

**ANNOUNCEMENT TO SHIPPING**  
**IJmond North Sea canal area**  
**Central Nautical Management**

Number: 21/2006

IJmuiden, 10 October 2006

Subject: Announcement of policy for dispensation for transiting the North lock and North Sea Canal with marginal vessels

The director of the public body Central Nautical Management has, on the behalf of the hoofdingenieur-directeur of the dienst Noord-Holland of the Directoraat-Generaal Rijkswaterstaat, by the decree of October 10<sup>th</sup> 2006 (nr. 2006/167/CNB) set down the policy for issuing dispensation for transiting the North lock and North Sea Canal with marginal vessels. These rules will come into force commencing November 1<sup>st</sup> 2006. The current policy rules as published in Basijn 5/2005 will be cancelled at that time.

Policy for dispensation for transiting the North lock and North Sea Canal with marginal vessels.

**1. Introduction:**

In accordance with article 9.02, 1<sup>st</sup> section, of the Inland Shipping Police Regulations and appendix 13 of these regulations listing the waterways on which this article must be applied, all vessels or compositions of vessels must conform to the stated mandatory maximum length, breadth and draft. The competent authority can, in accordance with article 9.02 2<sup>nd</sup> section of the Inland Shipping Police Regulations, grant dispensation to vessels exceeding the specified dimensions mentioned in appendix 13 of these regulations.

In decree 2006/167/CNB the conditions and dispensations mentioned in article 9.02 2<sup>nd</sup> section of the Inland Shipping Police Regulations and appendix 13 of these regulations have been set down for vessels or combinations of which the length, breadth or draft exceeds the prescribed dimensions for the North lock and North Sea Canal.

**1.1 Reason for adjusting the policy rules**

**1.1.1. Harmonisation keelclearances North lock:**

The Port of Amsterdam also spread the basijns (local operations reports) electronically. If you like to receive these by e-mail, please send your e-mail address to julian.sallows, e-mail:

[julian.sallows@portofamsterdam.nl](mailto:julian.sallows@portofamsterdam.nl)

Overview of the current basijns:

<http://www.portofamsterdam.nl> under 'Shipping', 'Announcements'

When transiting the North lock different minimum keelclearances were applied for marginal and non-marginal vessels. In consultation with the relevant parties it has been agreed to apply under conditions a keelclearance  $\geq 10\text{dm}$  for vessels of the categories I and II (see paragraph 3). In order to prevent excessive current speeds when marginal vessels enter or leave the North lock a specified minimum wet cross-cut must be maintained.

**1.1.2. Seiches:**

Due to the possible presence of seiches when passing the western lock sill and due to the harmonisation of keelclearances it is possible for a reduced keelclearance to occur, due to which there is a potential danger of damage to ship and lock sill.

**1.1.3. Use of tugs:**

With the relevant parties it has been agreed that dispensated vessels in the categories I and II (see paragraph 3), which are fitted with a properly functioning bow thruster, under conditions can be exempted from the mandatory use of a forward tug when entering and leaving the North lock.

**1.2 Date of coming into force of the policy rules:**

The policy rules come into force on November 1<sup>st</sup> 2006. The current rules as stated in Basijn 5/2005 will be cancelled on publication of this Basijn.

**1.3 Application for a dispensation:**

The referred to dispensation must be applied for seven days before the intended transit of the marginal vessel through the North lock and North Sea Canal at the following adress:

Port of Amsterdam  
Nautical Sector Western Region  
Attn.: Regiowachtchef  
Middensluisweg 2,  
1975 AL IJmuiden  
telephone: 0255-564150 / 0255-523934  
fax: 0255-535144  
email: [rwcijmuiden@portofamsterdam.nl](mailto:rwcijmuiden@portofamsterdam.nl)

**2. Maximum dimensions (without dispensation):**

To transit the North Lock at IJmuiden and the North Sea canal without dispensation a vessel must not exceed the following maximum dimensions:

- Length overall  $\leq 325,0\text{m}$
- Maximum breadth  $\leq 42,0\text{m}$
- Maximum draft  $\leq 131\text{dm}$  (draft in saltwater, eastbound)
- Maximum draft  $\leq 134\text{dm}$  (draft in freshwater, westbound)

While transiting the North Lock at IJmuiden all vessels without dispensation must maintain a keel clearance of at least 10dm.

**3. Maximum dimensions (with dispensation):**

Marginal vessels transiting the North Lock and the North Sea canal are differentiated into four categories.

The four categories are:

- I. Breadth  $\leq$  42,0m and draft  $>$  131dm eastbound (**§ 4**)
- II. Breadth  $\leq$  42,0m and draft  $>$  134dm westbound (**§ 5**)
  
- III. Breadth  $>$  42,0m eastbound (**§ 6**)
- IV. Breadth  $>$  42,0m westbound (**§ 7**)

Although a number of similar conditions are set for some categories, it has been decided, for the sake of clarity, to publish the dispensation conditions for each category in full.

#### **4. Category I, breadth $\leq$ 42,0m and draft $>$ 131dm eastbound**

This category of vessel is allowed a maximum arrival draft of 137,5dm in salt water. Transiting the North Lock is allowed under the following conditions:

- a. The lock chamber may not be entered without specific permission from the competent authority.
- b. The moment of entering the lock chamber must be within a tidally dependant time window determined by the competent authority
- c. On passing the western lock sill:
  - i. The water level must be equal to or higher than the minimum water level stated in appendix 1.
  - ii. If during lock transit seiche warnings are in force the water level must be equal to or higher than NAP.
  - iii. The water level stated in **i.** and **ii.** is allowed to be less in proportion to the amount the vessel's draft is less than 137,5dm.
- d. Tug assistance:
  - i. When entering the lock, assistance must be provided by a fore and aft tug, each having a static towing force of at least 30 tons on the bits.
  - ii. When leaving the lock, assistance must be provided by a fore tug with a static towing force of at least 30 tons on the bits.
  - iii. Vessels with a properly functioning bow thruster with a power of  $\geq$ 1800kW are exempted from the use of a forward tug during lock transit.
  - iv. The exemption mentioned in **iii.** is only in force if the transverse wind component  $\leq$  5bft or  $\leq$  10.0m/s in accordance with appendix 2.
- e. When passing the eastern lock sill the canal level must not be lower than NAP-0,47m.
- f. The vessel's speed when passing the lock sills must not exceed 1,5 km/hour

### **5. Category II, breadth $\leq$ 42,0m and draft $>$ 134dm westbound**

This category of vessel is allowed a maximum departure draft of 140,5dm in fresh water. Transiting the North Lock is allowed under the following conditions:

- a. The lock chamber may not be entered without specific permission from the competent authority.
- b. The moment of entering the lock chamber must be within a tidally dependant time window determined by the competent authority
- c. On passing the western lock sill:
  - i. The water level must be equal to or higher than the minimum water level stated in appendix 1.
  - ii. If during lock transit seiche warnings are in force the water level must be equal to or higher than NAP.
  - iii. The water level stated in i. and ii. is allowed to be less in proportion to the amount the vessel's draft is less than 140,5dm.
- d. Tug assistance:
  - i. When entering the lock, assistance must be provided by a fore and aft tug, each having a static towing force of at least 30 tons on the bits.
  - ii. When leaving the lock, assistance must be provided by a fore tug with a static towing force of at least 30 tons on the bits.
  - iii. Vessels with a properly functioning bow thruster with a power of  $\geq$ 1800kW are exempted from the use of a forward tug during lock transit.
  - iv. The exemption mentioned in iii. is only in force if the transverse wind component  $\leq$  5bft or  $\leq$  10.0m/s in accordance with appendix 2.
- e. When passing the eastern lock sill the canal level must not be lower than NAP-0,47m
- f. The vessel's speed when entering and leaving the lock must not exceed 1,5 km/hour

### **6. Category III, breadth $>$ 42,0m eastbound**

This category of vessel is allowed a maximum arrival draft in salt water corresponding to the value belonging to the vessel's breadth as listed in the table in appendix 1 of this Basijn.

Transiting the North Lock is allowed under the following conditions:

- a. The lock chamber may not be entered without specific permission from the competent authority.
- b. The moment of entering the lock chamber must be within a tidally dependant time window determined by the competent authority
- c. On passing the western lock sill:
  - i. The water level must be equal to or higher than the minimum water level stated in appendix 1.
  - ii. If during lock transit seiche warnings are in force the water level must be equal to or higher than NAP.
  - iii. The water level stated in i. and ii. is allowed to be less in proportion to the amount the vessel's draft is less than the draft specified in appendix 1.

- d. When entering the lock, assistance must be provided by a fore and aft tug, each having a static towing force of at least 30 tons on the bitts.
- e. When leaving the lock, assistance must be provided by a fore tug with a static towing force of at least 30 tons on the bitts.
- f. Visibility at the North Lock must be at least twice the length of the vessel plus 200m at the time the vessel passes the fairway buoy for vessels whose bridge wings extend to the ships sides. If the bridge wings do not extend to the vessel's sides the visibility must be at least 1000m.
- g. The transverse wind component must be  $\leq 5$ bft or  $\leq 10.0$ m/s in accordance with appendix 2.
- h. When leaving the lock the canal level must not be lower than NAP-0,47m.
- i. The vessel's speed when entering and leaving the lock must not exceed 1,5 km/hour

#### **7. Category IV, breadth > 42,0m westbound**

This category of vessel is allowed a maximum departure draft in fresh water corresponding to the value belonging to the vessel's breadth as listed in the table in appendix 1 of this Basijn.

Transiting the North Lock is allowed under the following conditions:

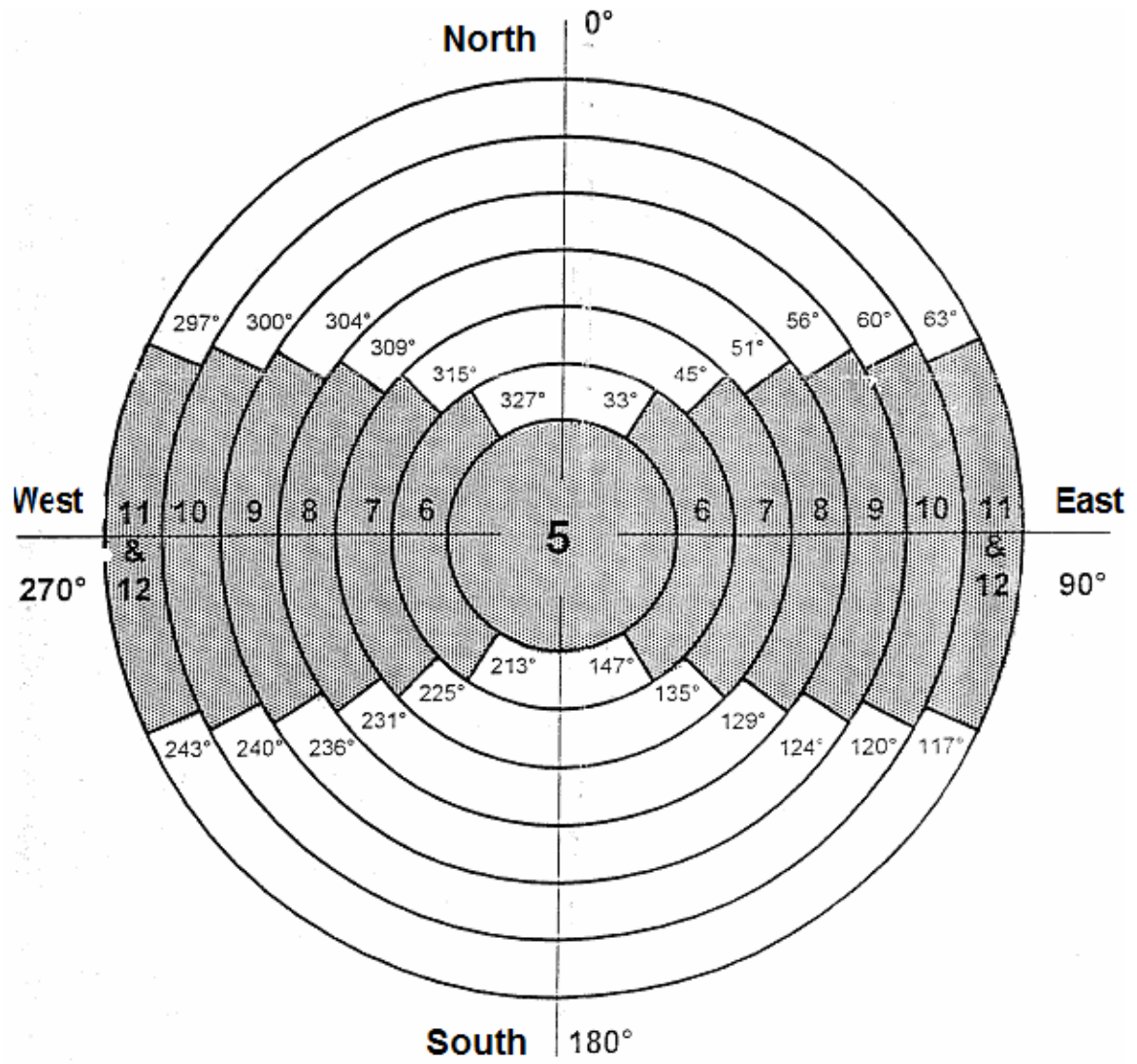
- a. The lock chamber may not be entered without specific permission from the competent authority.
- b. The moment of entering the lock chamber must be within a tidally dependant time window determined by the competent authority
- c. On passing the western lock sill:
  - i. The water level must be equal to or higher than the minimum water level stated in appendix 1.
  - ii. If during lock transit seiche warnings are in force the water level must be equal to or higher than NAP.
  - iii. The water level stated in i. and ii. is allowed to be less in proportion to the amount the vessel's draft is less than the draft specified in appendix 1.
- d. When entering the lock, assistance must be provided by a fore and aft tug, each having a static towing force of at least 30 tons on the bitts.
- e. When leaving the lock, assistance must be provided by a fore tug with a static towing force of at least 30 tons on the bitts.
- f. Visibility at the North Lock must be at least twice the length of the vessel plus 200m at the time the vessel leaves its berth for vessels whose bridge wings extend to the ships sides. If the bridge wings do not extend to the vessel's sides the visibility must be at least 1000m.
- g. The transverse wind component must be  $\leq 5$ bft or  $\leq 10.0$ m/s in accordance with appendix 2.
- h. When passing the eastern lock sill the canal level must not be lower than NAP-0,47m.
- i. The vessel's speed when entering and leaving the lock must not exceed 1,5 km/hour

**Appendix 1, Breadth-, draft en water level summary**

Maximum allowed drafts (eastbound and westbound) in decimetres corresponding with the maximum breadth in meters of the marginal vessel.

<i>ships breadth</i>	maximum draft eastbound in saltwater	maximum draft westbound in freshwater	minimum water level western lock sill	<i>ships breadth</i>	maximum draft eastbound in saltwater	maximum draft westbound in freshwater	minimum water level western lock sill
≤42,00	137,5	140,5	NAP-0,25	43,55	135,5	138,5	NAP
42,05	137,5	140,5	NAP-0,24	43,60	135,3	138,3	NAP
42,10	137,5	140,5	NAP-0,23	43,65	135,2	138,2	NAP
42,15	137,5	140,5	NAP-0,22	43,70	135,0	138,0	NAP
42,20	137,5	140,5	NAP-0,21	43,75	134,9	137,9	NAP
42,25	137,5	140,5	NAP-0,19	43,80	134,7	137,7	NAP
42,30	137,5	140,5	NAP-0,18	43,85	134,5	137,5	NAP
42,35	137,5	140,5	NAP-0,17	43,90	134,4	137,4	NAP
42,40	137,5	140,5	NAP-0,16	43,95	134,2	137,2	NAP
42,45	137,5	140,5	NAP-0,15	44,00	134,1	137,1	NAP
42,50	137,5	140,5	NAP-0,14	44,05	133,9	136,9	NAP
42,55	137,5	140,5	NAP-0,13	44,10	133,8	136,8	NAP
42,60	137,5	140,5	NAP-0,12	44,15	133,6	136,6	NAP
42,65	137,5	140,5	NAP-0,10	44,20	133,5	136,5	NAP
42,70	137,5	140,5	NAP-0,09	44,25	133,3	136,3	NAP
42,75	137,5	140,5	NAP-0,07	44,30	133,2	136,3	NAP
42,80	137,5	140,5	NAP-0,06	44,35	133,0	136,1	NAP
42,85	137,5	140,5	NAP-0,04	44,40	132,9	136,0	NAP
42,90	137,5	140,5	NAP-0,03	44,45	132,7	135,8	NAP
42,95	137,5	140,5	NAP-0,01	44,50	132,6	135,6	NAP
43,00	137,5	140,5	NAP	44,55	132,4	135,5	NAP
43,05	137,0	140,0	NAP	44,60	132,3	135,3	NAP
43,10	136,9	139,9	NAP	44,65	132,1	135,1	NAP
43,15	136,7	139,7	NAP	44,70	132,0	135,0	NAP
43,20	136,6	139,6	NAP	44,75	131,8	134,8	NAP
43,25	136,4	139,4	NAP	44,80	131,7	134,7	NAP
43,30	136,3	139,3	NAP	44,85	131,5	134,5	NAP
43,35	136,1	139,1	NAP	44,90	131,4	134,3	NAP
43,40	135,9	138,9	NAP	44,95	131,3	134,2	NAP
43,45	135,8	138,8	NAP	45,00	131,0	134,0	NAP
43,50	135,6	138,6	NAP				

Appendix 2:



Transverse component > 5 Bf.

### **Appendix 3, Definitions**

**BPR:**

Inland Shipping Police Regulations

**Transverse component:**

The transverse component of the wind at the lock complex measured at the lock tower. The transverse component is the resolved vector of the prevailing wind direction and force at a 90° angle to the axis of the Northern lock chamber (appendix 2).

**Keel clearance:**

Free space between the keel and the lock sill for an unmoving vessel.

**Marginal vessel:**

Vessels of which the overall length, breadth or draft exceeds the dimensions stated in appendix 13 of the BPR.

**NAP:**

Water level in relation to Normaal Amsterdams Peil.

**Wet cross-cut:**

Space under and next to a vessel when passing the western lock sill of the Northern lock.

**Eastbound:**

A marginal vessel sailing from the North Sea to Amsterdam.

**Seiches:**

Long standing waves with a period of 10 to 120 minutes and varying amplitude which can, independently of the vertical tide, appear due to resonations in half-closed harbour basins, e.g. the Outer harbour of IJmuiden.

**Seiches forecast:**

Seiches forecasts are issued by the KNMI and Rijkswaterstaat Directie Noordzee for the Dutch coast and are in effect during the times mentioned in the forecast.

**SLC:**

Sluisleidingcentrum IJmuiden. From this location the compliance to the dispensation conditions are enforced.

**Tidally dependant time window for the North lock:**

The period during which a marginal vessel can transit the lock whereby the water level at the western lock sill is equal to or higher than the water level mentioned in appendix 1.

**Dispensated vessel:**

Vessels of which the overall length, breadth or draft exceeds the dimensions stated in appendix 13 of the BPR.

**Water level western lock sill:**

The water level in relation to NAP at the western lock sill of the Northern lock.

**Water level eastern lock sill:**

The water level in relation to NAP at the eastern lock sill of the Northern lock.

**Westbound:**

A marginal vessel sailing from Amsterdam to the North Sea.

**Fresh water:**

Water with a specific density of 1,000ton/m<sup>3</sup>.

**Salt water:**

Water with a specific density of 1,026ton/m<sup>3</sup>.