

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'.