

Correctielijst op HP 1 - Editie 2020

The Netherlands Coast Pilot

Bijgewerkt op: 13-07-2023

BaZ-nummer	Hoofdstuk
2020	
244/20	-
2021	
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195/23	9.4.4, 9.4.4.1 & 9.4.4.2
218/23	14.4.4.1

Berichten Hydrografische publicaties / *Notices Hydrographic publications*

***244/20** VERSCHENEN HERNIEUWDE UITGAVEN.

Publicatie / <i>Publication</i>	Vorig BaZ / <i>prev. NL NM</i>	Itemnr. / <i>Itemno.</i>
HP 1 The Netherlands Coast Pilot	190/20	2

2 Boekwerk:

Op 24 augustus a.s. verschijnt de nieuwe editie van HP 1.

HP1 THE NETHERLANDS COAST PILOT.
Publicatiedatum: augustus 2020.
Hiermee vervalt de vorige uitgave van HP 1.

Nautical Publication:

On 24 August forthcoming the new edition HP 1 will be published.

*HP1 THE NETHERLANDS COAST PILOT.
Publication date: August 2020.
With the publication of this book the previous edition is withdrawn.*


Bron / *Source:* HYD; PNR 1807-2020-1.

Verbeterblad voor HP1 bij BaZ nr 17/21

Verwijder sectie 10.10.1 Scheveningen en vervang door:

Block for HP1 to NL Ntm 17/21

Delete section 10.10.1 Scheveningen and replace by:

10.10.1 Scheveningen	
Facilities	
Cargo	Fish, Off Shore support, passengers
Bunker	Fuel, Lubricating oil, Potable water
Repairing	Shore crane in the Marina, max. lifting capacity 20 Ton
Port reception	Oil waste, Garbage and Chemicals
Mooring	Tugboats and boatmen available
Restrictions	<ul style="list-style-type: none">■ Maximum speed 7 km/h;■ 1° Haven: Maximum LOA 145m and draught 8odm;■ 2° Haven: Maximum LOA 60m and draught 4odm;■ 3° Haven: Maximum LOA 120m and draught 4odm;■ Vessels coming from 1° Haven have right of way over vessels coming from 2e Haven.

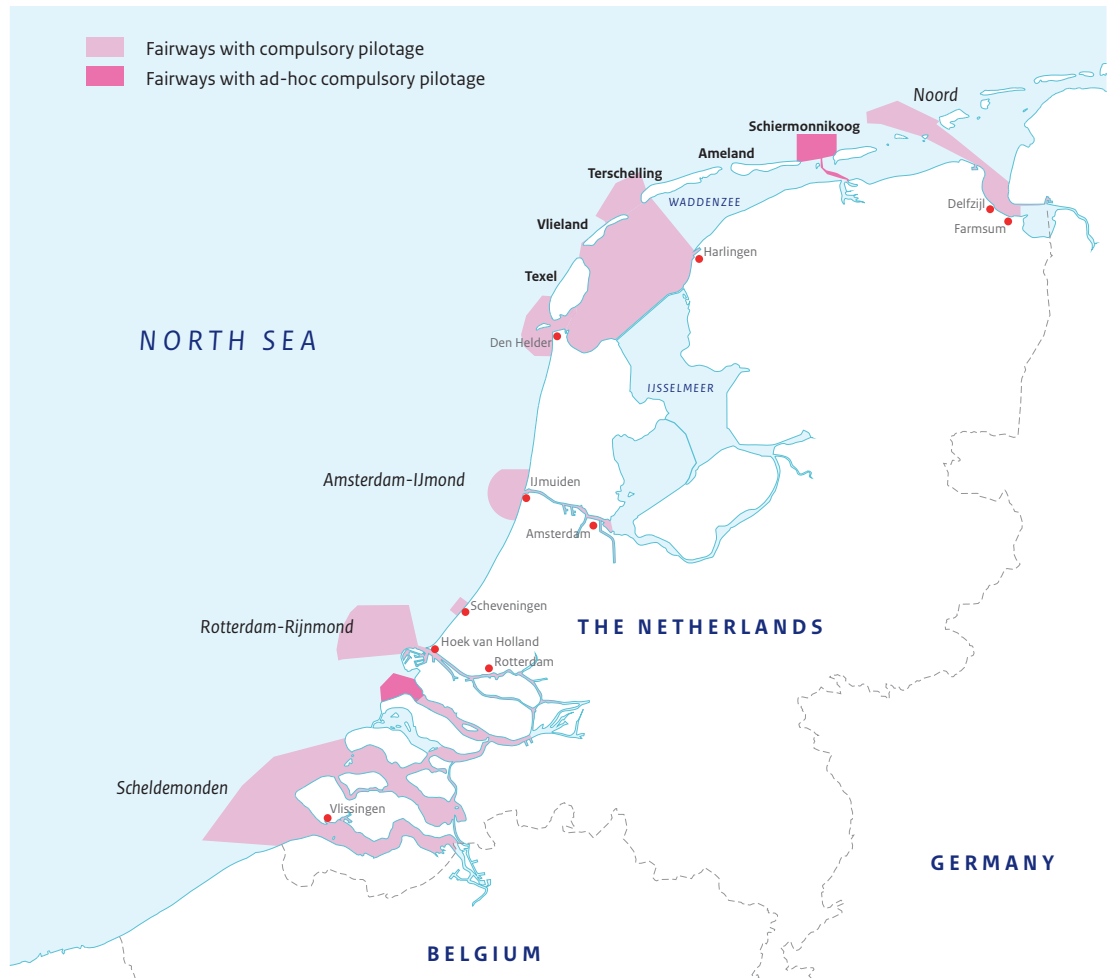
Verbeterblad voor HP1 bij BaZ nr 68a/21. Verwijder sectie 2.5.1 Introduction en vervang door:
Block for HP1 to NL Ntm 68a/21. Delete section 2.5.1 Introduction and replace by:

2.5.1

General

Pilotage is compulsory for the following regions:

- Region Noord: Delfzijl (incl. Oosterhornkanaal and Oosterhornhaven), Eemshaven and Eems Estuary, Terschelling estuary (Lauwersoog, Harlingen, West-Terschelling, Vlieland, Kornwerderzand and Den Oever);
- Region Amsterdam-IJmond: Approach IJmuiden, IJmuiden, Noordzeekanaal, Amsterdam and estuary of Texel (Den Helder, Den Oever, Oudeschild, Kornwerderzand);
- Region Rotterdam-Rijnmond: Scheveningen, Approach Nieuwe Waterweg; Maasmond, Nieuwe Waterweg, Breeddiep, Beerkanaal, Yangtzekanaal, Calandkanaal, Hartelkanaal, Nieuwe Maas, Koningshaven, Zuiddiepje, Noord, Rietbaan, Oude Maas, Spui, Beningen, Hollandsche IJssel up to the barrage at Krimpen aan de IJssel, Beneden Merwede up to Hardinxveld-Giessendam and Wantij, Dordtsche Kil, Krabbengeul, Mallegat, Hollandsch Diep west of Moerdijkbrug, Haringvliet, Vuile Gat, Krammer north of Krammersluizen, Zuid Vlije, Volkerak;
- Region Scheldemonden: Approaches to and River Scheldt, Ghent - Terneuzen Canal, Oosterschelde, Keeten, Mastgat, Zijpe, Krammer south of Krammer locks, Walcheren Canal, Zuid-Beveland Canal, Veerse Meer.



2.5.2

Exemptions compulsory pilotage

The following general exemptions to compulsory pilotage regulations are in force:

- Vessels performing maintenance or services such as tugs, dredgers, sludge-vessels and barges of up to a specific length, beam and draught. Unless these vessels are being used for different purposes when navigating on a designated fairway;
- Vessels passing through territorial waters without entering a Netherlands port;
- Vessels under the pilotage of an officer with a Pilot Exemption Certificate (PEC);
- Navy vessels;
- Pilot vessels, unless they are not being used for pilotage;
- Vessels of up to a length, beam and draught mentioned in the table on the next page.

Fairway	maximum length	maximum beam	maximum draught
Northern part of the Netherlands			
Westereems - Borkum	155m	25m	7m
Borkum - Eemshaven	95m	13m	7m
Delfzijl - Eemshaven/Borkum	95m	13m	6m
Approach Den Helder - Den Oever	75m		7m
Approach Den Helder - Kornwerderzand	75m		4m
Kornwerderzand - Harlingen	75m		2.5m
Harlingen - Vlierede	75m		6m
Rest Waddenzee	65m		2.5m
Amsterdam - IJmond			
All fairways compulsory to pilotage	75m		
Rotterdam - Rijnmond			
All fairways compulsory to pilotage	75m		
Scheveningen			
All fairways compulsory to pilotage	100m		
Scheldemonden			
All fairways compulsory to pilotage	80m		

2.5.3 Ad-hoc compulsory pilotage

Vessels with exemption to compulsory pilotage can be ordered by the authorities to make use of a pilot due to weather conditions or when special circumstances apply to the vessel, passengers and/or crew, cargo, traffic or fairway do occur.

2.5.4 Shore based pilotage (SBP)

2.5.4.1 General information

As a rule a pilot will board a vessel to perform his duties. In some cases, however this may not be possible, e.g.:

- Due to bad weather conditions;
- If the design of the vessel does not allow the pilot to embark offshore;
- Other extraordinary circumstances.

Unless the Harbour Master (Government) prohibits it, shore based pilotage will take place – in the above mentioned circumstances – by VHF but only on the sea-route (open water). In general a pilot will be able to embark the vessel once the vessel is inside. Mariners and Ship's Agents are advised to check Notices to Mariners and other publications on pilotage regularly to ensure that they have the latest possible information.

Masters of vessels compulsory to pilotage will be informed about alternative pilotage when 'normal' pilotage is suspended, as:

- Pilotage by helicopter;
- Pilotage from an alternative pilot platform (e.g. Swath vessel);
- Shore based pilotage;
- Waiting offshore (keep going, anchoring).

2.5.4.2 Masters obligations

- For the assessment of the request the master is asked by radio a number of questions regarding the manoeuvrability of his vessel, the equipment, means of communication and any details;
- During SBP all communication is held in the English or Netherlands language according to the IMO Standard Marine Communication Phrases;
- The master of a vessel which is not compulsory to pilotage can use the service of SBP on his own request when his vessel meets the admission policy;
- The master of a vessel must acknowledge all advice immediately, repeating all courses and speeds passed, and any other details on request;

- The master of a vessel must report immediately to the SBP-pilot when and in what way he deviates from advice given by the SBP-pilot;
- SBP is given until the pilot embarks the vessel and he takes over the advice on navigation;
- The masters acceptance of SBP is regarded as satisfying the requirements of pilotage.

2.5-5 Pilot Exemption Certificate (PEC)

2.5-5.1 General PEC

Pilotage is always compulsory for vessels carrying dangerous cargo. Exemption to compulsory pilotage depends on special qualifications of crew members on board as defined by the National authorities.

Upon the completion of a specialised training programme, a Pilotage Exemption Certificate may be granted to a master or mate. Normally this exemption is valid only for a specific vessel and route. A PEC can be limited depending on training and examination, as defined by the National authorities.

Category	Requirements	Modules*
PECA	3 port calls or 6 one-way voyages per year	1,2 and 3
PECB	6 port calls or 12 one-way voyages per year	1,2, 3, 4 and 5
PECC	12 port calls or 24 one-way voyages per year	1,2, 3, 4 and 5
PECD	18 port calls or 36 one-way voyages per year	1,2, 3, 4 and 5
Note	*Modules: Module 1: National and International rules and regulations Module 2: Language requirements Module 3: Training voyages and familiarisation Module 4: Local rules, communication procedures, regional topography, etc. Module 5: Practical examination (8 trips)	

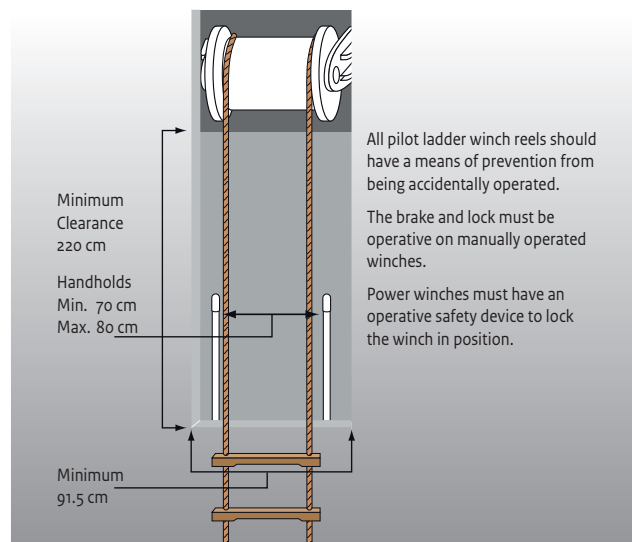
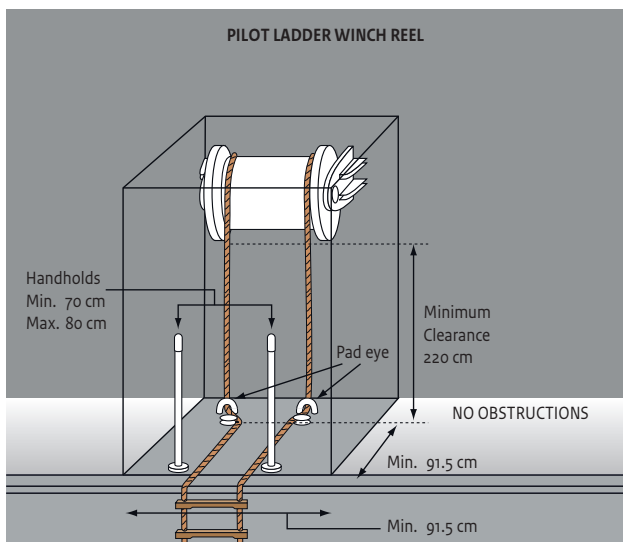
Every region has its own specialist training tailored to the needs of the port.

2.5-5.2 Special PEC

Smaller sea-going vessels: These vessels, with a maximum LOA of 115 metres and a height (keel to highest fixed point) of 18 metres are exempted from pilotage for the inland parts (river parts) of the designated fairways and up to 200NM from the coast. To obtain a PEC for a smaller sea-going vessel, modules 1 and 2 must be completed. There are no further requirements to maintain this licence.

LNG ship: tanker used for bunkering LNG.

2.5.6 Pilot boarding arrangements



Verbeterblad voor HP1 bij BaZ nr 82/21

Verwijder sectie 16.6.3.3 Enkhuizen, Naviduct Krabbersgat en vervang door:

Block for HP1 to NL Ntm 82/21

Delete section 16.6.3.3 Enkhuizen, Naviduct Krabbersgat and replace by:

Naviduct Krabbersgat			
Maximum vessel dimensions	LOA	Beam	Draught
	125m	12.5m	4.5m
Remarks	<ul style="list-style-type: none">Operational: Mon – Fri between 0600 – 2400; Sat – Sun between 0600 – 2200. Except from November 1st to March 31st, then Mon – Fri between 0600 – 2400; Sat –Sun between 0830 – 1730;Contact: see section 16.4.3 'Communication with locks'.		

Verbeterblad voor HP1 bij BaZ nr o85a/21

Verwijder sectie 6.5.1.1 Compulsory pilotage t/m 6.5.1.5 Signals when pilotage is suspended en vervang door:

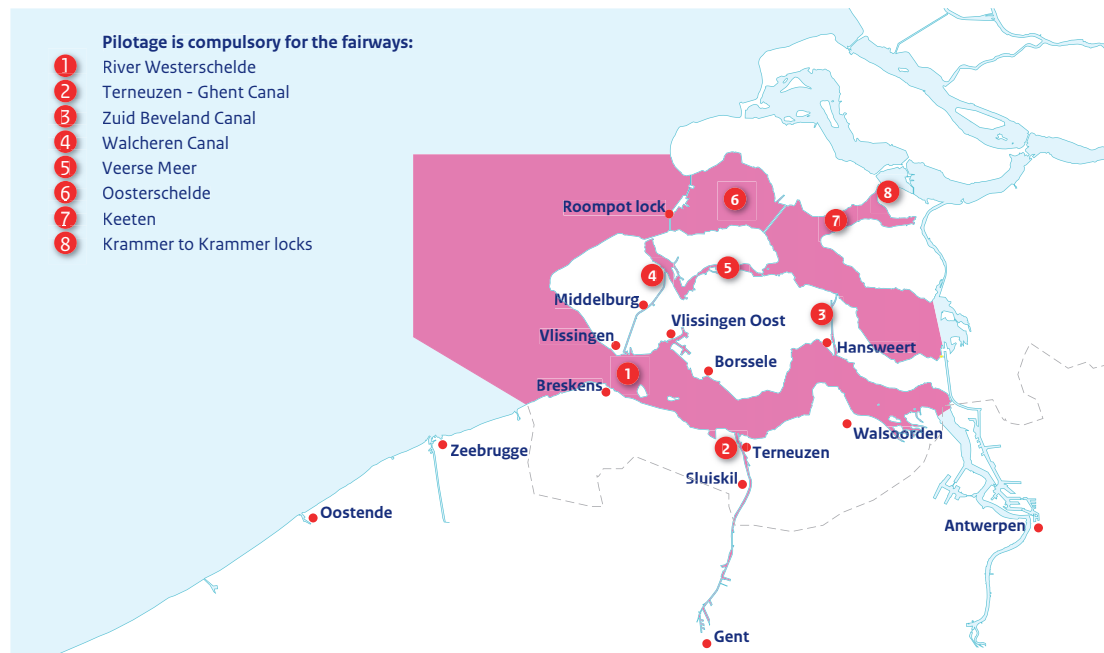
Block for HP1 to NL Ntm o85a/21

Delete section 6.5.1.1 Compulsory pilotage to 6.5.1.5 Signals when pilotage is suspended and replace by:

6.5.1.1

Compulsory pilotage

Pilotage in this region is compulsory for the following fairways:



6.5.1.2

Exemptions compulsory pilotage

See Chapter 2 – Navigation | Traffic Safety, section 2.5 – 2.6 ‘Pilotage’ (The Netherlands, Belgium).

6.5.1.3

Request for a pilot

See section 6.4.2 ‘Request for a pilot’.

6.5.1.4

Signals when pilotage is suspended

See section 6.9 ‘Signals’.

Verbeterblad voor HP1 bij BaZ nr o85b/21

Verwijder sectie **8.5.1.1 Compulsory pilotage** t/m **8.5.1.2 Request for a pilot** en vervang door:

Block for HP1 to NL Ntm o85b/21

Delete section **8.5.1.1 Compulsory pilotage** to **8.5.1.2 Request for a pilot** and replace by:

8.5.1.1

Compulsory pilotage

Pilotage in this region is compulsory / ad-hoc compulsory for the following fairways:



8.5.1.2

Exemptions compulsory pilotage

See Chapter 2 – Navigation | Traffic Safety, section 2.5 ‘Pilotage’ (The Netherlands).

8.5.1.3

Request for a pilot

See Chapter 9 – Zeegat van Hoek van Holland, section 9.4.2 ‘Request for a pilot’ and section 9.5.4.1 ‘Pilot vessel cruising stations’.

Verbeterblad voor HP1 bij BaZ nr 090a/21

Verwijder sectie **9.5.1.1 Compulsory pilotage** en vervang door:

Block for HP1 to NL Ntm 090a/21

Delete section **9.5.1.1 Compulsory pilotage** and replace by:

9.5.1.1 Compulsory pilotage
Pilotage in this region is compulsory for the following fairways:

Pilotage is compulsory for the fairways:

- 1 Nieuwe Waterweg Approach Area
- 2 Maasmond
- 3 Nieuwe Waterweg
- 4 Beerkanaal
- 5 Calandkanaal
- 6 Hartelkanaal
- 7 Breeddiep
- 8 Nieuwe Maas
- 9 Koningshaven
- 10 Hollandsche IJssel
- 11 Noord
- 12 Oude Maas
- 13 Dordtsche Kil
- 14 Spui
- 15 Beningen
- 16 Hollandsch Diep
- 17 Volkerak
- 18 Zuid Vlije

Verbeterblad voor HP1 bij BaZ nr 090b/21

Verwijder sectie **10.5.1.1 Ad-hoc compulsory pilotage** t/m **10.5.1.2 Request for a pilot** en vervang door:

Block for HP1 to NL Ntm 090b/21

Delete sections **10.5.1.1 Ad-hoc compulsory pilotage** to **10.5.1.2 Request for a pilot** and replace by:

10.5.1.1 Compulsory pilotage
Pilotage in this region is compulsory for the following fairways:

Pilotage is compulsory for the following fairways:

- 1 Scheveningen Approach Area

10.5.1.2 Exemptions compulsory pilotage
See Chapter 2 – Navigation | Traffic Safety, section 2.5 ‘Pilotage’ (The Netherlands).

10.5.1.3 Request for a pilot
See section 10.4.2 ‘Request for a pilot’

Verbeterblad voor HP1 bij BaZ nr 090c/21

Verwijder sectie 10.4.2 Request for a pilot en vervang door:

Block for HP1 to NL Ntm 090c/21

Delete section 10.4.2 Request for a pilot and replace by:

10.4.2

Request for a pilot

See Chapter 9- Zeegat van Hoek van Holland, section 9.4.2 'Request for a Pilot'.

Verbeterblad voor HP1 bij BaZ nr 090d/21

Verwijder sectie 11.5.1.1 Compulsory pilotage t/m 11.5.1.2 Exemptions and dispensations en vervang door:

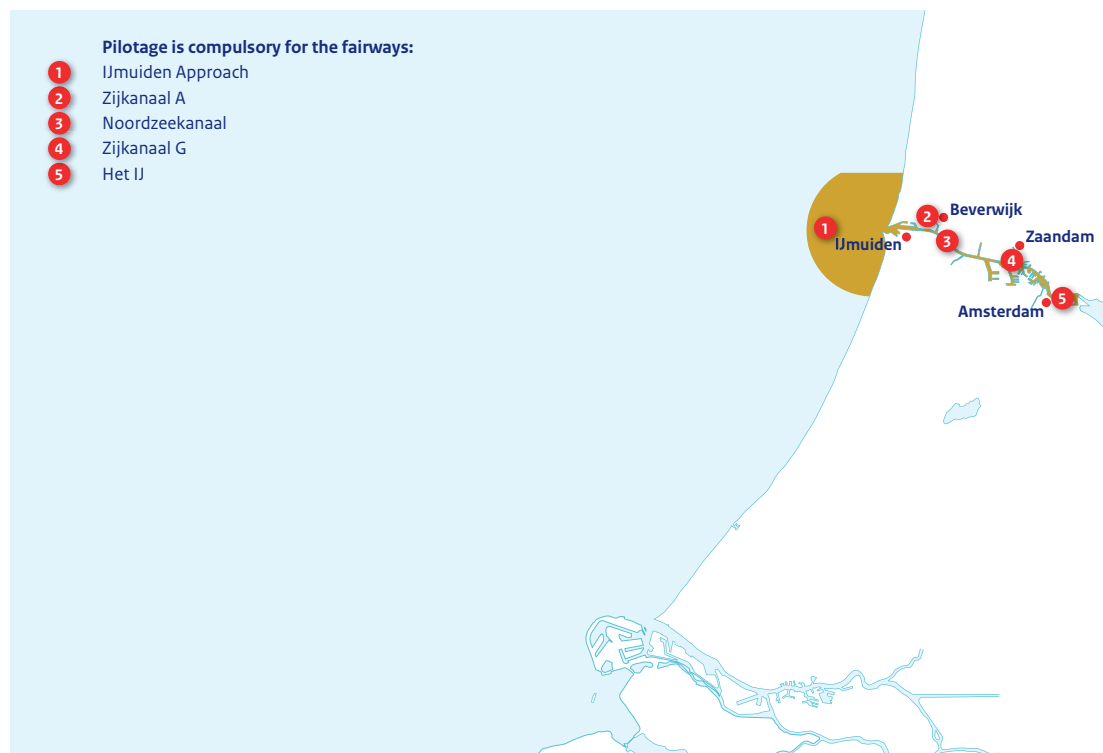
Block for HP1 to NL Ntm 090d/21

Delete sections 11.5.1.1 Compulsory pilotage to 11.5.1.2 Exemptions and dispensations and replace by:

11.5.1.1

Compulsory pilotage

Pilotage in this region is compulsory for the following fairways:



11.5.1.2

Exemptions compulsory pilotage

See Chapter 2 – Navigation | Traffic Safety, section 2.5 'Pilotage' (The Netherlands).

Verbeterblad voor HP1 bij BaZ nr 090e/21

Verwijder sectie **12.5.1.1 Compulsory pilotage** en vervang door:

Block for HP1 to NL Ntm 090e/21

Delete section **12.5.1.1 Compulsory pilotage** and replace by:

12.5.1.1

Compulsory pilotage

Pilotage in this region is compulsory for the following fairways:

- Pilotage is compulsory for the fairways:**
- 1 Approaches to Texel Rede
 - 2 Texel Rede
 - 3 Texelstroom
 - 4 Malzwin
 - 5 Visjagersgaatje



Verbeterblad voor HP1 bij BaZ nr 105a/21

Verwijder sectie 13.5.1.1 **Compulsary pilotage** en vervang door:

Block for HP1 to NL Ntm 105a/21

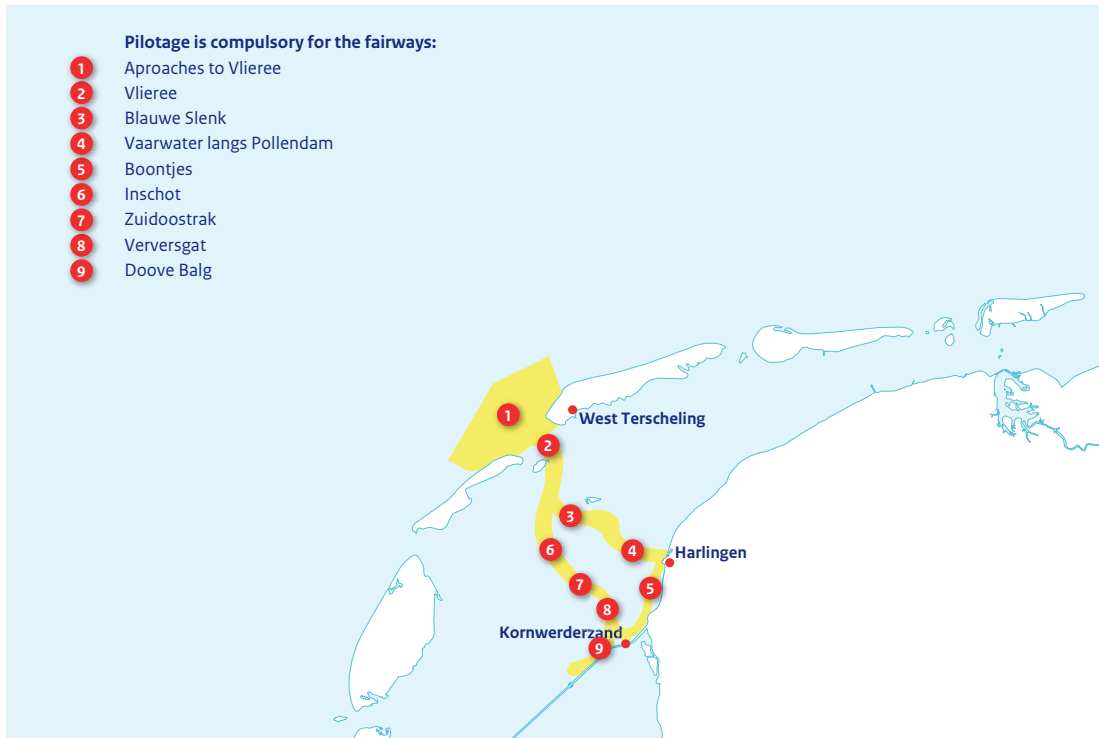
Delete section 13.5.1.1 **Compulsary pilotage** and replace by:

13.5.1.1

Compulsory pilotage

Pilotage in this region is compulsory for the following fairways:

- Pilotage is compulsory for the fairways:**
- 1 Aproxhes to Vlieree
 - 2 Vlieree
 - 3 Blauwe Slenk
 - 4 Vaarwater langs Pollendam
 - 5 Boontjes
 - 6 Inschot
 - 7 Zuidoostrak
 - 8 Verversgat
 - 9 Doove Balg



Verbeterblad voor HP1 bij BaZ nr 105b/21

Verwijder sectie 15.5.1.1 **Compulsary pilotage** t/m 15.5.1.2 **Exemptions and dispensations** en vervang door:

Block for HP1 to NL Ntm 105b/21

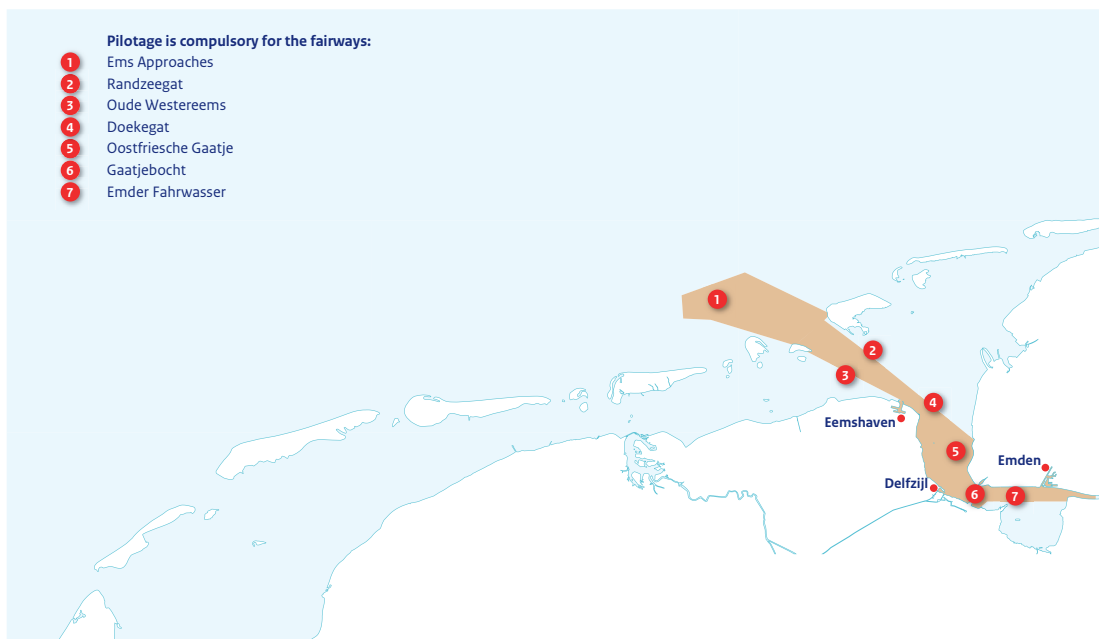
Delete sections 15.5.1.1 **Compulsary pilotage** to 15.5.1.2 **Exemptions and dispensations** and replace by:

15.5.1.1

Compulsory pilotage

Pilotage in this region is compulsory for the following fairways:

- Pilotage is compulsory for the fairways:**
- 1 Ems Approaches
 - 2 Randzeegat
 - 3 Oude Westereems
 - 4 Doekegat
 - 5 Oostfriesche Gaatje
 - 6 Gaatjebocht
 - 7 Emder Fahrwasser



15.5.1.2

Exemptions compulsory pilotage

See Chapter 2 – Navigation | Traffic safety, section 2.5 ‘Pilotage (The Netherlands)’.

Verbeterblad voor HP1 bij BaZ nr 105c/21

Verwijder sectie 14.5.1.1 Compulsory pilotage t/m 14.5.3.2 Boarding by helicopter en vervang door:

Block for HP1 to NL Ntm 105c/21

Delete sections 14.5.1.1 Compulsory pilotage to 14.5.3.2 Boarding by helicopter and replace by:

14.5.1.1

Compulsory pilotage

Pilotage in this region is ad-hoc compulsory for the following fairways:



14.5.1.2

Exemptions compulsory pilotage

See Chapter 2 – Navigation | Traffic safety, section 2.5 ‘Pilotage (The Netherlands)’.

14.5.1.3

Request for a pilot

See section 14.4.2 ‘Request for a pilot’.

14.5.2

Boarding arrangements

14.5.2.1

Boarding by pilot vessel

See Chapter 2 – Navigation | Traffic safety, section 2.5.6 ‘Pilot boarding arrangements’.

14.5.2.2

Boarding by helicopter

See Chapter 2 – Navigation | Traffic safety, section 2.8 ‘Helicopter shore to ship operations’.

Verbeterblad voor HP1 bij BaZ nr 124/21

Verwijder sectie 11.6.4.1 IJmuiden, IJmuiden Locks - Middensluis en vervang door:

Block for HP1 to NL Ntm 124/21

Delete section 11.6.4.1 IJmuiden, IJmuiden Locks - Middensluis and replace by:

IJmuiden Locks - Middensluis			
Dimensions Locks	Length	Width	Navigable depth
	202.4m	25m	
Maximum vessel dimensions	Length	Beam	Draught
	100m	15.0m	80dm
	145m	22.5m	80dm (with bowthruster)
Visibility	The locking of seagoing vessels with dangerous cargo which have to display the appropriate IMO signal, is generally still allowed with a minimum visibility of twice the ship's length, measured from the bow, on condition that the radar and communication equipment is operating correctly.		
Max. windforce	5 Bft. crosswind		
Special transports	Before entering the lock with special transports, permission must be obtained from the Lock master. special transports are: <ul style="list-style-type: none">■ a non or poorly manoeuvrable vessel;■ towed objects;■ vessels/objects with damaged parts;■ floating installations.		
Tugboat assistance	<ul style="list-style-type: none">■ available;■ All tankers loaded with inflammable liquids or gasses included vessels when empty and not gas-free unless they are provided with an inert atmosphere are compulsory to make use of tugboats;■ Vessels equipped with one or more properly working bow and stern thrusters may deviate from the laid down requirements, on and ad-hoc basis, after consultation between the pilot, master and lock master;■ Vessels with a controllable pitch propeller, azi- and fixed pods, diesel electric propulsion or with a gearbox are exempt from the obligation to make use of the assistance of a tug;■ Summer DWT over 10 000 (one or more stern tugs with pulling power of at least 20 tons).		
Boatmen assistance	available		
Note	For communication with locks see section 11.4. 4.4 'Communication locks'.		

on the banks and in the channel a heavy ground swell can be expected. It is not advisable to approach this channel during strong winds, during a falling tide or during gales. It is however possible to approach the Buitenhaven of Stellendam with a flooding tide after the tide did run for some time and the water level has risen considerably.

The Outer harbour of Stellendam is entered via the channels Slijkgat and Pampus. The harbour is only visible just after passing the Pg Lt buoy. Depths in the channels are liable to frequent changes. Buoyage in the channels are changed accordingly.

Note

Off Haringvlietsluizen (drainage sluices) strong currents may arise during sluicing. A distance of 300m from the scouring sluices should be kept. The area prohibited is marked by yellow can buoys. From 30 minutes before sluicing till the end of the sluicing period the sluicing signal on the 4 pillar heads is lit (3 red Lts in a triangle with their top upwards). An outgoing stream may occur in the approaching channel to the Outer harbour when the sluice situated at the SW corner, is opened.

8.6.3 Approaching via Hollandsch Diep

See Chapter 9 – Zeegat van Hoek van Holland, section 9.6 ‘Sailing directions’.

8.6.4 Main fairways Haringvliet

2 – From Goereese Sluis to Haringvlietbrug via Hitsertse of Vuile Gat

Leaving the Binnenhaven of Stellendam the main channel to Haringvlietbrug leads through Deltageul, Haringvliet (N of island Slijkplaat) and Hitsertse of Vuile Gat (N of island Tiengemeten).

The channels are well marked by buoys and Lt buoys and in places by sector and leading Lts.

3 – From Goereese Sluis to Haringvlietbrug via Haringvliet

Leaving the Binnenhaven of Stellendam the channel to Haringvlietbrug leads through Deltageul, Aardappelengat (S of island Slijkplaat) and Haringvliet (S of island Tiengemeten). The channels are well marked by buoys but unlit.

8.6.5 Locks

Goereesesluis			
Dimensions Locks	Length	Width	Navigable depth
	-	-	-
Maximum vessel dimensions	Length	Beam	Draught
	144m	15m	50dm
Visibility	-		
Mooring	-		
Tugboat assistance	-		
Boatmen assistance	-		
Operating hours	The lock operates 24h a day on weekdays until 2200 on Friday, but is restricted to 0800 - 2000 at weekends, and on Sundays only from November 1st to April 1st, to 0800 - 1000 and 1600 - 1800.		
Bridge	Movable bridges span the outer and inner lock gates. These bridges have vertical clearances of 14m and 5.4m respectively, when closed. The bridges are not operational when the windforce is more than 6-7 Bft.		
Note	For communication with locks see section 8.4.1.5 ‘ETA/ETD’.		

8.6.6 Bridges

8.6.6.1 Haringvlietbrug

Haringvlietbrug spans the E end of Haringvliet and is 1 150m in length. It is supported by 10 pilars, numbered from the S end and has a bascule bridge near its N end with through passage of 35m. Vessels passing through the fixed spans of the bridge should proceed beneath the spans which are indicated by yellow fixed lights, while fixed red lights indicate that passage is prohibited. Vertical clearance varies between 10.7m and 12.8m and is shown on unlit tide gauges adjacent to the spans.

8.7 Tidal information

8.7.1 Tidal curves

For the nearest tidal stations at Hoek van Holland and Euro Platform see Chapter 9 – Zeegat van Hoek van Holland, section 9.7.1 ‘Tidal curves’.

8.7.2 Tidal streams

The predictions in the table refers to HW Hoek van Holland.

Entrance Buitenhaven (Stellendam)		51°49.9'N 04°02.3'E	
Time	Direction	Spring Rate	Neap Rate
-06	132°	0.5 kn	0.3 kn
-05	129°	0.5 kn	0.4 kn
-04	131°	0.4 kn	0.4 kn
-03	136°	0.4 kn	0.4 kn
-02	136°	0.4 kn	0.4 kn
-01	174°	0.4 kn	0.3 kn
HW	182°	0.2 kn	0.2 kn
+01	152°	0.1 kn	0.1 kn
+02	337°	0.0 kn	0.1 kn
+03	049°	0.1 kn	0.1 kn
+04	328°	0.1 kn	0.0 kn
+05	123°	0.1 kn	0.1 kn
+06	134°	0.3 kn	0.1 kn

8.7.2.1 Cautions

- It is strongly emphasized that the stream atlases show averages, in direction and rate, of the tidal streams. There is a lot of diversity in the circumstances, which may cause severe deviations from averages. Therefore, tidal streams can never be predicted with absolute certainty;
- Depending on position and local bottom properties (e.g., channels, sand waves etc.), deviations in both direction and rate of the tidal stream may occur, especially at greater depths. This may have a notable effect on deep draught vessels. Unlike general expectations, the mean neap rates may be higher than the mean spring rates in some channels; this depends on their cross-sections in areas that lie above the momentary water level;
- In areas with banks the tidal stream pulls through the channels; the direction of the stream follows the bearings of the banks; after sufficient flooding the tidal stream will cross the banks;
- It is strongly emphasized that the chart of the lower reaches of the rivers (left hand pages) is not geographically exact. In general the scale of the width of the rivers is twice the scale of the length, hence neither graticule nor border graduation have been drawn;
- For the tidal rivers, the only important directions are upstream and downstream. Near basins, docks, tributary waterways, and similar waters, the tidal stream pattern may be complicated;
- Haringvliet sluices
 During extremely high Rhine-discharges of more than 6000 m³/s at Lobith, the Haringvliet sluices are fully opened; in that case, it is impossible to keep the discharge through the Nieuwe Waterweg at a constant level. During sluicing, strong currents may occur in the vicinity of the Haringvliet sluices.

Verbeterblad voor HP1 bij BaZ nr 208a/21

Verwijder sectie **9.4.1.1 Notification of dangerous goods** en **9.4.1.2 International Pollution Prevention Certificate** en vervang door:

Block for HP1 to NL Ntm 208a/21

Delete section **9.4.1.1 Notification of dangerous goods** and **9.4.1.2 International Pollution Prevention Certificate** and replace by:

9.4.1.1 Notification of dangerous goods	
Who	All vessels with a gross tonnage of 300 tons or more carrying dangerous goods.
To	Harbour Master Rotterdam via agent (www.portbase.com)
What	See www.portbase.com/en/services
When	As soon as possible after departure previous port.
9.4.1.2 Notification of health	
Who	All vessels arriving from foreign ports and passengers vessels always.
To	Harbour Master Rotterdam E-mail: porthealthauthority@portofrotterdam.com Fax: +31(0)10 252 1600
What	Maritime Declaration of Health
When	ETA – 24h at Pilot boarding point

9.4.1.3 Notification of waste	
Who	All vessels.
To	Harbour Master Rotterdam via agent (www.portbase.com)
What	Advance Notification Form for waste delivery to port facilities.
When	ETA - 24h Pilot boarding point
9.4.1.4 Notification of ship's security	
Who	All commercial vessels with a gross tonnage of 500 tons or more and passenger vessels.
To	Harbour Master Rotterdam via agent (www.portbase.com)
What	X6
When	ETA - 24h Pilot boarding point
Remarks	<ul style="list-style-type: none"> ■ Only vessels that are under way to a port or anchorage in the Netherlands as part of an international voyage; ■ The following vessels do not have to report: warships and troop transporting vessels - vessels without propulsion - wooden vessels with primitive construction - fishing vessels.
Note	See also section 9.4.3 'Explanation of codes'.
9.4.1.5 Customs	
Who	All vessels with a gross tonnage more than 300 tons.
To	Harbour Master Rotterdam via agent (www.portbase.com)
What	A - I - K - W
When	ETA - 24h at Pilot boarding point
Note	See also section 9.4.3 'Explanation of codes'.
9.4.1.6 Immigration	
Who	All vessels with a gross tonnage more than 300 tons.
To	Harbour Master Rotterdam via agent (www.portbase.com)
What	A - I - K
When	ETA - 24h at Pilot boarding point
Note	See also section 9.4.3 'Explanation of codes'.
9.4.1.7 Transit	
Who	All vessels, except vessels with a length of 20m or less, which are located in the VTS areas.
To	Traffic Centres
What	A - D - X5
When	When crossing a VTS sector boundary.
Remarks	See also section 9.4.3 'Explanation of codes'.

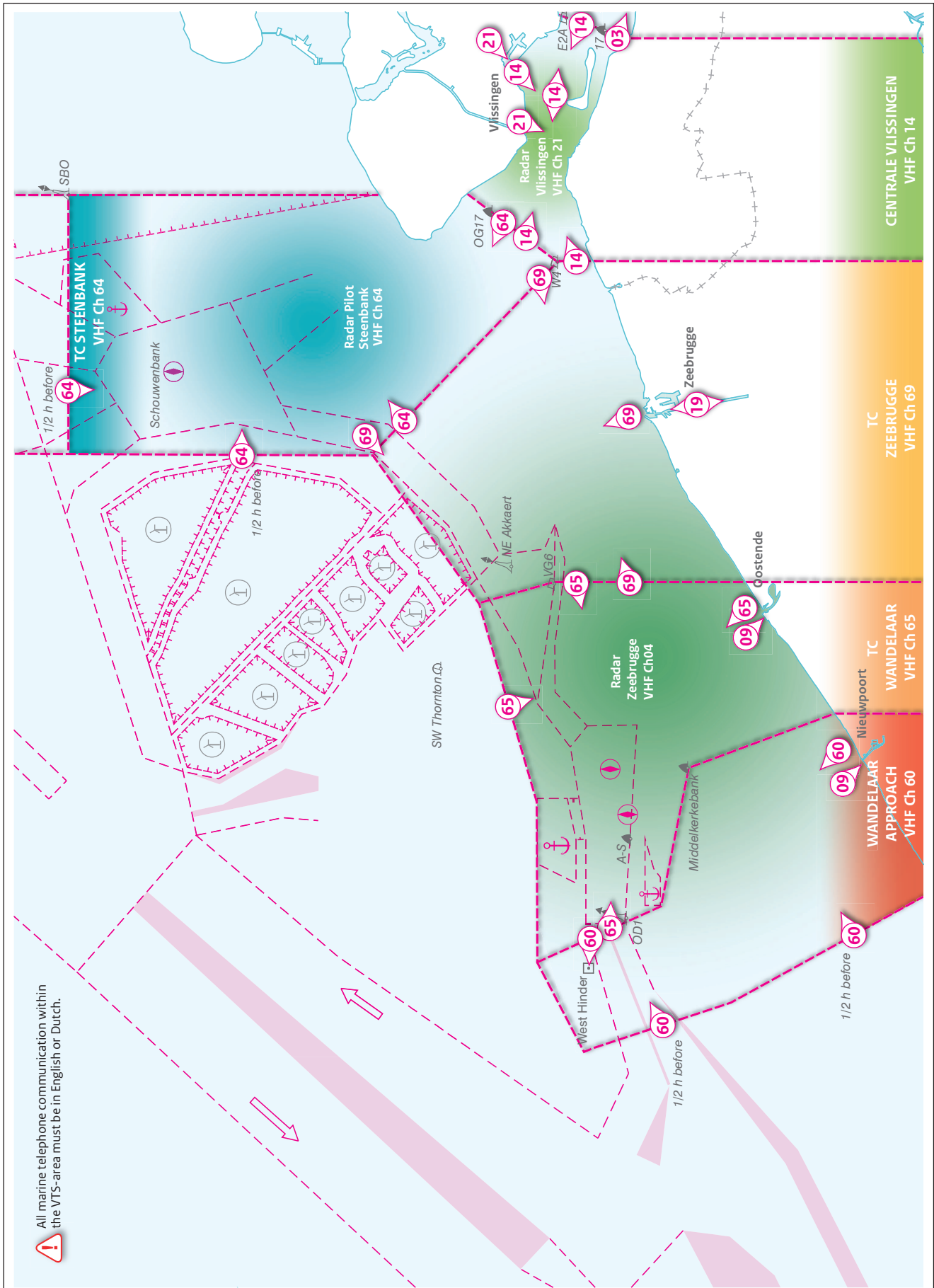
9.4.1.8 ETA	
Who	All vessels with a draught of more than 17.40m and LNG carriers with a length of more than 180m.
To	Harbour Master Rotterdam via agent (www.portbase.com)
What	A - B - I - J - O - P - Q - T1 - T2 - U - W - X3 PEC particulars if applicable
When	<ul style="list-style-type: none"> ■ ETA – 48h at Pilot boarding point; ■ Deviations in ETA > 30 minutes must be reported immediately.
Note	See also section 9.4.3 'Explanation of codes'.
Who	All vessels with a gross tonnage more then 300 tons.
To	Harbour Master Rotterdam via agent (www.portbase.com)
What	A - B - I - J - O - P - Q - T1 - T2 - U - W - X3 PEC particulars if applicable
When	<ul style="list-style-type: none"> ■ ETA – 24h at Pilot boarding point; ■ Deviations in ETA > 30 minutes must be reported immediately.
Note	See also section 9.4.3 'Explanation of codes'.
9.4.1.9 ETD	
Who	All vessels with a draught of more than 17.40m, LNG carriers and vessels using a pilot and/or tugs
To	Harbour Master Rotterdam via agent (www.portbase.com)
What	A - J - K - O - Q - T1 - T2 - U - W - X3 PEC particulars if applicable
When	<ul style="list-style-type: none"> ■ ETD – 12h (departure/shifting); ■ Deviations in ETD > 30 minutes must be reported immediately.
Note	See also section 9.4.3 'Explanation of codes'.
Who	All vessels with a gross tonnage more then 300 tons.
To	Harbour Master Rotterdam via agent (www.portbase.com)
What	A - J - K - O - Q - T1 - T2 - U - W - X3 PEC particulars if applicable
When	<ul style="list-style-type: none"> ■ ETD – 6h (departure/shifting); ■ Deviations in ETD > 30 minutes must be reported immediately.
Note	See also section 9.4.3 'Explanation of codes'.
9.4.2 Request for a pilot	
Who	All vessels with a draught of more than 17.40m and LNG carriers.
To	via agent (www.portbase.com)
What	A - B - O - Q
When	ETA – 12h at Pilot boarding point.
Note	See also section 9.4.3 'Explanation of codes'.
Who	All vessels with a gross tonnage more then 300 tons.
To	via agent (www.portbase.com)
What	A - B - I - O - Q
When	ETA – 6h at Pilot boarding point.
Note	See also section 9.4.3 'Explanation of codes'.

Verbeterblad voor HP1 bij BaZ nr 219/21

Verwijder sectie 6.4.4 Vessel Traffic Services en vervang door:

Block for HP1 to NL Ntm 219/21

Delete section 6.4.4 Vessel Traffic Services and replace by:



Berichten Hydrografische publicaties / Notices Hydrographic publications

*349/21 WESTERSCHELDE. BELGISCHE KUST. VHF-KANALEN SLUIZEN

Publicatie / Publication	Vorig BaZ / prev. NL NM	Itemnr. / Itemno.
HP 1 The Netherlands Coast Pilot	219/21	1, 2

1 6.4.4.9 Communication Locks, Blz. 127

In tabel, schrap "Middensluis" en "VHF CH 06" bij Terneuzen (Kanaal Gent-Terneuzen North entrance).

6.4.4.9 Communication Locks, p.127

In table, delete "Middensluis" and "VHF CH 06" at Terneuzen (Kanaal Gent-Terneuzen North entrance).

2 6.6.3.3 Locks, Blz. 140

Schrap tabel "Terneuzen Locks - Middensluis".

6.6.3.3 Locks, p.140

Delete table "Terneuzen Locks - Middensluis".

Bron / Source: RWS BASS 90/2021; PNR 2127-2021-2.

Verbeterblad voor HP1 bij BaZ nr 037a/22

Verwijder sectie **With exemption** en **For more information contact:** van pagina **249** en vervang door:

Block for HP1 to NL Ntm 037a/22

Delete section **With exemption** and **For more information contact:** of page **249** and replace by:

With exemption

Under certain conditions (= combination of draught, beam, E-going or W-going) vessels may exceed the maximum dimensions allowed when permission is granted by the harbour master. Request for exemptions are to be forwarded, via www.portofamsterdam.com, 3 days in advance of the estimated time of passage through the locks.

- length: >325m;
- beam: >42m;
- draught: >13.1m in salt water;
>13.4m in fresh water.

For more information contact:

Port of Amsterdam

Divisie Havenmeester

Telephone : +31(0)205234600

E-mail : vtsadmin@portofamsterdam.nl

Website: www.portofamsterdam.nl

IJmuiden Locks - Noordersluis				
Dimensions Locks	Length	Width	Navigable depth	
	400m	50m	14m	
Maximum vessel dimensions	Length	Beam	Draught	UKC
	325m	42m	131dm	≥1m
Under certain conditions (= combination of draught, beam, E-going or W-going and weather) vessels may exceed the maximum dimensions allowed when permission is granted by the harbour master. Request for exemptions are to be forwarded, via www.portofamsterdam.com , 3 days in advance of the estimated time of passage through Noordersluis.				
Visibility	At least twice the vessels length plus 200m			
Max. windforce	5 Bft crosswind			
Tugboat assistance	<ul style="list-style-type: none"> ■ Available; ■ All tankers loaded with inflammable liquids or gasses included vessels when empty and not gas-free unless they are provided with an inert atmosphere are compulsory to make use of tugboats; ■ Vessels with a controllable pitch propeller, azi- and fixed pods, diesel electric propulsion or with a gearbox are exempt from the obligation to make use of the assistance of a tugboat. 			
Boatmen assistance	available			
Note	For communication with locks see section 11.4.4.4 'Communication locks'.			

IJmuiden Locks - Zeesluis IJmuiden				
Dimensions Locks	Length	Width	Navigable depth	
	545m	70m	16.8m	
Maximum vessel dimensions	Length	Beam	Draught	
	398m	57m	137.5dm	
Visibility	At least twice the vessels length plus 200m			
Max. windforce	5 Bft crosswind			
Tugboat assistance	<ul style="list-style-type: none"> ■ All tankers loaded with inflammable liquids or gasses included vessels when empty and not gas-free unless they are provided with an inert atmosphere are compulsory to make use of tugboats; ■ Vessels >175m are compulsory to make use of a stern and front tugboat; ■ Vessels with a controllable pitch propeller, azi- and fixed pods, diesel electric propulsion or with a gearbox are exempt from the obligation to make use of the assistance of a tugboat. 			
Boatmen assistance	available			
Note	For communication with locks see section 11.4.4.4 'Communication locks'.			

11.6.4.2 Amsterdam

Oranjesluizen (4 locks)	
Maximum Ship's dimensions	Up to the lock master
Remarks	<ul style="list-style-type: none"> ■ Operational: 24h; ■ Contact: see caution 11.4.4.4 'Communication with locks'; ■ When the difference in water level of inner IJ and outer IJ is more than 1.45m the locks are not operational.

Verbeterblad voor HP1 bij BaZ nr 164/22

Verwijder sectie 11.7.2.1 Cautions en 11.8 Rules | Regulations: van pagina 256 en vervang door:

Block for HP1 to NL Ntm 164/22

Delete section 11.7.2.1 Cautions and 11.8 Rules | Regulations: of page 256 and replace by:

11.7.2.1

Cautions

- It is strongly emphasized that the stream atlases show averages, in direction and rate, of the tidal streams. There is a lot of diversity in the circumstances, which may cause severe deviations from averages. Therefore, tidal streams can never be predicted with absolute certainty;
- Depending on position and local bottom properties (e.g. channels, sand waves etc.), deviations in both direction and rate of the tidal stream may occur, especially at greater depths. This may have a notable effect on deep draught vessels. Unlike general expectations, the mean neap rates may be higher than the mean spring rates in some channels; this depends on their cross-sections in areas that lie above the momentary water level;
- In areas with banks the tidal stream pulls through the channels; the direction of the stream follows the bearings of the banks; after sufficient flooding the tidal stream will cross the banks;
- At IJmuiden, a sea-going current occurs in the Buitenspuikanaal and North of the Noordersluis, during sluicing or pumping. This is inconvenient for ships with a draught less than 5m, because the rate in the water layer 0 - 5m below the surface amounts to 1 kn during sluicing. Below this layer, hardly any current occurs. During pumping, the rates are about 50% less;
- At IJmuiden, due to the salt water/fresh water exchange, a northerly or southerly current occurs in the buitentoeleidingskanalen to the Noordersluis, Zeesluis IJmuiden and the Middensluis. These transverse currents can possibly set ships away.

11.8

Rules | Regulations

See Chapter 2 – Navigation | Traffic safety, section 2.15 'Shipping regulations'.

Verbeterblad voor HP1 bij BaZ nr 197/22

Verwijder sectie **6.6.2.3 I8 – Schaar van Valkenisse** van pagina **137** en vervang door:

Block for HP1 to NL Ntm 197/22

Delete section **6.6.2.3 I8 – Schaar van Valkenisse** of page **137** and replace by:

I8 – Schaar van Valkenisse

Prohibited for all seagoing vessels and inland craft sailing upriver.

6.6.2.4

Anchorage

Use of anchorages

Rules are in force for the following activities for anchorages in the Westerschelde:

- transshipment of cargo;
- bunkering/supplying/discharging sludge;
- cleaning/fumigating;
- repair and maintenance.

Permission must be obtained from the State Harbour Master who will allocate an anchorage. The most important criteria considered when giving permission are safety and the environment. Seagoing gas carriers as defined in Art. 25 of the 'Regulations for the Carriage of Dangerous substances by seagoing vessels' (IMDG) and seagoing vessels loaded with cargo of IMO Class I, are required by the regulation to make an uninterrupted passage. In case of an emergency the above mentioned vessels may anchor at the anchorage Wielingen Noord (west of Lt buoy W8) or at the anchorage Everingen (Nr. A) Permission to anchor will never be given for vessels awaiting orders, a berth or for changing crews. Gas carriers, not covered by the above Article, are allowed to anchor at the anchorages indicated for that purpose. Vessels wishing or having to anchor for any reason should make their intentions known to the Traffic Service of the sector area concerned in good time. After the vessel has anchored, the time and position of anchoring must be reported. The intention to, and weighing of the anchor must also be reported.

Verbeterblad voor HP1 bij BaZ nr 232/22

Verwijder sectie **2.1.5 Communication** van pagina **12** en vervang door:

Block for HP1 to NL Ntm 232/22

Delete section **2.1.5 Communication** of page **12** and replace by:

2.1.5

Communication

Contacting the Joint rescue Coordination Center (JRCC) Den Helder from the shore-side is possible in case of alerting or operational matters and can be made as follows:

Emergency telephone number: 0900 01 11;

Operational telephone number: +31(0)88 958 4000;

Fax: +31(0)223 65 83 58;

E-mail: ccc@kustwacht.nl.

Verbeterblad voor HP1 bij BaZ nr 232/22

Verwijder sectie **2.17.4 Radio Medical Service** van pagina **55** en vervang door:

Block for HP1 to NL Ntm 232/22

Delete section **2.17.4 Radio Medical Service** of page **55** and replace by:

When a request for Radio Medical Advice has been made via INMARSAT-C or Fleet broadband Data (via LES Burum) the request will be passed through automatically to the physician of the medical service.

Provided an internet connection is available it is possible to exchange information by e-mail. Send the appropriate information to 38@rmd.knrm.nl (urgent/medical assistance), 32@rmd.knrm.nl (regular/medical advice) or 00@rmd.knrm.nl (non-urgent). When using e-mail there is no guarantee regarding reception and transmission of messages. If you do not receive a fairly prompt reply, you are advised to contact the Netherlands Coastguard.

The Netherlands Coastguard can be contacted for Radio medical Advice by telephone on +31(0)88 950 4020.

6.8.2.3

Towing of floating objects

The common nautical authorities will determine the number of pilots and tugs to be employed by special and extraordinary transports. These transports must have permission to navigate the approaches to the Westerschelde river, the Westerschelde river and the Gent-Terneuzen Canal. A request for permission should be made 72h in advance. The application form can be found on the website.

Gemeenschappelijke Nautische Autoriteit
Commandoweg 50, 4381 BH Vlissingen
Telephone: +31 (0)88 7980 760 or +31 (0)88 7980 758
E-mail: gna-scc@vts-schedt.net
Website: www.vts-schedt.net

6.8.2.4

Oversized vessels sailing up/down the Westerschelde river

Vessels with dimensions above average (length, beam and/or draught) or with insufficient means of propulsion etc. must have permission from the authorities to sail the Westerschelde river. The required application form can be found on the website. Additional requirements and rules apply to these vessels.

These rules concern the:

- Visibility on the river
- Maximum wind force
- Tide
- Manoeuvring characteristics and speed of the vessel

To/from Vlissingen Oost

Additional requirements apply to the following vessels:

- Length overall $\geq 340\text{m}$ and/or draught $\geq 125\text{dm}$
- Bulk carriers length overall $\geq 235\text{m}$ and/or draught $\geq 125\text{dm}$
- Car carriers length overall $\geq 200\text{m}$
- Container vessels length overall $\geq 275\text{m}$

To/from Terneuzen/Braakmanhaven

Additional requirements apply to the following vessels:

- Length overall $\geq 210\text{m}$ for Westbuitenhaven Terneuzen
- Draught $\geq 91\text{dm}$ for the Westsluis Terneuzen
- Draught $\geq 125\text{dm}$ to/from anchorages Put van Terneuzen and Everingen
- Draught $\geq 110\text{dm}$ and/or length $\geq 210\text{m}$ for the Braakmanhaven

Verbeterblad voor HP1 bij BaZ nr 244b/22. Verwijder volledige inhoud van pagina 151 en vervang door:
Block for HP1 to NL Ntm 244b/22. Delete content of page 151 and replace by:

To/from Antwerpen

Additional requirements apply to the following vessels:

- Length overall \geq 300m
- Beam \geq 45m
- Draught \geq 80dm for berths upstream of Kallo Lock
- Draught \geq 100dm for the Kallo Lock
- Draught \geq 120dm for the Zandvliet-Berendrecht locks
- Draught \geq 125dm for the Kieldrecht lock and the tidal terminals
- Air draught \geq 60m

All draughts refer to the maximum draught of the planned voyage in fresh water (1.000 T/m³).

For more information, contact:

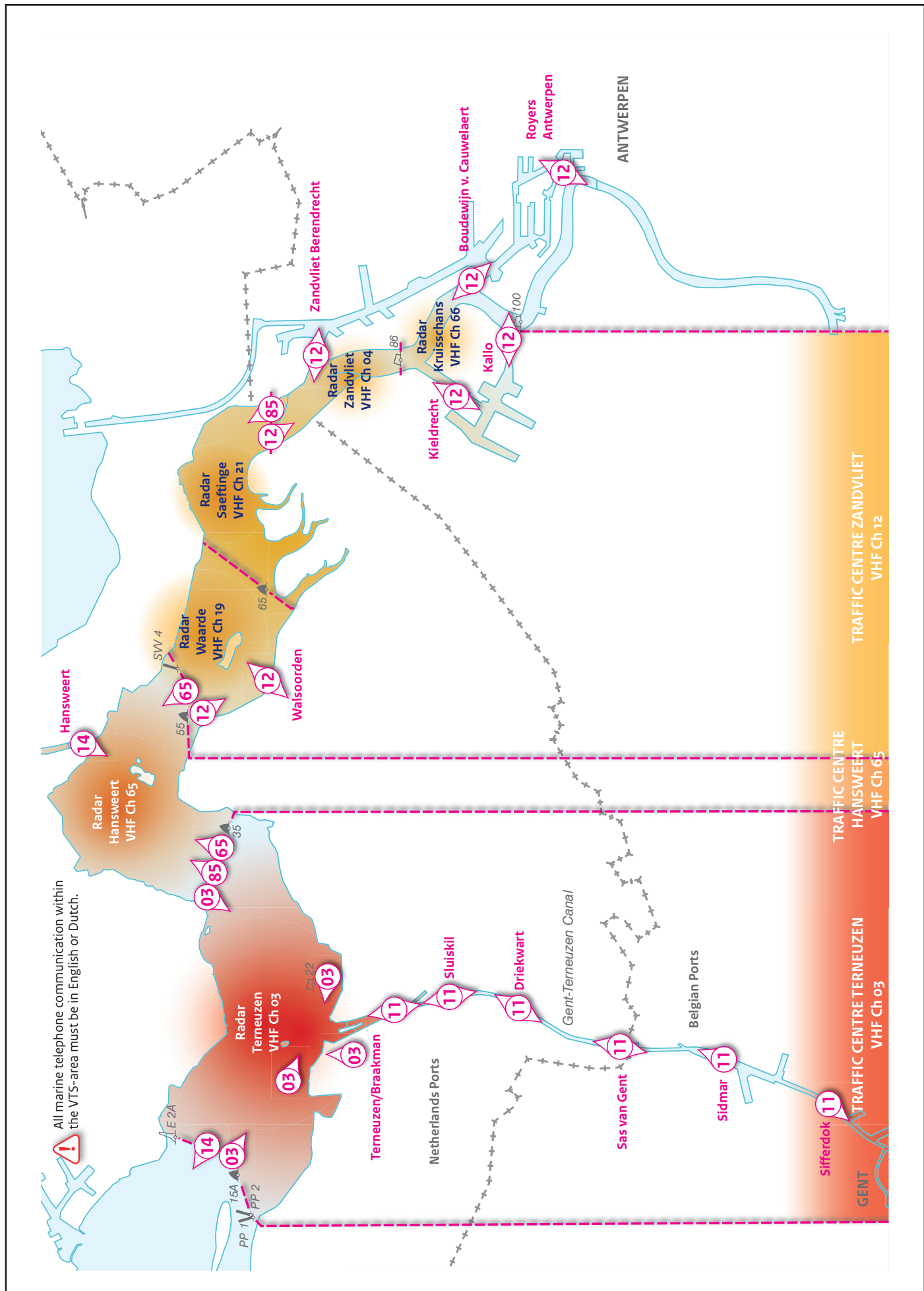
Gemeenschappelijke Nautische Autoriteit

Commandoweg 50, 4381 BH Vlissingen

Telephone: +31 (0)88 7980 760 or +31 (0)88 7980 758

E-mail: gna-scc@vts-scheldt.net

Website: www.vts-scheldt.net



Verbeterblad voor HP1 bij BaZ nr 274b/22. Verwijder volledige inhoud van pagina 124 en vervang door:
Block for HP1 to NL Ntm 274b/22. Delete content of page 124 and replace by:

6.4.4.1 VTS Reports – All seagoing vessels Inward bound/Sailing upriver

VHF Ch	Location	Message	To
64	1/2 h before entering VTS area	Name vessel – position – draught – destination	Traffic Centre Steenbank
60	1/2 h before entering VTS area	Name vessel – position – draught – destination	Traffic Centre Wandelaar
65	SW Akkaert Lt buoy	Name vessel – position – ETA Vlissingen Roads – route	Traffic Centre Wandelaar
64	SBZ Lt buoy	Name vessel – position – ETA Vlissingen Roads – route	Traffic Centre Steenbank
69	Lt buoys: A1bis, VG6, S2, NE Akkaert, WP4	Name vessel – position – ETA Vlissingen Roads – route	Traffic Centre Zeebrugge
14	Lt buoys: OG17, W5	Name vessel – Position	Traffic Centre Vlissingen
14	Vlissingen Roads	Name vessel – ETA destination – route	Traffic Centre Vlissingen
03	Buoys: 15A, E2A	Name vessel – position	Traffic Centre Terneuzen
65	Lt buoys: 35, MG2	Name vessel – position	Traffic Centre Hansweert
85	Lt buoy 35	Name vessel – position	Schelde informatie dienst
12	Lt buoy 55	Name vessel – position	Traffic Centre Zandvliet
85	Sector Lt Zuid Saeftinge	Name vessel – position – ETA destination	Traffic Centre Zandvliet
Pilot vessel Wandelaar VHF Ch 65 – Pilot vessel Steenbank VHF Ch 64 – Calamities VHF Ch 67			

6.4.4.2 All seagoing vessels Outward bound/Sailing downriver

VHF Ch	Location	Message	To
10	On departure, upriver buoy 100	Name vessel – position – intensions	All ships
12	Lt buoy 100 or when entering the river	Name vessel – destination	Traffic Centre Zandvliet
85	Sector Lt Zuid Saeftinge	Name vessel – position - ETA Vlissingen Roads	Scheepvaart informatie dienst
65	Lt buoy 46	Name vessel – position	Traffic Centre Hansweert
03	Lt buoy 32	Name vessel – position	Traffic Centre Terneuzen
14	Buoys: 8, E2A	Name vessel – position	Traffic Centre Vlissingen
14	Vlissingen Roads	Name vessel – position - ETA Pilot station	Traffic Centre Vlissingen
64	Lt buoys: OG14, WP4	Name vessel – position – route – ETA pilot station	Traffic Centre Steenbank
69	Lt buoy W4	Name vessel – position – route – ETA pilot station	Traffic Centre Zeebrugge
65	Lt buoys: VG6, S2, A1bis	Name vessel – position – route	Traffic Centre Wandelaar
60	Lt buoy OD1	Name vessel – position	Traffic Centre Wandelaar
Pilot vessel Wandelaar VHF Ch 65 – Pilot vessel Steenbank VHF Ch 64 – Calamities VHF Ch 67			

Verbeterblad voor HP1 bij BaZ nr 274c/22Verwijder sectie's **6.4.4.3 VTS reports - All seagoing vessels joining the traffic**en **6.4.4.4 VTS reports - All seagoing vessels leaving the traffic** van pagina **125** en vervang door:**Block for HP1 to NL Ntm 274c/22**Delete sections **6.4.4.3 VTS reports - All seagoing vessels joining the traffic**and **6.4.4.4 VTS reports - All seagoing vessels leaving the traffic** of page **125** and replace by:**6.4.4.3 VTS reports – All seagoing vessels joining the traffic**

VHF Ch	Area	Message	To
19	Zeebrugge harbour area	Name vessel – position	Radar Zeebrugge
69	Zeebrugge Roads area	Name vessel – position	Traffic Centre Zeebrugge
21	Vlissingen	Name vessel – intentions	Radar Vlissingen
14	Vlissingen	Name vessel – position	Traffic Centre Vlissingen
03	Terneuzen	Name vessel – intentions	Traffic Centre Terneuzen
65	Hansweert	Name vessel – intentions	Traffic Centre Hansweert
12	Antwerpen	Name vessel – intentions	Traffic Centre Zandvliet
85	Antwerpen	Name vessel – intentions	Scheepvaart informatie dienst

6.4.4.4 VTS reports – All seagoing vessels leaving the traffic

VHF Ch	Area	Message	To
19	Zeebrugge harbour area	Name vessel – position	Radar Zeebrugge
69	Zeebrugge Roads area	Name vessel – position	Traffic Centre Zeebrugge
21	Vlissingen	Name vessel – request anchor information	Radar Vlissingen
14	Vlissingen	Name vessel – intentions	Traffic Centre Vlissingen
03	Terneuzen (Dow-jetty – Lt buoy 22)	Name vessel – intentions	Traffic Centre Terneuzen
65	Hansweert	Name vessel – intentions	Traffic Centre Hansweert
12	Antwerpen	Name vessel – intentions	Traffic Centre Zandvliet
85	Antwerpen	Name vessel – intentions	Scheepvaart informatie dienst

Verbeterblad voor HP1 bij BaZ nr 274d/22

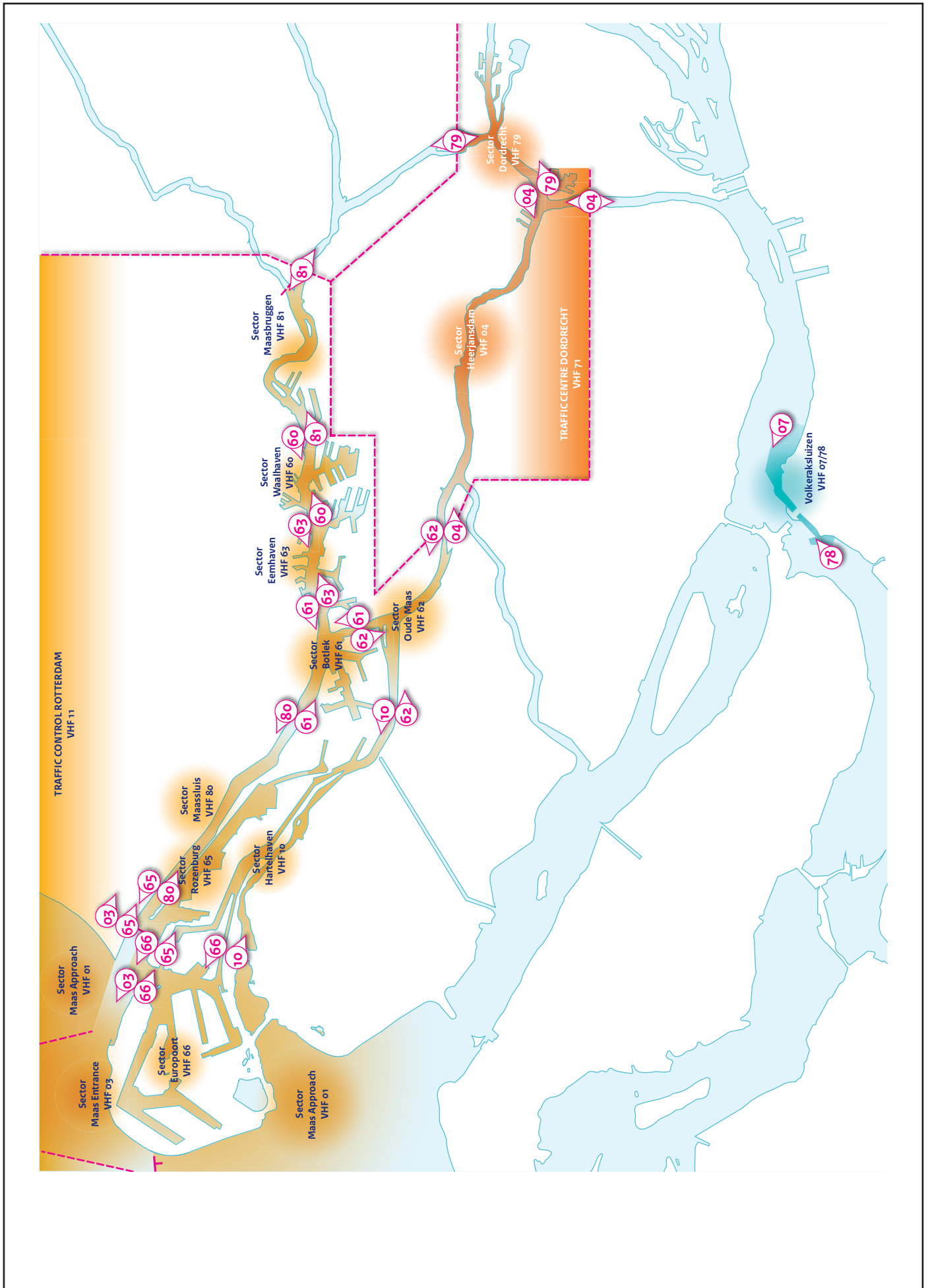
Verwijder sectie 6.4.4.7 Vessel Traffic Services Scheldemond van pagina 126 en vervang door:

Block for HP1 to NL Ntm 274d/22

Delete section 6.4.4.7 Vessel Traffic Services Scheldemond of page 126 and replace by:

6.4.4.7		Vessel Traffic Services Scheldemond								
Station	VHF Ch	Compulsory reporting	Traffic arrangements	Traffic instructions	Traffic information	Navigation assistance	Shore Based Pilotage	Helicopter piloting	Guidance LNG	Harbour and lock information
Wandelaar Approach	60	√	√	√	√		√	√		
TC Wandelaar	65	√	√	√	√		√	√		
TC Zeebrugge	69	√	√	√	√		√			
TC Steenbank	64	√	√	√	√	√	√			
TC Vlissingen	14	√	√	√	√		√			
TC Terneuzen	03	√	√	√	√					√
TC Zandvliet	65	√	√	√	√					√
TC Zandvliet	12	√	√	√	√					
Radar Zeebrugge	04				√	√	√		√	
Radar Vlissingen	21	√				√				
Radar Terneuzen	03					√				
Radar Hansweert	65					√				
Radar Waarde	19					√				
Radar Saeftinge	21					√				
Radar Zandvliet	04					√				
Radar Kruisschans	66					√				
Terneuzen Port Control	11	√	√		√					√
Gent Port Control	11	√	√		√					√

Verbeterblad voor HP1 bij BaZ nr 288a/22. Verwijder volledige inhoud van pagina 193 en vervang door:
Block for HP1 to NL Ntm 288a/22. Delete content of page 193 and replace by:



Verbeterblad voor HP1 bij BaZ nr 288b/22

Verwijder sectie **9.6.6.2 Hollandsch Diep** van pagina **210** en vervang door:

Block for HP1 to NL Ntm 288b/22

Delete section **9.6.6.2 Hollandsch Diep** of page **210** and replace by:

9.6.6.2 Hollandsch Diep	
Volkeraksluizen (3 locks)	
Maximum vessel dimensions	Up to the lock master
Remarks	<ul style="list-style-type: none">■ Operational: 24h;■ Contact: VHF Ch 64 (administrative); VHF Ch 07 (sailing plan - coming from the north + ship to ship); VHF Ch 78 (sailing plan - coming from the south + ship to ship);■ The locks are crossed by a road bridge. The section over the east lock is movable, but not operational in wind force 8 or more.

Verbeterblad voor HP1 bij BaZ nr 330/22

Verwijder sectie **2.3.3 8 – TSS Terschelling - German Bight** van pagina **21** en vervang door:

Block for HP1 to NL NtM 330/22

Delete section **2.3.3 8 – TSS Terschelling - German Bight** of page **21** and replace by:

8 – TSS Terschelling - German Bight

Along TSS Terschelling-German Bight container vessels are at risk of losing containers and touching the seabed during heavy sea conditions, in particular with waves from a west-north-west to north-easterly direction.

- From a wave height of 3.0m, container vessels with a length of 100-200m should alter course if necessary to avoid coming abeam to the waves and take other appropriate measures to avoid losing containers.
- From a wave height of 4.0m, all container vessels should alter course if necessary to avoid coming abeam to the waves and take other appropriate measures to avoid losing containers. Container vessels with a length above 200m, are strongly advised to follow an alternative route via TSS East Friesland.

Vessels approaching the eastern part of this TSS should, in particular, keep an efficient lookout for vessels restricted in their ability to manoeuvre heading south from TSS Jade Approach.

Verbeterblad voor HP1 bij BaZ nr 335/22Verwijder sectie **9.6.7.2 Oude Maas** van pagina **211** en vervang door:**Block for HP1 to NL NtM 335/22**Delete section **9.6.7.2 Oude Maas** of page **211** and replace by:

9.6.7.2 Oude Maas	
Botlekbrug (lifting bridge and fixed part)	
Maximum vessel dimensions	Up to the bridge keeper
Remarks	<ul style="list-style-type: none">■ Operational: 24h;■ Contact: VHF 18;■ ETA-report: Upstream Oude Maas at Distance mark 1015 (Nieuwe Waterweg) or Distance mark 1011 (Nieuwe Waterweg) and when entering Oude Maas.■ Downstream Oude Maas at O 7 Lt buoy and at Distance mark 1001.8.
Spijkenisserbrug (two lifting bridges and two fixed parts)	
Maximum vessel dimensions	Up to the bridge keeper
Remarks	<ul style="list-style-type: none">■ Operational: 24h;■ Contact: VHF 18;■ ETA-report: Upstream Oude Maas at Distance mark 1015 (Nieuwe Waterweg) or Distance mark 1011 (Nieuwe Waterweg) and at Distance mark 1005 Oude Maas.■ Downstream Oude Maas at O 7 Lt buoy and O 8 Lt buoy.
Stadsbrug Dordrecht-Zwijndrecht (double bascule bridge and three fixed parts)	
Maximum vessel dimensions	Up to the bridge keeper
Remarks	<ul style="list-style-type: none">■ Operational: 0000-0500; 0557; 0657; 0757 (only sat and sun); 0857; 0957; 1057; 1157; 1257; 1357; 1457; 1557; 1657; 1857; 1957; 2057; 2157; 2257;■ Contact: ETA-1h on VHF Ch 71 or telephone +31(0)88 7970800;■ Strong currents can occur through the bridges spans, especially on the out-going stream and with high water level in the upper rivers.■ The bridge is not operational when the windforce is more then 6 Bft.

Verbeterblad voor HP1 bij BaZ nr 336/22

Verwijder sectie **3.14 Port Meteorological Service** van pagina **94** en vervang door:

Block for HP1 to NL NtM 336/22

Delete section **3.14 Port Meteorological Service** of page **94** and replace by:

3.14

Port Meteorological Services

All Netherlands ports and Antwerpen:

Rene Rozeboom

Port Meteorological Officer

Koninklijk Nederlands Meteorologisch Instituut

Telephone: +31 (0)6 55 45 75 46 (Mo-Thu., office hours only)

E-mail: pmo-office@knmi.nl

Arjan Kramer

Port Meteorological Officer

Koninklijk Nederlands Meteorologisch Instituut

Telephone: +31 (0)6 55 20 14 22 (office hours only)

E-mail: pmo-office@knmi.nl

Berichten Hydrografische publicaties / Notices Hydrographic publications

*345/22 COMMUNICATION WITH LOCKS

Publicatie / Publication	Vorig BaZ / prev. NL NM	Itemnr. / Itemno.
HP 1 The Netherlands Coast Pilot	*22w48-002	1

1 15.4.4.5 Communication with locks

In tabel, vervang "VHF Ch26" bij "Zeesluizen (Eemskanaalsluizen)" door "VHF Ch60".

15.4.4.5 Communication with locks

In table, replace "VHF Ch26" at "Zeesluizen (Eemskanaalsluizen)" by "VHF Ch60".

1 op pagina 316 / at page 316

Bron / Source: RWS 2022.07971.0; PNR 2551-2022-3.

Verbeterblad voor HP1 bij BaZ nr 366a/22

Verwijder tabel van sectie 2.1.5 **Communication** van pagina 12 en vervang door:

Block for HP1 to NL NtM 366a/22

Delete table of section 2.1.5 **Communication** of page 12 and replace by:

Contact frequencies Coastguard		
On the North Sea, the Netherlands coastal waters, Waddenzee, IJsselmeer including the Randmeren and waters in the southwest of the Netherlands		
Frequency	Call sign	
VHF Ch 16 2187.5 kHz (MF/DSC)	Netherlands Coastguard 002442000	
VHF Ch 70 (VHF/DSC)	002442000	
Inmarsat C	4471088 KUSTW NL	
Traffic Centres / Traffic stations		Call sign
Schiermonnikoog	VHF Ch 05 (H24)	Traffic Station Schiermonnikoog
Ouddorp	VHF Ch 87 (*)	Traffic Station Ouddorp
Terschelling	VHF Ch 02 (H24)	Traffic Station Brandaris
Den Helder	VHF Ch 62 (H24)	Traffic Centre Den Helder
IJmuiden	VHF Ch 61 (H24)	IJmuiden Port Control
Scheveningen	VHF Ch 21 (H24)	Traffic Centre Scheveningen
Hoek van Holland	VHF Ch 03 (H24)	Maas Entrance
Vlissingen	VHF Ch 64/14 (H24)	Traffic Centre Vlissingen
IJsselmeer/Markermeer	VHF Ch 01 (H24)	Traffic Station IJsselmeer
During search and rescue actions the call sign is 'Den Helder Rescue'		
(*) TS Ouddorp is operational:		
■ during the summer months [May 15 - September 15] daily from 06h00 - 22h00 and on Sunday to Monday + Thursday to Friday from 22h00 - 06h00		
■ during the winter months [September 16 - May 14] daily from 08h00 - 16h00 and on Sunday to Monday + Thursday to Friday from 22h00 - 08h00		

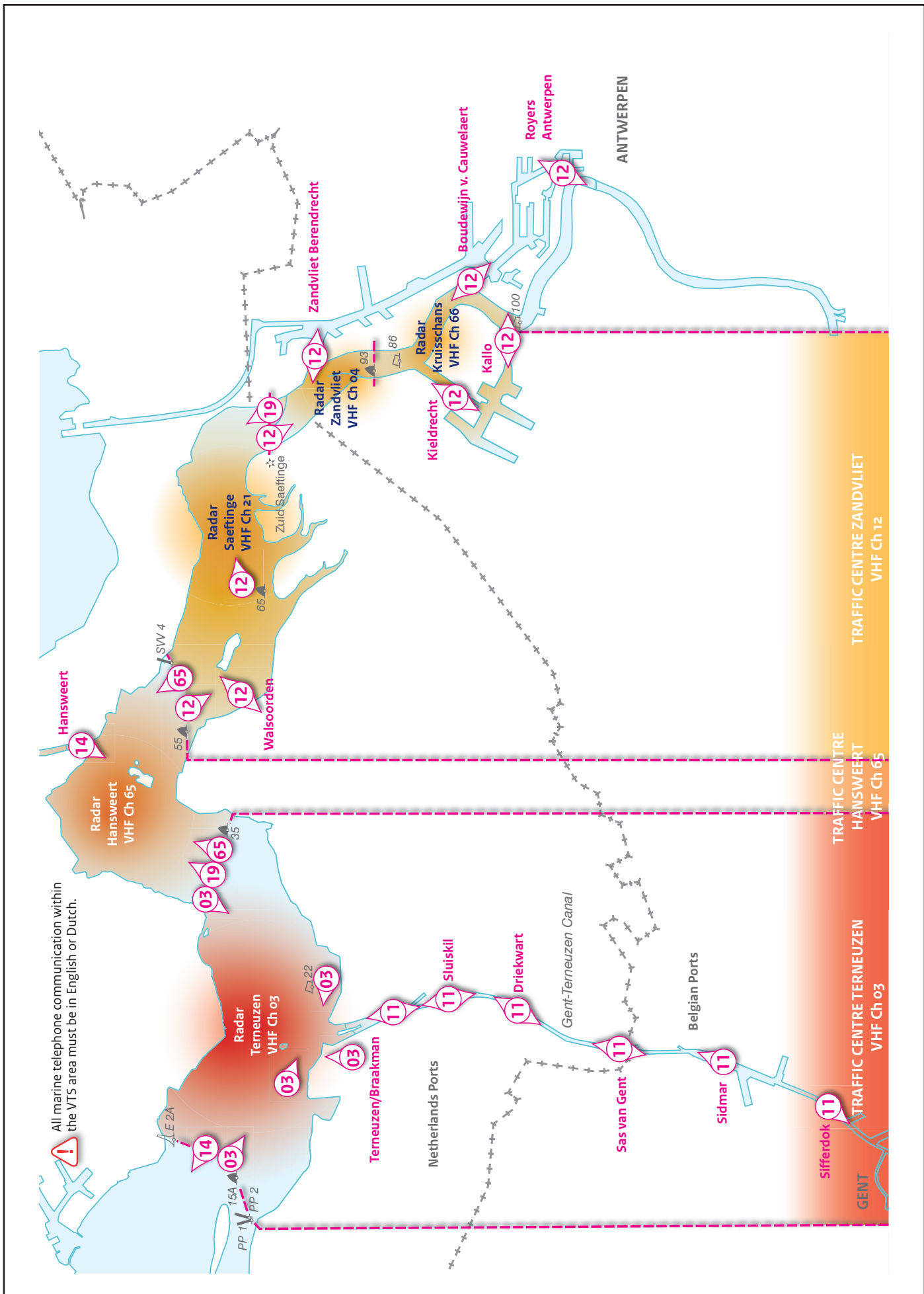
Verbeterblad voor HP1 bij BaZ nr 366b/22

Verwijder sectie **8.4.1.1 Notification of dangerous goods** en **8.4.1.2 International Pollution Prevention Certificate** van pagina 175 en vervang door:

Block for HP1 to NL NtM 366b/22

Delete section **8.4.1.1 Notification of dangerous goods** and **8.4.1.2 International Pollution Prevention Certificate** of page 175 and replace by:

8.4.1.1 Notification of dangerous goods	
Who	All vessels carrying noxious and dangerous goods on the way to or leaving from the harbour, an inland anchorage or load/discharge terminal.
To	Traffic Station Ouddorp Telephone: +31 (0)88 79 70 956 VHF Ch 87 Or via agent (Electronic Data Interchange - EDI)
What	A - B1 - G - H - I1 - I2 - L - O - P - U - W
When	1 If possible at least 24h before arrival at Stellendam harbour, anchorage or load/discharge terminal but at the latest before entering the Netherlands territorial waters; 2 Before leaving the harbour, anchorage or load/discharge terminal.
Note	See also section 8.4.3 'Explanation of codes'.
8.4.1.2 International Pollution Prevention Certificate	
Who	All oil tankers with a gross tonnage of 150 tons or more.
To	Traffic Station Ouddorp Telephone: +31 (0)88 79 70 956 VHF Ch 87 Or via agent (Electronic Data Interchange - EDI)
What	X7
When	ETA - 24h Stellendam harbour
Note	See also section 8.4.3 'Explanation of codes'.



Verbeterblad voor HP1 bij BaZ nr 378b/22. Verwijder volledige inhoud van pagina 124 en vervang door:
Block for HP1 to NL Ntm 378b/22. Delete content of page 124 and replace by:

6.4.4.1 VTS Reports – All seagoing vessels Inward bound/Sailing upriver

VHF Ch	Location	Message	To
64	1/2 h before entering VTS area	Name vessel – position – draught – destination	Traffic Centre Steenbank
60	1/2 h before entering VTS area	Name vessel – position – draught – destination	Traffic Centre Wandelaar
65	SW Akkaert Lt buoy	Name vessel – position – ETA Vlissingen Roads – route	Traffic Centre Wandelaar
64	SBZ Lt buoy	Name vessel – position – ETA Vlissingen Roads – route	Traffic Centre Steenbank
69	Lt buoys: A1bis, VG6, S2, NE Akkaert, WP4	Name vessel – position – ETA Vlissingen Roads – route	Traffic Centre Zeebrugge
14	Lt buoys: OG17, W5	Name vessel – Position	Traffic Centre Vlissingen
14	Vlissingen Roads	Name vessel – ETA destination – route	Traffic Centre Vlissingen
03	Buoys: 15A, E2A	Name vessel – position	Traffic Centre Terneuzen
65	Lt buoys: 35, MG2	Name vessel – position	Traffic Centre Hansweert
19	Lt buoy 35	Name vessel – position	Schelde informatie dienst
12	Lt buoy 55	Name vessel – position – destination	Traffic Centre Zandvliet
12	Lt buoy 65	Name vessel – position – destination	Traffic Centre Zandvliet
12	Sector Lt Zuid Saeftinge	Name vessel – position – destination	Traffic Centre Zandvliet

Pilot vessel Wandelaar VHF Ch 65 – Pilot vessel Steenbank VHF Ch 64 – Calamities VHF Ch 67

6.4.4.2 All seagoing vessels Outward bound/Sailing downriver

VHF Ch	Location	Message	To
10	On departure, upriver buoy 100	Name vessel – position – intensions	All ships
12	Lt buoy 100 or when entering the river	Name vessel – destination	Traffic Centre Zandvliet
19	Sector Lt Zuid Saeftinge	Name vessel – position - ETA Vlissingen Roads	Scheepvaart informatie dienst
65	Lt buoy 46	Name vessel – position	Traffic Centre Hansweert
03	Lt buoy 32	Name vessel – position	Traffic Centre Terneuzen
14	Buoys: 8, E2A	Name vessel – position	Traffic Centre Vlissingen
14	Vlissingen Roads	Name vessel – position - ETA Pilot station	Traffic Centre Vlissingen
64	Lt buoys: OG14, WP4	Name vessel – position – route – ETA pilot station	Traffic Centre Steenbank
69	Lt buoy W4	Name vessel – position – route – ETA pilot station	Traffic Centre Zeebrugge
65	Lt buoys: VG6, S2, A1bis	Name vessel – position – route	Traffic Centre Wandelaar
60	Lt buoy OD1	Name vessel – position	Traffic Centre Wandelaar

Pilot vessel Wandelaar VHF Ch 65 – Pilot vessel Steenbank VHF Ch 64 – Calamities VHF Ch 67

Verbeterblad voor HP1 bij BaZ nr 378c/22Verwijder sectie's **6.4.4.3 VTS reports - All seagoing vessels joining the traffic**en **6.4.4.4 VTS reports - All seagoing vessels leaving the traffic** van pagina 125 en vervang door:**Block for HP1 to NL Ntm 378c/22**Delete sections **6.4.4.3 VTS reports - All seagoing vessels joining the traffic**and **6.4.4.4 VTS reports - All seagoing vessels leaving the traffic** of page 125 and replace by:**6.4.4.3 VTS reports – All seagoing vessels joining the traffic**

VHF Ch	Area	Message	To
19	Zeebrugge harbour area	Name vessel – position	Radar Zeebrugge
69	Zeebrugge Roads area	Name vessel – position	Traffic Centre Zeebrugge
21	Vlissingen	Name vessel – intentions	Radar Vlissingen
14	Vlissingen	Name vessel – position	Traffic Centre Vlissingen
03	Terneuzen	Name vessel – intentions	Traffic Centre Terneuzen
65	Hansweert	Name vessel – intentions	Traffic Centre Hansweert
12	Antwerpen	Name vessel – intentions	Traffic Centre Zandvliet
19	Antwerpen	Name vessel – intentions	Scheepvaart informatie dienst

6.4.4.4 VTS reports – All seagoing vessels leaving the traffic

VHF Ch	Area	Message	To
19	Zeebrugge harbour area	Name vessel – position	Radar Zeebrugge
69	Zeebrugge Roads area	Name vessel – position	Traffic Centre Zeebrugge
21	Vlissingen	Name vessel – request anchor information	Radar Vlissingen
14	Vlissingen	Name vessel – intentions	Traffic Centre Vlissingen
03	Terneuzen (Dow-jetty – Lt buoy 22)	Name vessel – intentions	Traffic Centre Terneuzen
65	Hansweert	Name vessel – intentions	Traffic Centre Hansweert
12	Antwerpen	Name vessel – intentions	Traffic Centre Zandvliet
19	Antwerpen	Name vessel – intentions	Scheepvaart informatie dienst

Verbeterblad voor HP1 bij BaZ nr 378d/22

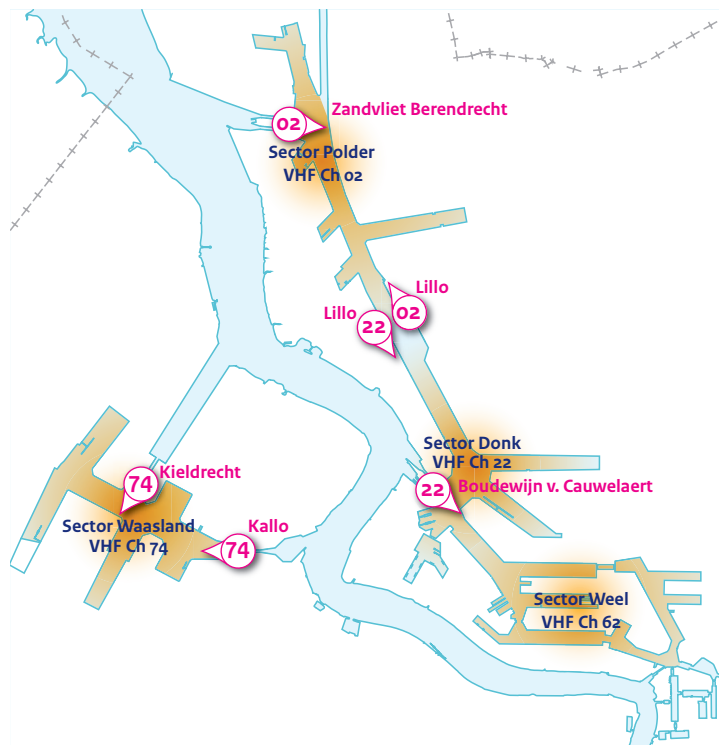
Verwijder sectie 6.4.4.7 Vessel Traffic Services Scheldemond van pagina 126 en vervang door:

Block for HP1 to NL Ntm 378d/22

Delete section 6.4.4.7 Vessel Traffic Services Scheldemond of page 126 and replace by:

6.4.4.7		Vessel Traffic Services Scheldemond								
Station	VHF Ch	Compulsory reporting	Traffic arrangements	Traffic instructions	Traffic information	Navigation assistance	Shore Based Pilotage	Helicopter piloting	Guidance LNG	Harbour and lock information
Wandelaar Approach	60	√	√	√	√		√	√		
TC Wandelaar	65	√	√	√	√		√	√		
TC Zeebrugge	69	√	√	√	√		√			
TC Steenbank	64	√	√	√	√	√	√			
TC Vlissingen	14	√	√	√	√		√			
TC Terneuzen	03	√	√	√	√					√
TC Zandvliet	65	√	√	√	√					√
TC Zandvliet	12	√	√	√	√					
Radar Zeebrugge	04				√	√	√		√	
Radar Vlissingen	21	√				√				
Radar Terneuzen	03					√				
Radar Hansweert	65					√				
Radar Saeftinge	21					√				
Radar Zandvliet	04					√				
Radar Kruisschans	66					√				
Terneuzen Port Control	11	√	√		√					√
Gent Port Control	11	√	√		√					√

6.4.5 VTS - Port of Antwerp



6.4.5.1 VTS reports – All seagoing vessels sailing in the Port of Antwerp

VHF Ch	Area	Message	To
74	Kallosluis	Name vessel – position - destination	Sector Waasland
74	Kieldrechtsluis	Name vessel – position - destination	Sector Waasland
02	Zandvlietsluis	Name vessel – position - destination	Sector Polder
02	Berendrechtsluis	Name vessel – position - destination	Sector Polder
02	Passing Lillobrug	Name vessel – position - destination	Sector Polder
22	Passing Lillobrug	Name vessel – position - destination	Sector Polder
22	Boudewijnsluis	Name vessel – position - destination	Sector Polder
22	Van Cauwelaert sluis	Name vessel – position - destination	Sector Polder

6.4.5.2 VTS reports – All seagoing vessels joining the traffic

VHF Ch	Area	Message	To
74	Before leaving berth	Name vessel – position - destination	Sector Waasland
02	Before leaving berth	Name vessel – position - destination	Sector Polder
22	Before leaving berth	Name vessel – position - destination	Sector Donk

6.4.5.3 VTS reports – All seagoing vessels leaving the traffic

VHF Ch	Area	Message	To
74	After mooring	Name vessel – position	Sector Waasland
02	After mooring	Name vessel – position	Sector Polder
22	After mooring	Name vessel – position	Sector Donk

6.4.6 Communication during Shore Based Pilotage (SBP)

Fairway	SBP advice from	VHF Ch
Via Oostgat	Radar Pilot Steenbank	79
	Another vessel via: Traffic Centre Steenbank	64
	Centrale Vlissingen	14
Via Scheur and Wielingen	Radar pilot Wandelaar	65
	Radar pilot Zeebrugge	69
	Radar pilot Vlissingen	14

6.4.7 Communication Locks

Location	Locks	VHF Ch
Vlissingen	Grote and Kleine sluis	18
Kanaal door Walcheren (south entrance)	Binnenkeersluis	22
Terneuzen (Kanaal Gent-Terneuzen north entrance)	Oostsluis	18
	Westsluis	06
Hansweert (Kanaal door Zuid-Beveland south entrance)	Oostsluis	22
	Westsluis	22
Antwerpen	Zandvlietsluis	79
	Berendrechtssluis	79
	Boudewijnssluis	71
	Van Cauwelaertssluis	71
	Royerssluis	20
	Kallosluis	01
Schelde-Rijnverbinding (north of Antwerpen)	Kieldrechtssluis	01
	Kreekraksluizen	20

6.4.8 Communication Bridges

Location	Bridges	VHF Ch
Kanaal door Walcheren (south entrance up to Arnekanaal)	Keersluisbrug	22
	Sloebrug	22
	Souburg	22
	Schroebrug	22
	Stationsbrug	22
Gent-Terneuzen Canal	Sluiskil	11
	Sas van Gent	11
	Zelzaterbrug	11
Kanaal door Zuid-Beveland	Vlakebrug	22
	Postbrug	22
Antwerpen	Wilmarsdonkbrug	62
	Oosterweelbrug	62
	Noordkasteelbrug	62
	Lillobrug	02
	Siberiabrug	62

Verbeterblad voor HP1 bij BaZ nr 088a/23

Verwijder sectie 12.4.1.5 ETA/ETD van pagina 264 en vervang door:

Block for HP1 to NL Ntm 088a/23

Delete section 12.4.1.5 ETA/ETD of page 264 and replace by:

12.4.1.5	ETA/ETD
Who	All seagoing vessels.
To	Traffic Station Den Helder Telephone: +31 (0)88 95 61 242 VHF Ch 62
What	A - B - C - G - H - I - J - O - P - Q - T - U - X
When	<ul style="list-style-type: none">At least 24h before arrival but at the latest before entering the Netherlands territorial waters;At least 4h before leaving/shifting (confirmation 2h before).

Verbeterblad voor HP1 bij BaZ nr 088b/23

Verwijder sectie 13.4.1.5 ETA van pagina 280 en vervang door:

Block for HP1 to NL Ntm 088b/23

Delete section 13.4.1.5 ETA of page 280 and replace by:

13.4.1.5	ETA
Who	All seagoing vessels.
To	Harbour Coordination Centre Harlingen Telephone: +31 (0)517 41 25 12 E-mail: haven@portofharlingen.nl
What	A - B - C - G - H - I - J - O - P - Q - T - U - X
When	At least ETA - 24h but at the latest before entering the Netherlands territorial waters.
Who	All seagoing vessels
To	Traffic Station Brandaris Telephone: +31 (0)88 79 74 640 VHF Ch 02
What	A - B - D - O - Q - U
When	At least ETA - 6h.
Note	See also section 13.4.3 'Explanation of codes'.

Verbeterblad voor HP1 bij BaZ nr 088c/23

Verwijder sectie 13.4.2 Request for a pilot van pagina 281 en vervang door:

Block for HP1 to NL Ntm 088c/23

Delete section 13.4.2 Request for a pilot of page 281 and replace by:

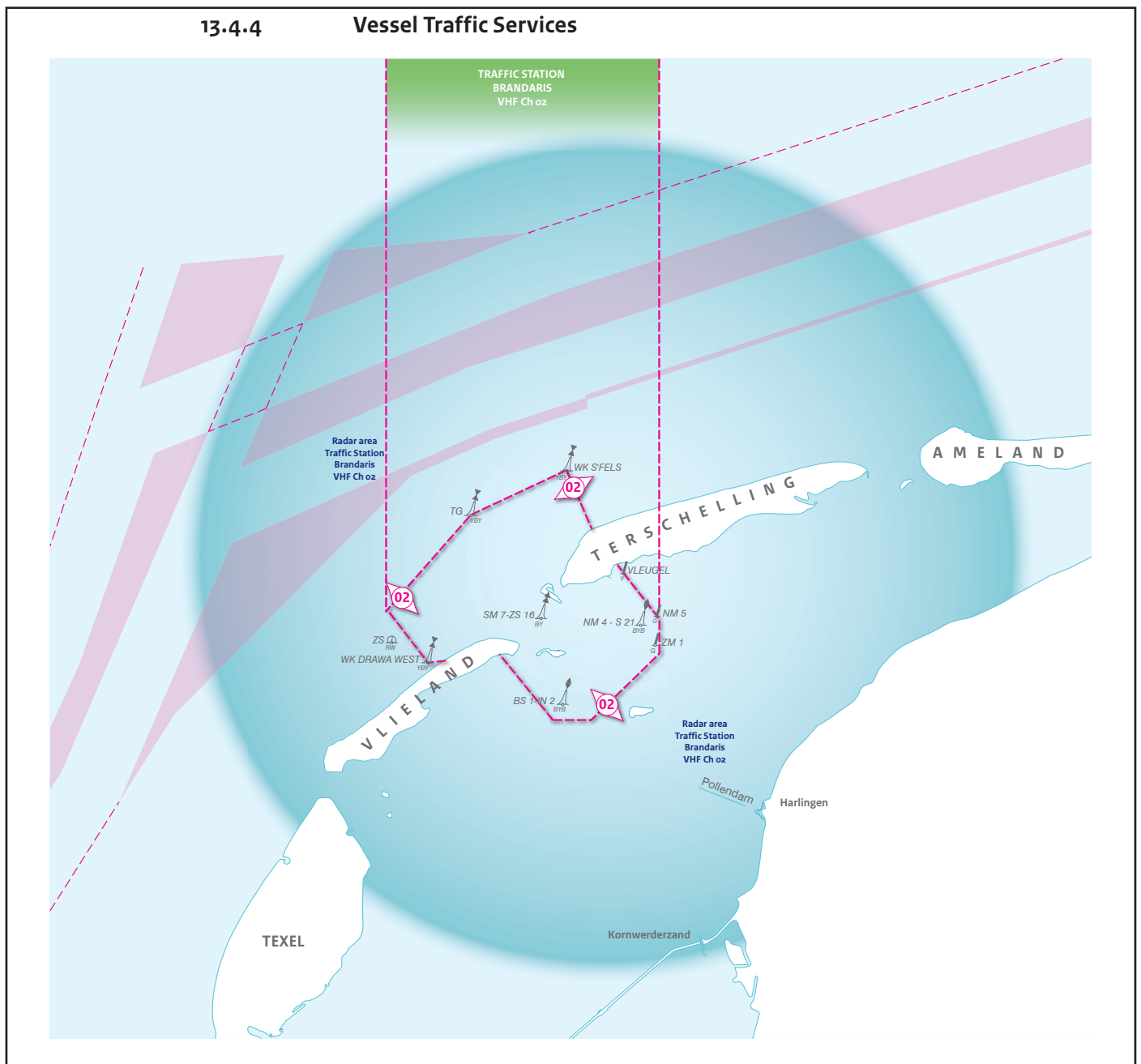
13.4.2	Request for a pilot
Who	All vessels compulsory to pilotage.
To	Loodsdienstcoördinatie Noord Telephone: +31 (0)596 61 36 72 E-mail: lodicon@loodswezen.nl Harlingen Pilot: VHF Ch 19
What	J
When	<ul style="list-style-type: none">ETA - 6h (pilot station near ZS fairway buoy or pilot station Vliereede);Deviations of more than 1h should be reported;ETD - 4h before leaving Harlingen;ETD - 6h before leaving Terschelling / Kornwerderzand.
Note	See also section 13.4.3 'Explanation of codes'.

Verbeterblad voor HP1 bij BaZ nr 088d/23

Verwijder sectie 13.4.4 Vessel Traffic Services van pagina 283 en vervang door:

Block for HP1 to NL Ntm 088d/23

Delete section 13.4.4 Vessel Traffic Services of page 283 and replace by:



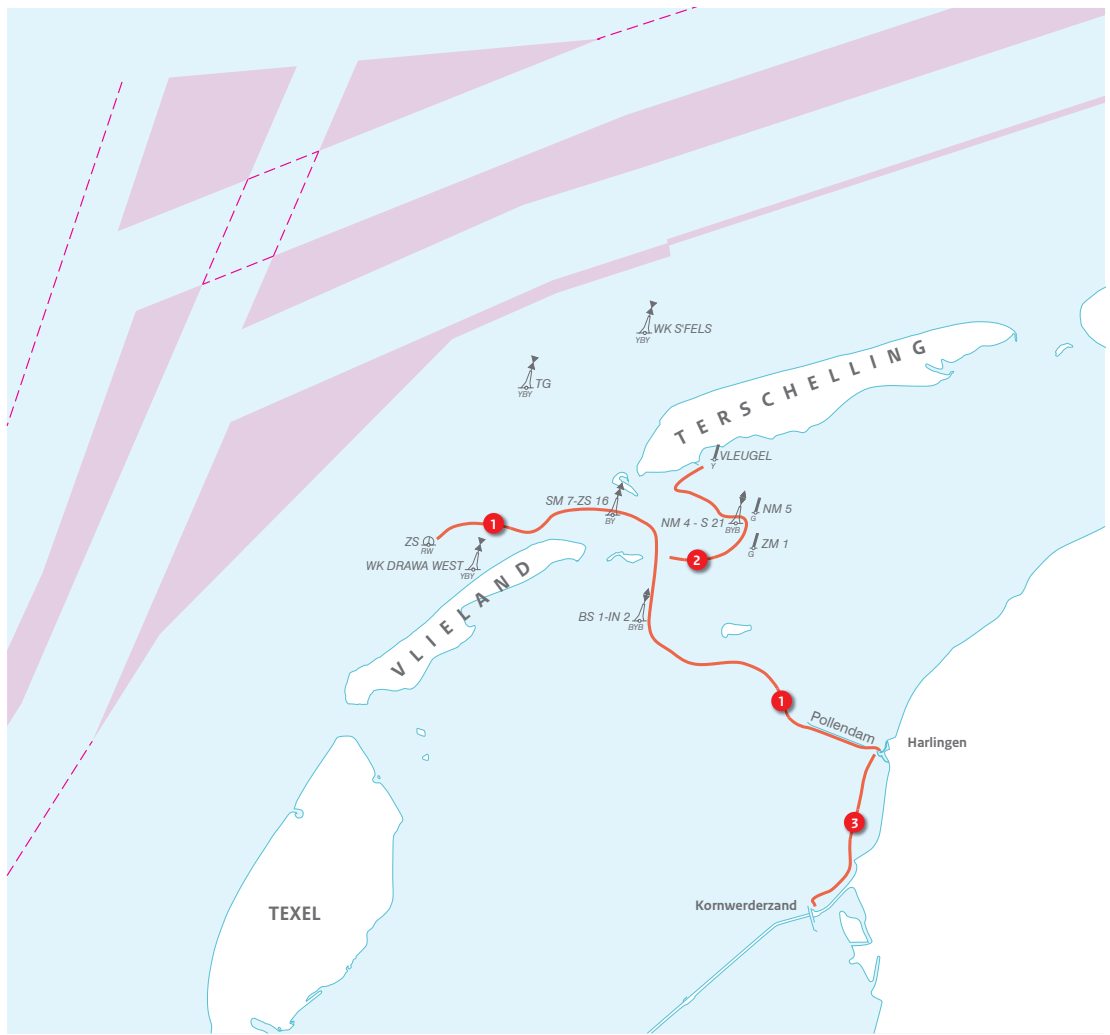
Verbeterblad voor HP1 bij BaZ nr 088e/23

Verwijder sectie 13.6.1 Zeegat van Terschelling van pagina 285 en vervang door:

Block for HP1 to NL Ntm 088e/23

Delete section 13.6.1 Zeegat van Terschelling of page 285 and replace by:

13.6.1 Zeegat van Terschelling



Berichten Hydrografische publicaties / Notices Hydrographic publications

117/23 HAVEN ANTWERPEN. BONAPARTEDOK.

Publicatie / Publication	Vorig BaZ / prev. NL NM	Itemnr. / Itemno.
HP 1 The Netherlands Coast Pilot	88/23	1

1 In tabel, vervang "VHF Ch 62" bij "Siberiabrug" door "VHF Ch 69".

In table, replace "VHF Ch 62" at "Siberiabrug" by "VHF Ch 69".

1 in hoofdstuk 6.4.8 Communication Bridges / *in chapter 6.4.8 Communication Bridges*

Bron / Source: Port of Antwerp-Bruges 114/2023; PNR 0598-2023-9.

Verbeterblad voor HP1 bij BaZ nr 118a/23

Verwijder sectie 14.4.1.5 ETA en 14.4.2 Request for a pilot van pagina 296 en vervang door:

Block for HP1 to NL Ntm 118a/23

Delete section 14.4.1.5 ETA en 14.4.2 Request for a pilot of page 296 and replace by:

14.4.1.5		ETA
Who		<ul style="list-style-type: none">All vessels carrying dangerous cargo;Special transports;Vessels restricted in their manoeuvrability.
To		Centrale Meldpost Waddenzee Telephone: +31 (0)88 79 74 599 VHF Ch 04
What		Name vessel - call sign - nationality - type of vessel and GT - loa - width - draught - Lloyds number - harbour of destination - ETA - sailing plan - cargo specifications - confirmation 'Bill of loading' on board - number of crew/passengers on board.
When		<ul style="list-style-type: none">ETA - 24h entering Waddenzee;Unexpected circumstances within VHF - range.

14.4.2 Request for a pilot

Who		All vessels compulsory to pilotage.
To		Pilot Coördination Centre Noord Telephone: +31 (0)596 61 36 72 E-mail: lodicon@loodswezen.nl
What		A - B - I - J - O - T - U - X
When		<ul style="list-style-type: none">ETA - 12h (pilot station near fairway buoy Westereems);Deviations of more than 1h should be reported;ETA - 4h before arrival contact Pilot Office Delfzijl/Eemshaven on VHF Ch 19.
Note		See also section 14.4.3 'Explanation of codes'.

Verbeterblad voor HP1 bij BaZ nr 118b/23

Verwijder sectie **15.4.2 Request for a pilot** van pagina **311** en vervang door:

Block for HP1 to NL Ntm 118b/23

Delete section **15.4.2 Request for a pilot** of page **311** and replace by:

15.4.2 Request for a pilot	
Netherlands harbours	
Who	All vessels compulsory to pilotage.
To	Delfzijl pilot or Eemshaven pilot Telephone: +31 (0)596 61 36 72 E-mail: lodicon@loodswezen.nl Pilot office Eemshaven VHF Ch 19
What	Entering: A - B - I - J - O - T - U - X Leaving : A - B - I - O - T - U - X
When	<ul style="list-style-type: none">■ ETA - 12h (pilot station near fairway buoy Westerems);■ ETA - 4h (pilot station near fairway buoy Westerems - VHF Ch 19);■ ETA - 2h (pilot station near fairway buoy Westerems - VHF Ch 19);■ Deviations of more than 1h should be reported;■ ETD - 4h (at least) before departure/shifting.
Note	See also section 15.4.3 'Explanation of codes'.

Verbeterblad voor HP1 bij BaZ nr 118c/23

Verwijder sectie 15.6.2.1 **Permission to navigate die Ems** van pagina 322 en vervang door:

Block for HP1 to NL Ntm 118c/23

Delete section 15.6.2.1 **Permission to navigate die Ems** of page 322 and replace by:

15.6.2.1

Permission to navigate die Ems

All extraordinarily large vessels, air cushions vehicles, oil, gas and chemical carriers and unusual tug and tow units must obtain authorization from the competent authority to navigate the Ems, by applying, in writing, before arrival at the respective pilot boarding stations. Vessels with destinations Eemshaven or Delfzijl should apply through their agency at least 72 hours before arrival. Vessels with destination Emden should apply to WSA Emden at least 24 hours before arrival.

Extraordinarily vessels are defined as those exceeding the following dimensions:

Sea to Eemshaven

- Length 260m;
- Beam 40m;
- Draught 11m.

Eemshaven to Emden

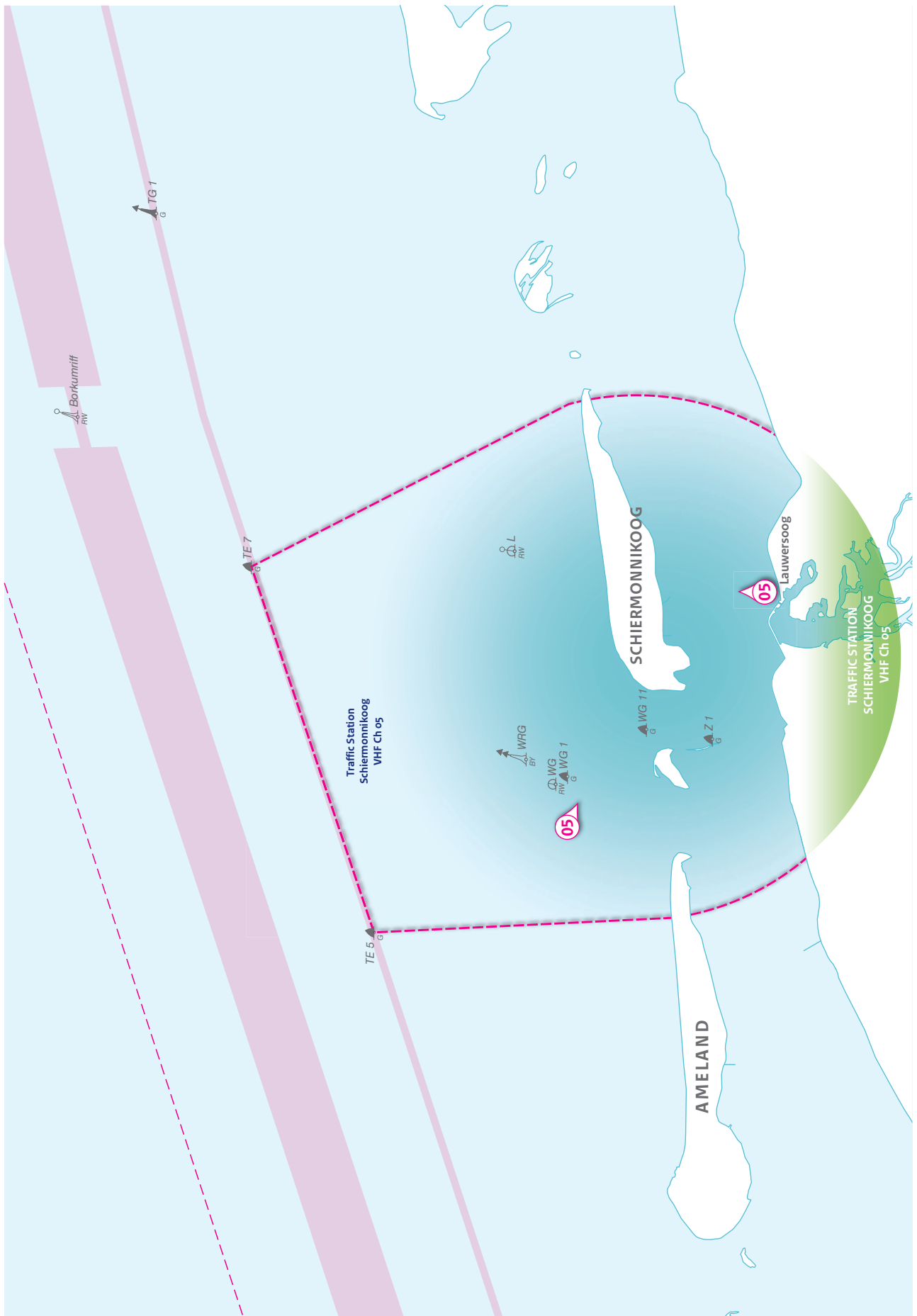
- Length 260m;
- Beam 40m;
- Draught 10.5m.

Vessels sailing inward bound from open sea to Eemshaven

- Draught between 10m and 14m:
At least 24 hours prior on arrival Westerems fairway buoy these vessels needs to request a tidal window from the competent authority. At least 6h before arrival these vessels receive a final plan of entry. This plan indicates the times at which the vessel should be at the Westerems fairway buoy.
- Draught up to 9.99m:
These vessels do not receive a plan of entry, and can enter at any time.

14.4.4

Vessel Traffic Services



18 – Schaar van Valkenisse

Entry to the fairway Schaar van Valkenisse is prohibited, except for pleasure craft.

6.6.2.4

Anchorage

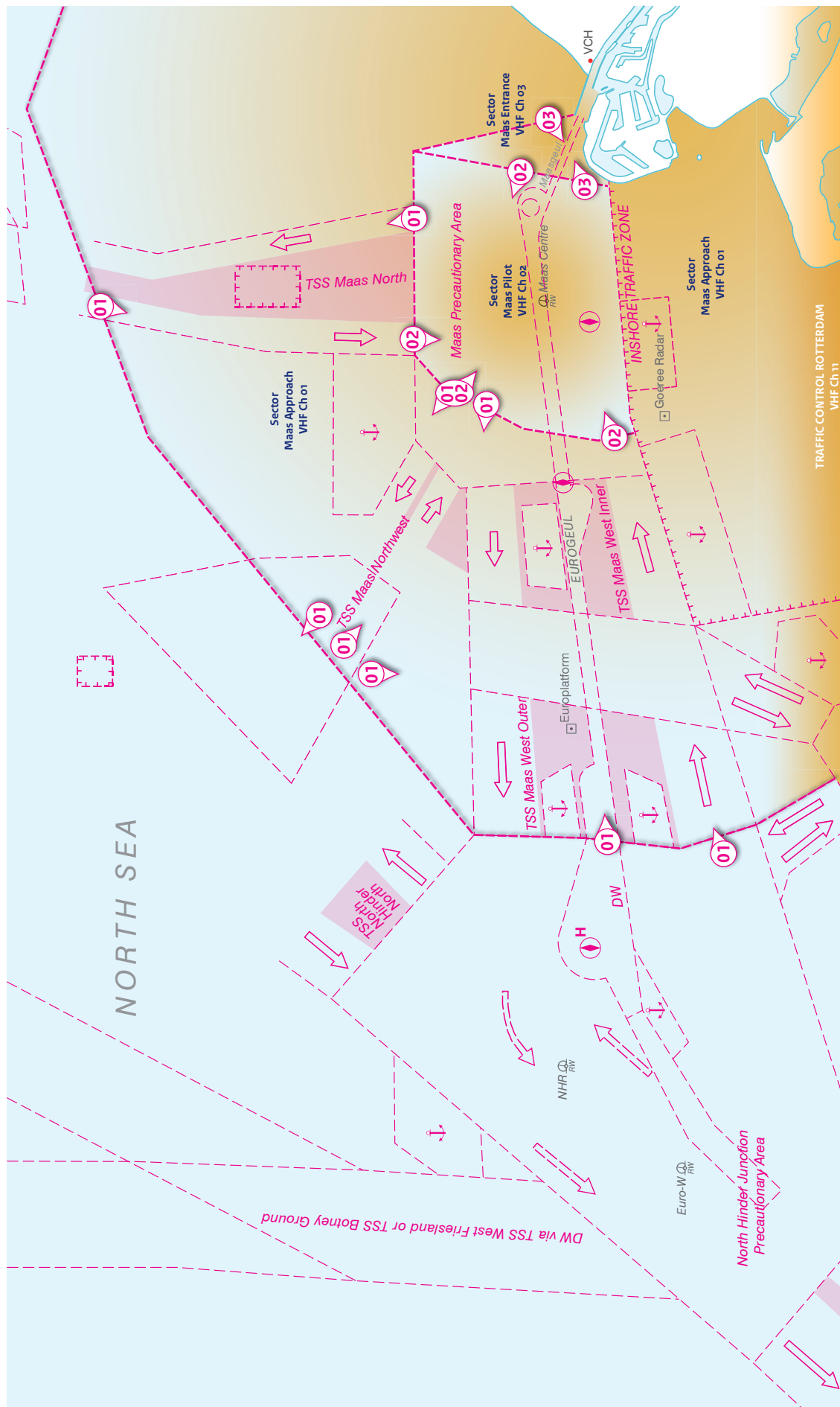
Use of anchorages

Rules are in force for the following activities for anchorages in the Westerschelde:

- transshipment of cargo;
- bunkering/supplying/discharging sludge;
- cleaning/fumigating;
- repair and maintenance.

Permission must be obtained from the State Harbour Master who will allocate an anchorage. The most important criteria considered when giving permission are safety and the environment. Seagoing gas carriers as defined in Art. 25 of the 'Regulations for the Carriage of Dangerous substances by seagoing vessels' (IMDG) and seagoing vessels loaded with cargo of IMO Class I, are required by the regulation to make an uninterrupted passage. In case of an emergency the above mentioned vessels may anchor at the anchorage Wielingen Noord (west of Lt buoy W8) or at the anchorage Everingen (Nr. A) Permission to anchor will never be given for vessels awaiting orders, a berth or for changing crews. Gas carriers, not covered by the above Article, are allowed to anchor at the anchorages indicated for that purpose. Vessels wishing or having to anchor for any reason should make their intentions known to the Traffic Service of the sector area concerned in good time. After the vessel has anchored, the time and position of anchoring must be reported. The intention to, and weighing of the anchor must also be reported.

Verbeterblad voor HP1 bij BaZ nr 195a/23. Verwijder volledige inhoud van pagina 192 en vervang door:
Block for HP1 to NL Ntm 195a/23. Delete content of page 192 and replace by:



9.4.4.1 VTS Reports – All seagoing vessels inward bound (Euro-E buoy to Dordrecht)

VHF Ch	Location	Message	To
01	<ul style="list-style-type: none"> ■ W-entrance TSS Maas West Outer ■ W-entrance Eurogeul ■ NW-entrance TSS Maas Northwest ■ N-entrance TSS Maas North ■ Entering VTS-area elsewhere 		Maas Approach
02	<ul style="list-style-type: none"> ■ E-exit TSS Maas West Inner ■ SE-exit TSS Maas NorthWest ■ S-exit TSS Maas North 		Pilot Maas
03	On entering the Maas Entrance sector	Message: Name vessel – call sign – position – draught – destination – any particulars	Maas Entrance
66	Calandkanaal (W-entrance)		Sector Europoort
65	<ul style="list-style-type: none"> ■ Nieuwe Waterweg (Lt buoy NW15) ■ Calandkanaal (Lt buoy CA8) 	When: <ul style="list-style-type: none"> ■ Entering VTS sector area 	Sector Rozenburg
10	Hartelkanaal (Suurhoffbrug)	<ul style="list-style-type: none"> ■ Undocking procedures have commenced ■ It is intended to make a particular manoeuvre (crossing the fairway, entering or departing harbour basing, or any manoeuvre that deviates from the usual traffic flow 	Sector Hartelhaven / Dintelhaven
80	Nieuwe Waterweg (Distance mark 1028)	<ul style="list-style-type: none"> ■ Passing arrangements have to be made with other vessels (alternatively, you can call the vessel concerned directly, but also advise the sector afterwards) 	Sector Maassluis
61	Nieuwe Maas (Distance mark 1017)		Sector Botlek
62	<ul style="list-style-type: none"> ■ Hartelkanaal (Lt nr. 25) ■ Oude Maas (Distance mark 1005) 		Sector Oude Maas
63	Nieuwe Maas (Distance mark 1011)		Sector Eemhaven
60	Nieuwe Maas (Distance mark 1007)		Sector Waalhaven
04	<ul style="list-style-type: none"> ■ Dordtsche Kil (Lt nr. 9) ■ Oude Maas (Distance mark 999.5) 		Sector Heerjansdam
81	Nieuwe Maas (Distance mark 1003)		Sector Maasbruggen
79	Noord (Distance mark 978)		Sector Dordrecht

9.4.4.2 VTS Reports – All seagoing vessels outward bound (Dordrecht to Euro-E buoy)

VHF Ch	Location	Message	To
04	<ul style="list-style-type: none"> ■ Dordtsche Kil (Lt nr. 9) ■ Oude Maas (Uilenhaven) 		Sector Heerjansdam
79	<ul style="list-style-type: none"> ■ Oude Maas (Uilenhaven) ■ Noord (Distance mark 978) 		Sector Dordrecht
81	Nieuwe Maas (Distance mark 993)		Sector Maasbruggen
60	Nieuwe Maas (Distance mark 1003)	Message: Name vessel – call sign – position – draught – destination – any particulars	Sector Waalhaven
63	Nieuwe Maas (Distance mark 1007)		Sector Eemhaven
62	Nieuwe Maas (Distance mark 999.5)	When: <ul style="list-style-type: none"> ■ Entering VTS sector area 	Sector Heerjansdam
61	Nieuwe Maas (Distance mark 1011) Oude Maas (Distance mark 1005)	<ul style="list-style-type: none"> ■ Undocking procedures have commenced ■ It is intended to make a particular manoeuvre (crossing the fairway, entering or departing harbour basing, or any manoeuvre that deviates from the usual traffic flow 	Sector Botlek
80	Nieuwe Maas (Distance mark 1017)	<ul style="list-style-type: none"> ■ Passing arrangements have to be made with other vessels (alternatively, you can call the vessel concerned directly, but also advise the sector afterwards) 	Sector Maassluis
65	Nieuwe Maas (Distance mark 1028)		Sector Rozenburg
66	<ul style="list-style-type: none"> ■ Calandkanaal (Lt buoy CA8) ■ Hartelkanaal (Suurhoffbrug) 		Sector Europoort
10	Hartelkanaal (Light nr. 25)		Sector Hartelhaven / Dintelhaven
03	<ul style="list-style-type: none"> ■ Nieuwe Waterweg (Lt buoy NW15) 		Maas Entrance
02	Leaving W-boundary sector Maas Entrance		Pilot Maas
01	<ul style="list-style-type: none"> ■ E-entrance TSS Maas West Inner ■ SE-entrance TSS Maas Northwest ■ S-entrance TSS Maas North 		Maas Approach

Berichten Hydrografische publicaties / Notices Hydrographic publications

*218/23 COMMUNICATION WITH LOCKS.

Publicatie / Publication	Vorig BaZ / prev. NL NM	Itemnr. / Itemno.
HP 1 The Netherlands Coast Pilot	195/23	1

1 In tabel ,vervang "VHF Ch84" bij "Robbengatsluis" door "VHF Ch64".

In table, replace "VHF Ch84" at "Robbengatsluis" by "VHF Ch64".

1 in paragraaf 14.4.4.1 Communication with locks / in subchapter 14.4.4.1 Communication with locks

Bron / Source: RWS; PNR 1450-2023-2.
