime option is to detour west via the Noordzeekanaal, turn south at Zijkanaal C through Haarlem and/or Leiden to resume the main route north of Gouda; thence via Rotterdam to Dordrecht.

S of Dordrecht enter Hollandsdiep at which point the SMR has virtually ended. Continue past Willemstad into Volkerak, thence across the Oosterschelde into Veerse Meer and down the Walcheren canal to Vlissingen.

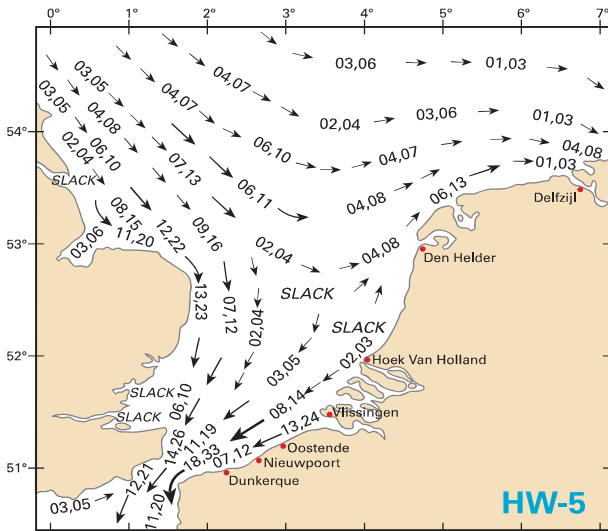
9.16.2B PASSAGE THROUGH OFFSHORE WIND FARMS

Passage through the following Offshore Wind Farms Luchterduinen, Egmond-aan-Zee, and Prinses Amalia Windpark is permitted but the following regulations must be strictly adhered to:

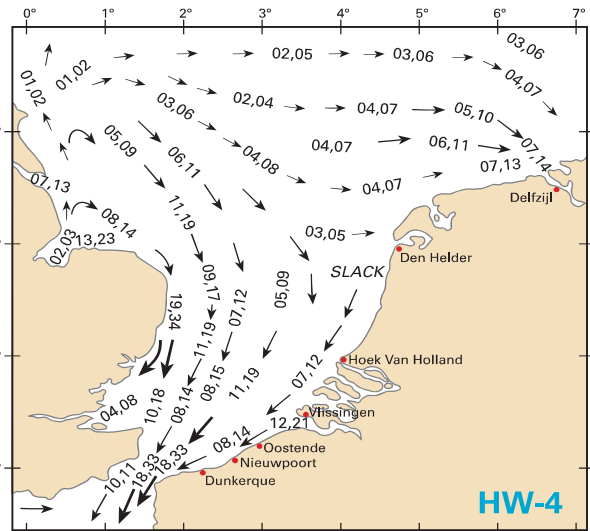
- Passage is only allowed between sunrise and sunset, loitering is prohibited.
- Maximum LOA 24 metres.
- VHF and AIS must be monitored during passage.
- Vessels must keep at least 50m from wind-turbines and 500m from transformer platforms.
- No anchoring or other contact with seabed is permitted.
- Fishing is permitted only by fishing rod.

Tidal streams

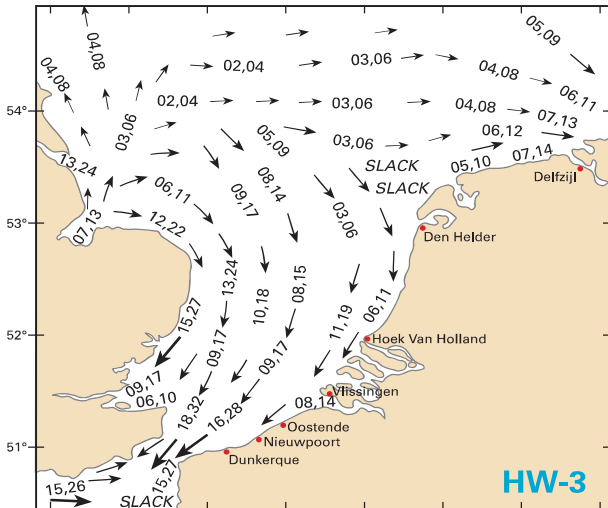
9.16.3 AREA 16 TIDAL STREAMS



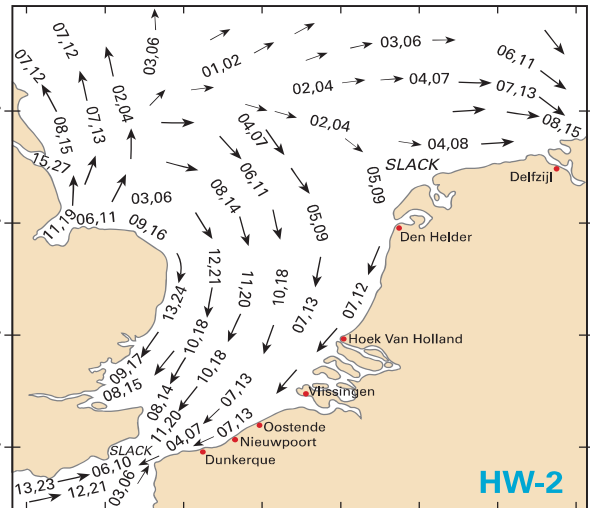
5 Hours before HW Dover (0420 after HW Hoek van Holland)



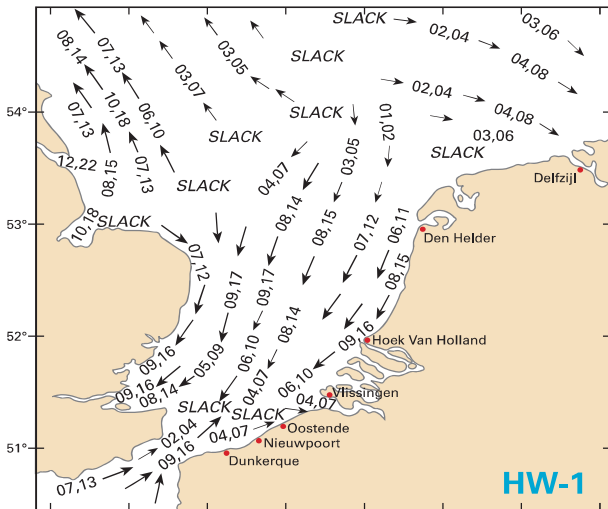
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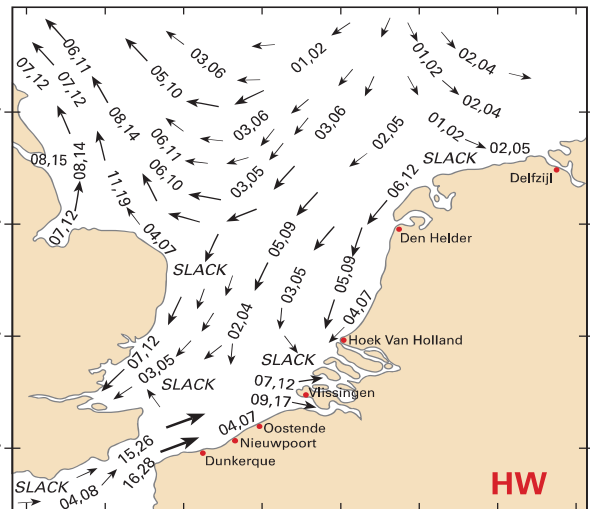
3 Hours before HW Dover (0605 before HW Hoek van Holland)



2 Hours before HW Dover (0505 before HW Hoek van Holland)



1 Hour before HW Dover (0405 before HW Hoek van Holland)

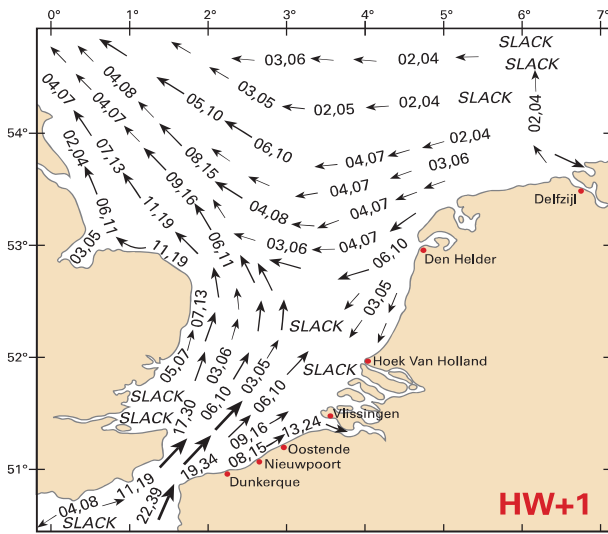


HW Dover (0305 before HW Hoek van Holland)

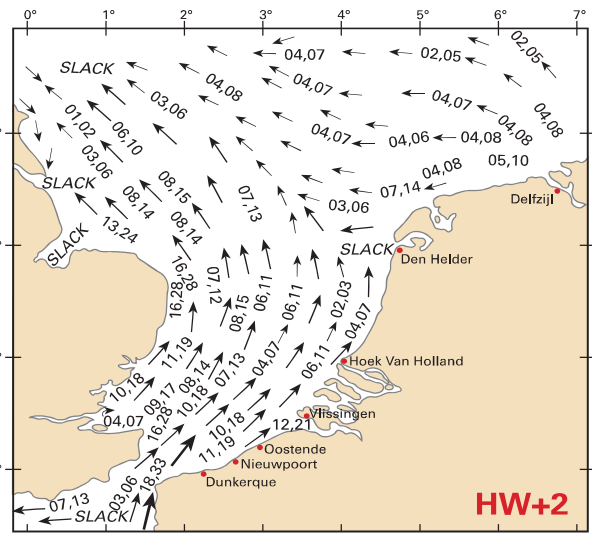
AREA 16 – Netherlands & Belgium

South-westward 9.17.3 North-westward 9.4.3 North-eastward 9.15.3

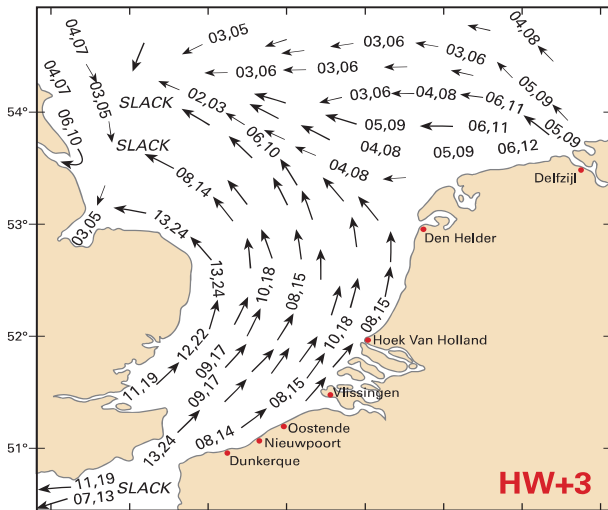
Netherlands



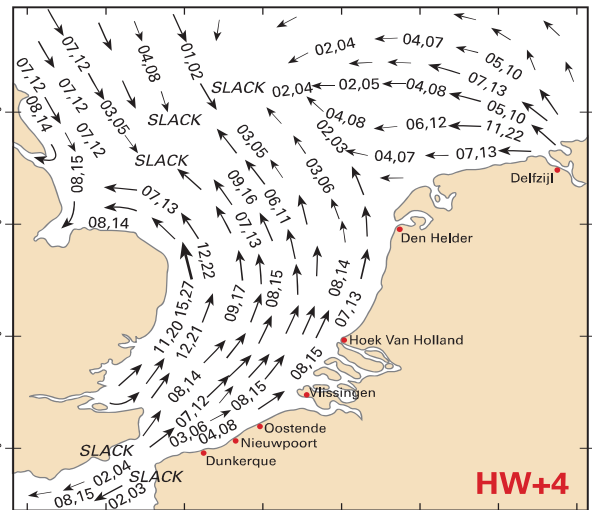
1 Hour after HW Dover (0205 before HW Hoek van Holland)



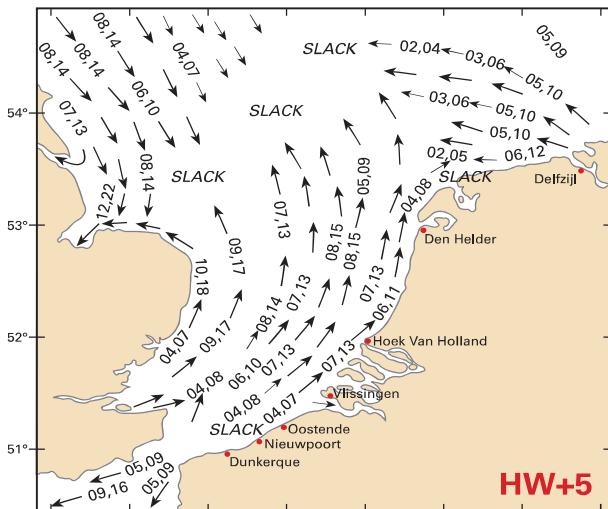
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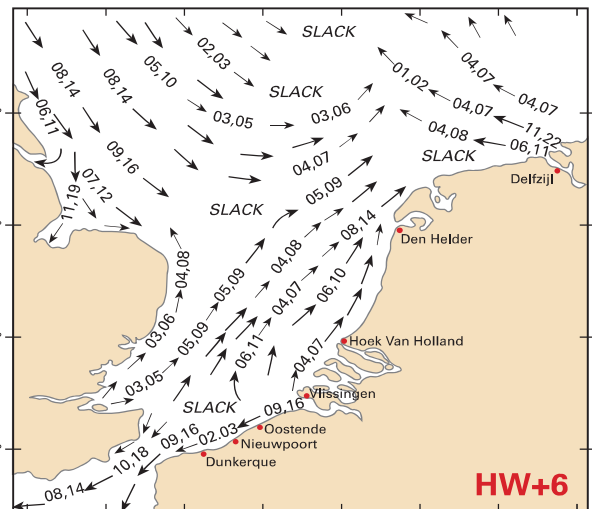
3 Hours after HW Dover (0005 after HW Hoek van Holland)



4 Hours after HW Dover (0055 after HW Hoek van Holland)



5 Hours after HW Dover (0155 after HW Hoek van Holland)



6 Hours after HW Dover (0255 after HW Hoek van Holland)