



# For smooth, safe boating

# Staande Mast Route

# (Fixed Mast Route)

The Staande Mast Route (Fixed Mast Route) is a safe through-route for sailing and motor boats with an overall height of over six metres. The route is used by both commercial shipping and leisure craft. Water management authorities have agreed to harmonise the opening times of bridges and locks as closely as possible. A new agreement has been signed for the West Netherlands route for the period up to 2020.

This booklet gives some practical pointers for a smooth, safe journey. You will find more detailed information in the ANWB Royal Dutch Touring Club publication *Staande Mast Route*, which appears every two years. For safe navigation you should also consult the most recent nautical charts and almanacs.

## Preparation

'Good boating behaviour' is the title of the most important article in the Inland Waterways Police Regulations (BPR article 1.04). Essentially, the skipper must avoid causing harm to either people or property and must not hinder smooth, safe navigation. Good boating behaviour starts with the preparations you make for your trip. Before you set off, we advise you to read the information about the route and the junctions you will pass through, and to study the charts. The charts in this booklet are additional to the official charts and thus not suitable for navigation.

Find out what rules apply to the traffic on your route and consult the shipping news on teletext p. 721, [www.vaarweginformatie.nl](http://www.vaarweginformatie.nl), [www.varendoejesamen.nl](http://www.varendoejesamen.nl) or commercial sites. Take careful note of the information signs along the route.

## General information

The official name of the route described here is the Staande Mast Route; Amsterdam-Willemstad route. It is about 114 kilometres long and contains three sets of locks, and forty moveable bridges. Where possible, you should navigate the Staande Mast Route in convoy. At a speed of 9 km per hour, it will take a total of 24 hours to sail the entire route. The maximum draught is 2.50 metres on some sections of the route.

You will find all kinds of practical information on the website [www.varendoejesamen.nl](http://www.varendoejesamen.nl). Here you can download the Knooppuntenboekjes and other leaflets on safe sailing. The Knooppuntenboekjes contain information on the junctions along the route and advice on the safest way of passing through them.





## Opening times at main junctions

### *From south to north*

Railway bridge, Dordrecht: 06.12

Railway bridge, Gouda: 12.27

Schinkelbruggen: 00.19

Oranjesluis: 04.00

### *From north to south*

Oranjesluis: 24.00 (Buiten IJ)

Schinkelbruggen: 05.30

Railway bridge, Gouda: 12.27

Railway bridge, Dordrecht: 19.12

If you are late at any of these points, you may not be able to navigate the route within 24 hours.

The bridge on the River Noord (Alblasserdamse brug), is not opened if the wind is force 7 or more on the Beaufort scale.

## Staande Mast Route (Fixed Mast Route)

### **Bridge opening times**

For the most up-to-date information about bridge opening times on the major rivers, go to [www.vaarweginformatie.nl](http://www.vaarweginformatie.nl). For information on the other waterways, go to the websites of the relevant provincial authorities. You can also find the information you need in the ANWB Water Almanac app and the ANWB nautical charts (in Dutch only).

### **Description**

The Staande Mast Route can be divided into three sections:

- North Netherlands
- West Netherlands (described in this booklet)
- the Delta waterways

This booklet mainly describes the central section of the thoroughfare, on which the water authorities have signed an agreement.

The numbers listed after the bridges (see loose page) refer to the ANWB Almanac app and the ANWB nautical charts.

## West Netherlands route

**Willemstad-Dordrecht** - *Hollandsch Diep, Dordtsche Kil and Maas = around 28 km.*

Hollandsch Diep: use the buoyed channels for leisure craft, and keep your distance from commercial vessels! Sailing is permitted on the Hollandsch Diep, but you may not cross the main buoyed fairway.

The buoys marking the channels for leisure craft are removed in October or November and reinstalled in March or April. In both the Dordtsche Kil and the River Maas you need to take account of tidal currents with a speed of 2 to 3 km per hour. West of the bridges in Dordrecht, you can wait at the pier in the Mallegat. To the east of these bridges, it is best to wait in the Leuvehaven. You can stay overnight in one of the many marinas located in the Dordrecht area.

**Gouda-Oude Wetering** - Noord, Nieuwe Maas and Hollandsche IJssel = around 31 km.

At Dordrecht, you will be on the River Maas. The Staande Mast Route follows the River Noord. On this river too, you must always be on the alert for fast-moving commercial vessels and tidal currents. Currents can reach a speed of 2 to 4 km per hour. There are a number of sharp, blind bends in the river, so you should sail as close as possible to starboard (right). On the Hollandsche IJssel, you will be sailing either with or against the current, depending on the tide. The current here reaches a speed of 3 to 5 km per hour. Take this into account when planning your journey. It will take you about one hour to get through the Juliana Lock in Gouda, so keep this in mind when drawing up your sailing plan.

**Gouda – Oude Wetering** - Gouwe, Rhine (Oude Rijn), Heimans & Woudwetering, Brassemermeer and Oude Wetering = around 27 km.

The fairway has steep banks and is used frequently by commercial vessels. North of the Boskoop lift bridge, the River Gouwe has a very narrow stretch of around 500 metres. This is a bottleneck in the fairway.

There are traffic lights on this stretch of the river (see the Knooppuntenboekje for South Holland and the booklet issued by the provincial authorities of South Holland for more information). Passage will take around 20 minutes.

### Easterly route through Amsterdam

**Roelofsarendsveen - Nieuwe Meer Amsterdam** - OEastern section of the Oostelijke Ringvaart canal encircling the Harlemmermeer polder and Nieuwe Meer = around 20 km.

During the morning and evening rush hours, the bridges on the Ringvaart canal around the Harlemmermeer polder are only opened for commercial vessels. This means that you may have to wait. You may, however, pass an opened bridge with a commercial vessel. Because the Schiphol lift bridge by the A9 motorway is only opened a few times a day, boats on this route have to sail in convoy. If you are sailing in a northerly direction, you must contact the lockkeeper at the Nieuwe Meer Lock in Amsterdam well before 23.00. An alternative to sailing through Amsterdam is to take the westerly route through Haarlem.

### Passage through Amsterdam

The passage through Amsterdam is an experience in itself. In the city, you will pass twelve moveable bridges and one lock. Waternet is responsible for efficient operation of the bridges and locks and for smooth, safe passage of both commercial and leisure craft. Vessels always sail in convoy.

Go to [www.waternet.nl](http://www.waternet.nl) for opening times and toll fees.

You will be charged for mooring your vessel and making the passage through Amsterdam (but not for using the waiting areas at locks and bridges). Payment is only accepted by bank or credit card.

### South to north

The lockkeeper will give you the correct information about the night passage. The Nieuwe Meer Lock broadcasts on marine telephone channel 22, and can be reached by phone on 020 615 5115, but you can also speak to the lockkeeper in person. The convoy starts to move at around 23.50: watch the matrix panel above the A9 bridge. The bridge opens for the first time at 23.56. The number of passages depends on how many vessels (yachts) are waiting. The lock has the capacity for around 20 vessels. If more than that number are waiting to use it, you may have to wait for it to be opened a second time.

### North to south

If you are sailing from north to south and enter Amsterdam from the IJ, you will find the entrance to the Houthaven to port side (left), just past the red buoy (no. 2). The Westerkeersluis Bridge spans the harbour entrance. As you enter the harbour, you will need to contact the operating centre and toll office on marine telephone channel 22 or tel. +31 (0)20 624 1457.

Listen to marine telephone channel 69 for information on the entire Amsterdam route, and channel 22 for the Nieuwe Meer lock and the Westerkeersluis Bridge.

### Westerly route through Haarlem

#### Opening times

For the most up-to-date information on opening times on the major rivers, go to [www.vaarweginformatie.nl](http://www.vaarweginformatie.nl). For information on the other waters, go to the websites of the provincial authorities.

#### Description

The route follows the southern and western sections of the Ringvaart canal through Haarlem, and covers the route from Oude Wetering at Roelofsarendsveen to Zijkanaal (branch canal) C. The route is not free of charge. You have to pay a toll fee to pass the Rijnland Lock at Spaarndam and for passage through Haarlem.



### **Bridges in Haarlem**

In Haarlem, you will pass ten bridges. How long it will take you to sail through Haarlem depends on the height of your vessel, the railway bridge opening times and the number of vessels in the convoy. Normally speaking, it will take you around an hour to an hour and a half to sail through the city.

For information on the entire route through Haarlem, listen to marine telephone channel 18. For nautical information, go to [www.haarlem.nl/doorvaarhoogten-bruggen](http://www.haarlem.nl/doorvaarhoogten-bruggen)

### **Alternative route over Kagerplassen lakes (Leiden-Leiderdorp loop)**

Leave the westerly route at Buitenkaag and take the alternative route over the Kagerplassen lakes, the River Zijl and the River Rhine (Oude Rijn).

## **North Netherlands and Delta Waterways**

### **North Netherlands**

Depending on whether you are heading towards the Waddenzee or Delfzijl, you can take various Fixed Mast routes from Amsterdam (Oranjesluizen) to the north or northeast. See the ANWB publication *Staande Mast Route*.

### **Delta waterway (Zeeland)**

Haringvliet Passage: the lift bridge on the Haringvliet is not opened if the wind is force 7 or more on the Beaufort scale. Passage through the Volkerak Locks (Volkerak sluizen): vessels

with an overall height of more than 18.90 metres must use the commercial lock basin.

Once you have passed the Volkerak Locks from north to south, you will be heading towards the Delta waterway. Every quarter past the hour, the Wemeldinge traffic centre broadcasts the latest shipping news and weather forecast on marine telephone channel 68.

### *Alternatives*

You can also reach the Western Scheldt by taking the canal through South Beveland. You can also reach the Volkerak Locks via the Nieuwe Maas, Maas, Spui, Haringvliet and Hollandsch Diep.

## **Northern section of the alternative Fixed Mast Routes**

### **Zaandstad to Den Helder**

There is an alternative to the North Netherlands route between Amsterdam and Den Helder, with passage via the Zaan and the Noordhollandsch Canal. The provincial authorities of North Holland are responsible for coordination. For information on passing the busy shipping junctions before the Noordzeekanaal (North Sea Canal), please consult the *Knooppuntenboekje* for North Holland, which can be downloaded from [www.varendoejesamen.nl](http://www.varendoejesamen.nl)



### **Passage through Zaanstad**

You will be charged a toll fee for sailing the River Zaan, which is managed by the Zaanstad municipal authorities. Passage takes around two to two and a half hours, depending on the opening times of the railway bridge. See the ANWB publication *Staande Mast Route* for more information.

### **Maintenance work**

The waterway authorities are responsible for maintaining the waterways, bridges and locks. They coordinate maintenance work, so that there is always a route free for tall vessels.

### **Railway bridges**

Work on the railways or bridges is always planned ahead. ProRail provides information on temporary closures of railway bridges on its website [www.spoorbruggen.nl](http://www.spoorbruggen.nl). This site lists the maintenance work planned for each bridge, and whether it will affect opening times. You will also find extensive information about the bridges and their opening times.

### **Unforeseen events**

Mobile matrix panels are used wherever possible to provide information on unforeseen events, possible obstructions or delays. The bridge keepers, lockkeeper, traffic controller or crew of patrol boats will also provide you with the necessary information.

### **Addresses**

#### *Route coordination*

RWS Dienst West-Nederland

Postbus 556

3000 AN Rotterdam

Tel: 010-4026200 (general number)

Tel: 0800-8002 (feedback about roads & waterways)

[www.rijkswaterstaat.nl](http://www.rijkswaterstaat.nl)

Provincial authorities of North Holland

Postbus 123

2000 MD Haarlem

Roads and waterways service:

Tel. 0800-0200600

## Practical information

Alphen a/d Rijn Steekterpoort operating centre:	070-4417500
Westerkeersluis operating centre and harbour fees office:	020-6241457
Vlissingen Bridge/Lock operating centre:	0118-412372
IJsselmeer regional centre:	0320-261111
Haarlem harbour master's office:	023-5310904
Zaanstad harbour master's office:	075-6816888
Dordrecht regional road traffic control centre:	0800-0236200
Scheldt coordination centre:	0118-424790
Rhoon road traffic control centre:	010-5032180
Volkerak Locks (Volkerak sluizen):	0168-477500
Wemeldinge waterway traffic control centre:	0113-622110
Hansweert waterway traffic control centre:	0113-382751
Schellingwoude waterway traffic control centre:	020-6946161
Wijde Blik road traffic control centre:	0255-565700

## Downloads

The Knooppuntenboekjes can be downloaded as PDF files from [www.varendoejesamen.nl](http://www.varendoejesamen.nl). They are also included free of charge in the VDJS app.



### Mit stehendem Mast durch Holland

Die »Staaende Mast Route« ist ein durchgehender Schifffahrtsweg quer durch die Niederlande von Delfzijl an der Emsmündung bis Vlissingen an der Südwestküste des Landes, der auch von Segelbooten und Motorschiffen mit Mast- oder Aufbauhöhen über 6 m befahren werden kann. Die Benutzung der Route ist kostenlos, allerdings ist für das Öffnen einiger Brücken eine Gebühr zu entrichten.

Über den Streckenabschnitt von Willemstad bis zum IJ in Amsterdam, der in 24 Stunden zurückgelegt werden kann, informiert die vorliegende Broschüre. Sie bietet eine Übersicht der Betriebs- bzw. Öffnungszeiten wichtiger Schleusen und Brücken sowohl entlang der Strecke ab Amsterdam südwärts als auch auf der westlichen Streckenvariante über Haarlem. Die Broschüre ist auch in deutscher Sprache erhältlich.

Nähere Informationen finden Sie auf unserer Website [www.varendoejesamen.nl](http://www.varendoejesamen.nl)

## Colofon

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[www.varendoejesamen.nl](http://www.varendoejesamen.nl) or by email to [08008002@rws.nl](mailto:08008002@rws.nl)



### La Staaende Mast Route (route mât dressé)

La Staaende Mast Route est un itinéraire permettant aux bateaux à voile et à moteur dont la hauteur de mât dépasse 6 mètres de naviguer en toute sécurité de Delfzijl, sur l'estuaire de l'Ems, à Vlissingue, au sud-ouest des Pays-Bas. La navigation y est gratuite, excepté pour l'ouverture de quelques ponts. La présente brochure est consacrée au tronçon médian de cet itinéraire, qui relie Willemstad à Amsterdam et peut être parcouru en 24 heures. Elle donne notamment un aperçu des horaires de service des principaux ponts et écluses, aussi bien en direction du sud depuis Amsterdam que pour l'itinéraire ouest par Haarlem. La brochure est aussi disponible en allemand.

Pour plus d'informations, consulter le site internet [www.varendoejesamen.nl](http://www.varendoejesamen.nl)

### The Safe Sailing project

On 4 September 2007, the State Secretary for Transport, Public Works and Water Management, Tineke Huizinga, signed the Safe Sailing voluntary agreement. The aim was to reduce the risks to leisure and professional vessels using the same waterways. Reliable information is an important element of this project. That is what we aim to provide on the website [www.varendoejesamen.nl](http://www.varendoejesamen.nl), and in our various publications.

