



























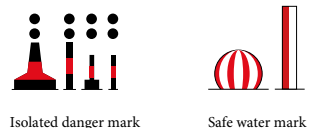
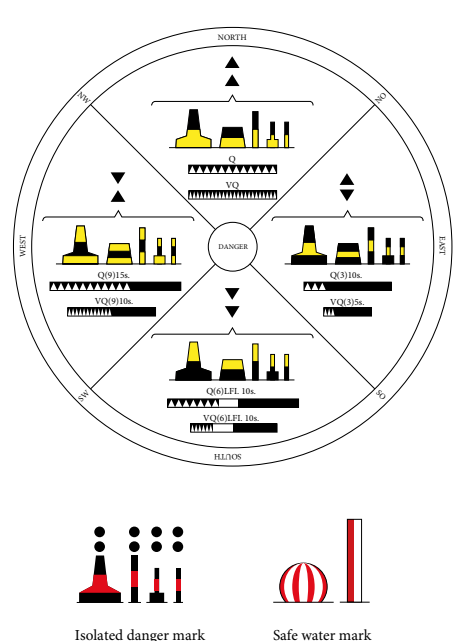
What the navigation signs mean

 No entry	 Do not create wash	 Do not exceed the speed indicated (in kph)
 No berthing (anchoring or mooring) on the side of the waterway on which the sign is situated	 No passing beyond the area marked	 Berthing permitted (drop anchor and moor) on the side of the waterway on which the sign is situated
 No berthing within the breadth indicated, measured in metres from the sign	 No small craft	 End of restriction/obligation applying to traffic in one direction only
 No anchoring	 Stop as prescribed in the regulations	 Obligation to enter into a VHF radio link on the channel indicated on the sign, e.g. channel 18
 No mooring	 Obligation to enter into VHF radio link	 The waterway being approached is a tributary of this waterway
 No turning	 No entering or crossing the main waterway until you are certain ships on the main waterway will not be obliged to change course or reduce speed (B.9)	 Maximum number of vessels permitted to berth abreast (drop anchor and moor)

Buoyage on inland waterways and lakes

	Main channel buoyage, right hand side (even numbered)
	Main channel buoyage, left hand side (odd numbered)
	Buoyage for pleasure vessels or cardinal buoys in waters falling under the Police Regulations for the Navigation of the Rhine, right hand side
	Buoyage for pleasure vessels or cardinal buoys in waters falling under the Police Regulations for the Navigation of the Rhine, left hand side
	Bifurcation of equal status waterways
	Bifurcation of main waterway to the left
	Bifurcation of main waterway to the right
	Isolated danger mark in mid-channel

Buoyage in passages to the sea



Shipping regulations in the Netherlands

- Inland Waterways Police Regulations (BPR)
- Police Regulations for the Navigation of the Rhine
- Shipping regulations for the Western Scheldt
- Shipping regulations for the Ghent-Terneuzen Canal
- Shipping regulations for the Eems-Dollard estuary
- Regulations for the Navigation of the Shared Part of the Meuse

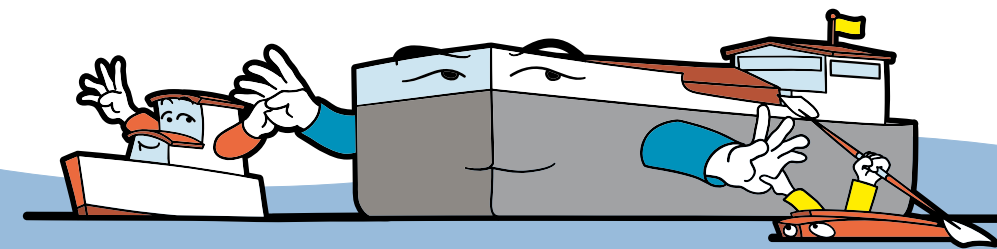


'Safe sailing' is an initiative of Rijkswaterstaat, the Dutch provincial authorities, the Port of Rotterdam, Groningen Seaports, the Port of Amsterdam, Koninklijke Schuttevaer, the Dutch automobile association ANWB, Watersportverbond (the Dutch federation for water sports), HISWA (the Dutch association for the boatbuilding trade and industry) and the SRN (the Dutch association for pleasure sailing). The aim of this initiative is to improve safety on the water, especially waterways used by both commercial vessels and pleasure craft.

For more information, go to www.varendoejesamen.nl or call Rijkswaterstaat at 0800-8002.



Safe sailing



Navigation rules for pleasure craft and commercial vessels

General

- On the waterway, whether it is a buoyed channel or not, always keep as far to starboard (right) as possible.
- Adjust your course and speed when you are being overtaken by another vessel. Steer a clear course and give each other room to manoeuvre.
- Be aware that the turbulence and suction caused by your ship may be dangerous or cause damage to other, smaller vessels. Reduce your speed on time.
- Using its motor, a small vessel must be able to maintain a minimum speed of 6 kph on large bodies of water and major rivers and canals, since they are also navigated by large inland and/or seagoing vessels.
- In some situations, such as to avoid a strong current or to enter a harbour, large vessels are permitted to keep to port (the left). The vessel keeping to port must display a blue sign with a flashing white light, which indicates that vessels will pass starboard to starboard. Where possible, therefore, small vessels must pass to the side where the blue sign is displayed (i.e. starboard). The blue sign is not used on the Western Scheldt, the Ghent-Terneuzen Canal and in the Eems estuary.
- For more information about safe sailing, or to download a booklet on the main waterway junctions (Knooppuntenboekje), go to www.varendoejesamen.nl
- A supplementary general rule applies to the Western Scheldt. If possible, vessels less than 12 metres long should stay out of the main shipping channel for seagoing vessels at locations where it is very narrow, such as the Nauw van Bath, Bocht van Walsoorden, Sardijngemaal and Oostgat.



The main right-of-way rules

- Small vessels, i.e. less than 20 m long, must always give way to large ships (i.e. longer than 20 m). Ferries, passenger ships, tugs and pusher craft, and vessels engaged in fishing have the same rights as large vessels, even if they are less than 20 m long.
- Vessels wishing to enter the main waterway must give way to vessels proceeding on the starboard side of the buoyed channel on the main waterway. This rule does not apply to large vessels coming from a buoyed tributary waterway. They have right of way over small vessels on the main waterway.
- When a small vessel under power, less than 20 m long, and a rowing boat or small sailing vessel are crossing and neither vessel is keeping a starboard course, the vessel under power must give way. In the case of large vessels under power or under sail, the vessel which has the other on its starboard side must give way.
- When two small vessels under power are crossing and neither vessel is keeping a starboard course, the vessel which has the other on its starboard side must give way.
- In the case of two small sailing vessels approaching one another, the vessel on the port tack must give way to the vessel on the starboard tack. If both have the wind on the same side, the windward vessel must give way to the leeward vessel.
- A vessel leaving a harbour or tributary waterway to enter or cross a main waterway, or the other way around, must keep out of the way of other vessels. Small vessels must always give way to large vessels. Note: the sign B.9 means that vessels on the main waterway always have right of way.

- A supplementary right-of-way rule applies on the rivers Waal, Lower Rhine and Lek and on the Pannerdensch canal. Here, vessels sailing downstream (i.e. with the current) that wish to turn to enter a harbour must give way to vessels sailing upstream (i.e. against the current) that wish to enter the same harbour.

Locks and moving bridges

- When you approach or leave a lock, or pass under a moving bridge, beware of causing wash in the lay-by areas.
- Vessels must berth in the lay-by area or enter the lock in order of arrival. However, for safety reasons and to minimise delays, commercial vessels must enter a lock before pleasure craft, unless the lockkeeper indicates otherwise. Pleasure craft must wait until the commercial vessel has tied its lines and turned off its propeller before entering the lock themselves. Keep a safe distance from large vessels. Remember: secure the lines, stop the propellers!
- Keep in mind that the water level in the lock will change. Be alert and tighten the lines or give them slack as necessary.
- Proceed briskly when a bridge is raised for you, so that road traffic is not held up for longer than necessary.

VHF marine radio

Commercial vessels must have at least one, and sometimes two, VHF marine radio sets on board. While VHF marine radio is not compulsory for pleasure craft, it is safer to have a set on board when sailing on large bodies of water. You can use the VHF to communicate with traffic control centres, the coastguard, lockkeepers or bridgekeepers and other ships. Remember, keep messages short and to the point. Anyone with a VHF marine radio on board must have an operating certificate and a radio transmission manual, which must also be kept on board. For more information, go to www.agentschaptelecom.nl

Tips for commercial vessels

1. Be prepared

Be aware of any unusual circumstances on your route and check the weather forecast. If you are carrying cargo and conditions are rough, ensure that everything is secured and the hatches closed.

2. Blind spot

Make sure that you have a clear view. Your blind spot may extend no more than 350 m in front of your vessel.

3. Watch

Place a watch on the foredeck when the waterway is crowded with small craft. It is also useful to have a watch when entering or leaving a harbour.

4. Use of the blue sign

Not all recreational boaters know what the blue sign means. Keep this in mind and, if necessary, let them pass on your port side.

5. Reduce your speed

Reduce your speed on time so that you do not hinder or endanger smaller vessels.

6. VHF marine radio

Use the VHF to prevent confusing or dangerous situations. Report any irregularities that you see on the water to the nearest traffic control centre or Rijkswaterstaat patrol boat.

7. Sound the horn for danger

Alert small vessels to danger by giving one prolonged blast on the ship's horn.

8. Keep your distance

There must be a safe distance between large and small vessels when approaching or passing one another. A courteous skipper leaves room for small craft.

9. Be professional

Keep in mind that you are the professional, with a wealth of knowledge and experience. Be courteous and set a good example for pleasure craft. Don't assume they will get out of the way, but show them how it's supposed to be done.

Tips for pleasure craft

1. Be prepared

Be aware of any unusual circumstances on your route and check the weather forecast. Don't sail in the dark or with poor visibility if you don't need to. If conditions are rough, ensure that everything is secured.

2. Big ships have a big blind spot

Do not count on the skipper being able to see you, as a big ship's blind spot can extend up to 350 metres in front of the vessel. That's as far as three football fields! Adjust your course and speed so that you stay out of a ship's blind spot. As long as you can see the wheelhouse, the skipper can see you.

3. Keep a clear course

Keep a clear course, so that others can see what you are doing. Cross a waterway or channel as quickly as possible by keeping as straight a course as possible.

4. The blue sign

When a ship is carrying a blue sign on one side with a flashing white light, you should pass it on that side, provided of course the situation allows. Think ahead so that you can react promptly.

5. Reduce your speed

Make sure that your bow waves and wash do not hinder other vessels. Reduce your speed to allow a large vessel to overtake you more quickly.

6. VHF marine radio

If you have VHF, you are required to listen to it. Tune in to VHF channel 10 and use it to avoid dangerous situations. Near maritime traffic centres, locks and bridges, tune in to the designated channel.

7. Sound the horn in dangerous situations

Alert other vessels to danger by giving one prolonged blast on your horn.

8. Keep your distance

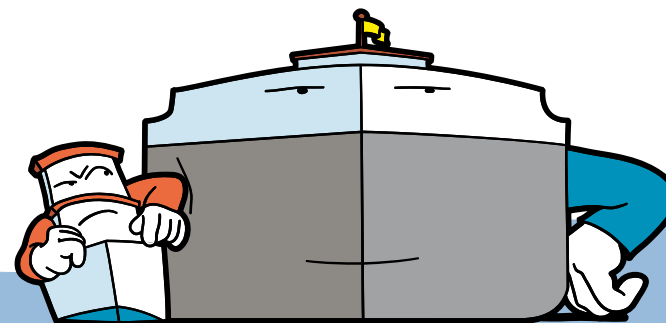
Stay as close as possible to the shore or riverbank. Keep a safe distance from large commercial vessels and give them enough room to manoeuvre in bends and at harbour mouths.

9. Be visible and alert

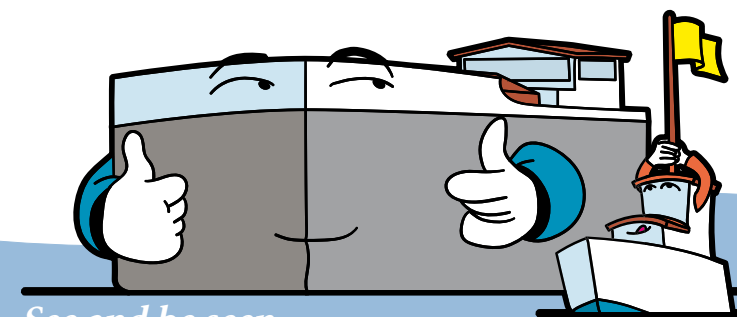
Make sure you are always visible to others, and be alert to your own surroundings and other vessels' sound signals.

10. Safe lock transit

Make sure that you can tie your boat on both port and starboard sides. Place fenders and enough rope on each side of your boat before you enter the lock. Follow closely behind the vessel ahead of you and moor near steps or a ladder, if possible.



Be courteous and leave room for small craft!



See and be seen