

# North Sea Passage Pilot

6th Edition 2013  
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## Supplement No.2

Supplement Date: February 2014

### Caution

Every effort has been made to ensure the accuracy of this supplement. However, it contains selected information and thus is not definitive and does not include all known information on the subject in hand. The author and Imray Laurie Norie & Wilson Ltd believe this supplement to be a useful aid to prudent navigation, but the safety of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.

With the increasing precision of modern position-fixing methods, allowance must be made for inaccuracies in latitude and longitude on many charts, inevitably perpetuated on some harbour plans. Modern surveys specify which datum is used together with correction figures if required, but older editions should be used with caution, particularly in restricted visibility. The navigator should always use the most up-to-date largest scale charts for his passage making.

This supplement contains amendments and corrections culled mainly from official and authoritative sources.

Page references are made to *North Sea Passage Pilot*, 6th edition.

Note where lights have been modified in this text do please remember to alter them on the appropriate plan.

This Supplement is cumulative. The most recent information is printed in blue.

**Page 54** Passage 15, Harwich to Zeebrugge - Return Route  
Replace paragraph with the following:

**Return** Leaving Zeebrugge and pushing a weakening NE-going stream, the KB (Kwintebank) buoy is reached at slack or SW-going tide and a course set parallel to, and at least 1M S of the TSS, to a point 3M S of the West Hinder Lt where the TSS should be crossed at right angles, then close W of the Lt a heading set for the E side of the Sunk TSS S to cross the Noord Hinder TSS S at right angles, then alter course to cross the Sunk TSS S between Sunk S1 and S2 RW buoys to join the Long Sand Head Two-Way Route. The course then follows the extreme E side of the Two-Way Route round to Trinity S card lit buoy. From this point the course is cross-tide past Roughs Tower and close S of Cork Sand (R) buoy, for the last 4hrs to Harwich keeping well to the S of the Harwich Channel and entering Harwich across The Shelf, with a flooding tide for a further 4hrs into the Orwell (see Chapter 6).

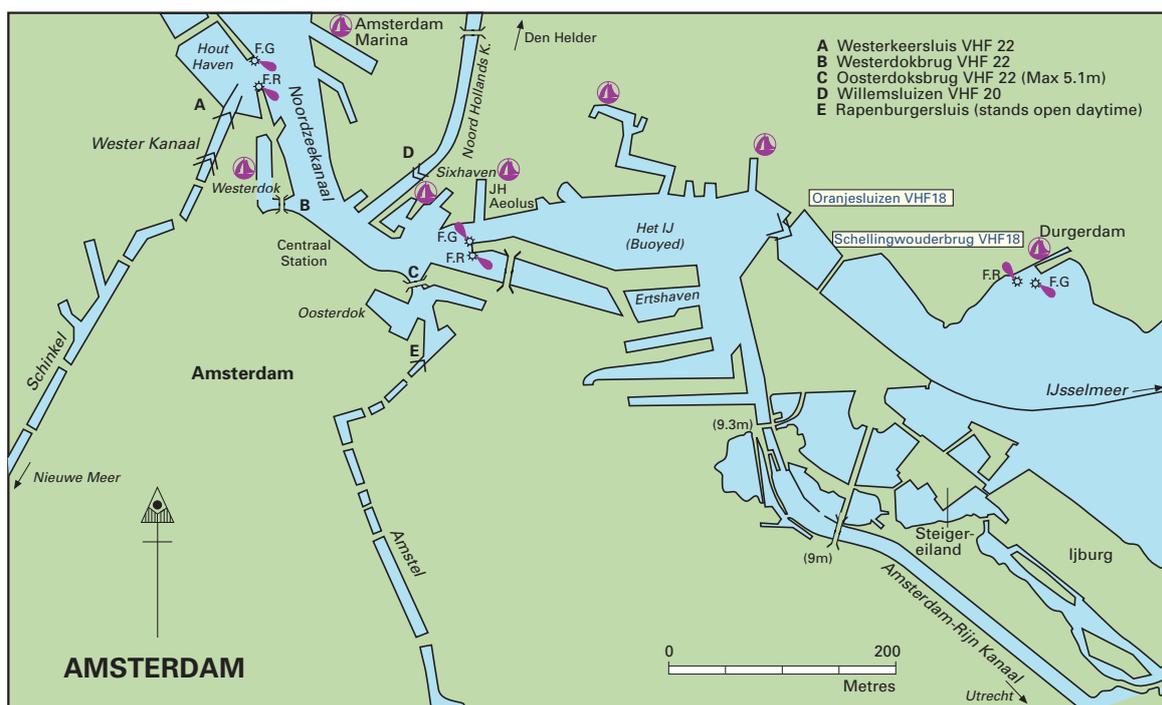
**Page 60** *Outward*

The first sentence should read: A start three hours earlier than in Passage 18 above...

**Page 206** *Amsterdam*

On the north side of 'het IJ' and opposite Hout Haven, immediately at the North Sea Canal/IJ, a completely new marina has been built: Amsterdam Marina.

It opened summer 2013. Reported useful especially for people who would like to visit the city. A ferry will bring you right in the centre (Centraal Station).



Reader reports welcomed. There are reports that note some unpleasant swell from the North Sea Canal.

**Page 214 V. COASTGUARD AND RESCUE FACILITIES  
IN THE SOUTHERN NORTH SEA**

**Netherlands waters**

The two life-saving societies have now merged into the Koninklijke Nederlandse Redding Maatschappij (Royal Dutch Rescue Association), usually just called KNRM. As indicated, they should be approached via VHF Ch 16 and the Dutch coastguard.