Royal Netherlands Navy

BaZ1 | EDITION 2026

Notices to Mariners

The Netherlands Hydrographic Service

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The Netherlands Hydrographic Service

Preface

Netherlands Notices to Mariners (Berichten aan Zeevarenden = BaZ) are issued weekly and can be obtained:

- As digital print version (PDF) at **www.defensie.nl/hydro**
- In paper form (upon payment) at some chart agencies (see **chapter 2**)

Reprints of the BaZ are permitted under the condition that they are printed in full, unchanged and with acknowledgement of the source.

NAUTICAL PUBLICATIONS are to be used in conjunction with up-to-date nautical charts of the correct scale. The publication should be used with sound judgement and good seamanship, in combination with supplementary publications, safety messages of regional traffic centres and own observations.

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1. Reporting of observed errors and omissions

Mariners are encouraged to inform the Hydrographer of the Royal Netherlands Navy of any corrections needed to products issued by the Netherlands Hydrographic Service.
It is helpful to give as many details as possible. When using GPS, record the geodetic datum of the observed position. When other means are used, the report preferably includes full details of all positions and how they were obtained, bearings (true), angles and distances, readings position fixing system, soundings (including the method by which they were obtained and reduced to chart datum), etc.

It is essential that reports include the number(s) of the applicable products and the date to which they are corrected (ENC update or NtMs).
When the information relates to publications of another hydrographic office the Netherlands Hydrographic Service will forward the reports and comments as required.

Contact: The Hydrographer of the Royal Netherlands Navy
PO Box 10.000
1780 CA Den Helder
Telephone: +31 (0)88 95 16 752
E-mail: **hydro.admin@mindef.nl**

2. Netherlands Notices to Mariners (NtM)

Publication of NtM

Netherlands NtM are issued weekly and can be obtained:
- As digital print version (PDF) at **www.defensie.nl/hydro**
- In paper format (upon payment) at the following chart agencies:

Datema Delfzijl BV.
Zeesluizen 8, 9936 HX Delfzijl
Telephone: +31 (0)596 63 52 52
Fax: +31 (0)596 61 52 45
E-mail: **sales@datema.nl**
Website: **www.datema.nl**

L. J. Harri BV.
Van der Takstraat 218, 3071 LM Rotterdam
Telephone: +31 (0)10 214 27 05
E-mail: **ljharri@xs4all.nl**
Website: **www.ljharri-watersportmedia.nl**

Harri Trading BV.
van Weerden Poelmanweg 4, 3088 EB Rotterdam
Telephone: +31 (0)10 429 03 33
E-mail: **info@harritrading.nl**
Website: **www.harritrading.nl**

OneOcean
Unit 4, Voltage, Mollison Avenue, Enfield, EN3 7XQ United Kingdom
Telephone: +44 (0)1992 805 400
Fax: +44 (0)1992 805 410
E-mail: **sales@oneocean.com**
Website: **www.oneocean.com**

The area for which Netherlands NtM are published covers the North Sea up to 55°50'N and the English Channel as far as the meridian of Greenwich (0°) and parts of the Caribbean Sea (see **overview maps**).

Netherlands NtM area North Sea

Netherlands NtM area Caribbean Sea

Criteria for the publication of a Netherlands NtM (BaZ)

The general criterium is: making safe navigation possible.

Source data of chart alterations are archived by the Netherlands Hydrographic Service.
A BaZ is published in case of large or important changes. The interest of the chart user is leading. All other changes are incorporated with the publication of a new edition. Notices from foreign Hydrographic Services concerning the Netherlands NtM area are republished unchanged and with mentioning of the source.

The following alterations are deemed important and essential:
- New obstructions or shoaler depths of existing obstructions, particularly in DW routes, fairways and approach routes
- Shoaler depths, also in 'maintained depth' areas
- New sub-sea structures
- Cables and pipelines
- Significant navigation objects
- Traffic (control) measures and route-information
- (prohibited) Areas
- Navigation radio communication
- Navigation systems
- Conspicuous buildings
- Harbour layout
- Pilot stations
- Safe passage clearance of bridges or cables

Correcting of nautical charts and nautical publications

Nautical charts
Upon obtaining a chart from the Netherlands Hydrographic Service, determine the update status of your copy of the chart. Information on the BaZ that have been applied to the chart can be found on the lower left corner (except P and T notices). Mariners or agencies should correct the paper chart for any outstanding BaZ.

1800 Series
The user is required to keep the charts up to date by using BaZ.

ENCs
ENCs are corrected by the Netherlands Hydrographic Service and then supplied to users by IC-ENC and VARs.

Nautical publications
Nautical publications are being updated by the Netherlands Hydrographic Service. New editions are announced via NtM (BaZ) and subsequently published at the Netherlands Hydrographic Service website for free download

Definitions

- **Nautical chart:** a paper or digital chart which is officially issued by or on the authority of a government, the recognised Hydrographic Service or an other relevant government institution and is designed to fulfil he requirements of navigation at sea. The symbolisation is in accordance with the rules of the IHO.
- **INT nautical chart:** a nautical chart which is admitted to the IHO International chart series. For a full explanation of each symbol, please see Chart 1 [INT1].
- **Nautical publication:** a paper or digital book which is officially issued by or on the authority of a government, the recognised Hydrographic Service or an other relevant government institution and is designed to fulfil to the requirements of navigation at sea.
- **1800 Series:** official nautical charts for coastal and inland waters which have been issued mainly for smaller SOLAS vessels and consist of a number of folios, each containing around 9 loose leaf charts. They are printed in four colours. The charts cover the Waddenzee, the IJsselmeer and the waters in the southwest of the Netherlands. Each folio contains a legend, explaining most of the charted symbols. Maritime limits are charted in nautical paper charts and ENCs only.
- **New chart:** a chart which has not yet been published in this layout before, presentation or with this specific content. In the middle of the lower margin, year and month of publication are indicated. A new chart is announced with a NtM.
- **New edition:** a reprint of a chart or publication, including all new and corrected data. The date of the new edition is printed to the right of the first publication date. A new edition is announced with a NtM and the previous edition is thereby cancelled and withdrawn.
- **New edition co-production:** a number of nautical charts are published jointly with the United Kingdom Hydrographic Office. This is shown with logos above the title. The number of the edition and the date of publication are indicated in a frame in the lower left-hand corner. A new edition is announced with a NtM and the previous edition is thereby cancelled and withdrawn.
- **Reprint:** a reprint of a nautical chart, which includes all published NtM. The month (in Roman numbers) and year of reprinting are indicated in the lower left-hand corner. The corrected reprints of co-productions are also provided with the number of the last issued NtM.
- **NtM:** notice to mariners issued by the Netherlands Hydrographic Service intended to correct the publications mentioned in the notice. Data, on which the correction is based, is generalised cartographically if necessary.
- **(P) NtM:** NtM, which announces corrections and will be replaced by a permanent NtM or by a new edition.
- **(T) NtM:** NtM, which is temporarily in force and will be cancelled by a mentioned end-date or by a NtM. Generally, T notices are published on the largest scale charts only.
- **Block correction:** a small part of a chart or publication which contains a large amount of corrections for a relatively small area. The block is glued over the original, to prevent the chart from becoming unreadable when the corrections are added manually.

3. Naval Cooperation And Guidance for Shipping (NCAGS)

General

Military operations at sea will frequently involve, or have some impact, on merchant shipping and likewise merchant shipping may affect military operations. Cooperation between the military and commercial shipping can minimise delays and enhance the safety and security of merchant ships when transiting through maritime areas of operation. This is known within NATO as Naval Cooperation and Guidance for Shipping (NCAGS). This cooperation is not limited to the ships at sea but also involves the whole merchant community including, for example, ship owners, shipping companies, ship managers and agencies.
The NATO publication ATP-02.1 'Naval Cooperation and Guidance for Shipping (NCAGS) Manual - Guide to owners, operators, master and Officers' describes the worldwide application of NCAGS procedures and practices to enhance ship safety in times of rising tension, crisis or conflict. The ATP-02.1 can be downloaded from the website of the NATO Shipping Centre (**https://shipping.nato.int**) or can be obtained from the Bureau Maritieme Zaken (BMZ) of the Royal Netherlands Navy Maritime Headquarters.

Contact details:
Bureau Maritieme Zaken CZSK
Rijkszee- en Marinehaven 1
1781 ZZ Den Helder
Telephone: +31(0)88 951 3378
E-mail: **mhk.ncags@mindef.nl**

When there is an increased risk to the safety of merchant shipping in a certain region, the government can activate measures within the framework of NCAGS. In this region an “NCAGS Area Of Operations (AOO)” can be established. Details of the NCAGS AOO will be promulgated through the World-Wide Navigational Warning Service (WWNWS - see also **chapter 6**). Commercial shipping can then obtain advice and guidance from the NCAGS organisation.
Transiting merchant ships can be advised or given recommendations on ship protection measures and the recommended route to follow, or if necessary, even be escorted by (allied) military units.

In peacetime NATO carries out military exercises which may also involve the activation of the NCAGS organisation. It is possible that the merchant shipping industry is invited to participate in these exercises.

Standard documents used by NCAGS

The organisation and procedures of NCAGS are fully detailed in ATP-02.1.
This publication also includes standardised message formats one of which is the Format Alfa (see **page 11**).

Format ALFA

Purpose of this format is to collect the most basic ship's data before the vessel enters the Area Of Operations (AOO).
Promulgation method and the final format of this message may vary by area.

Format Alfa	
1	Vessel's name
2	Flag
3	IMO number
4	MMSI
5	INMARSAT telephone number
6	Email address / FAX number
7	Current position (at time UTC), course and planned passage speed
8	Next port of call and ETA (UTC)
9	Name and address of ship owner and operator / charterer / company security officer
10	Crew numbers and nationalities
11	Cargo
12	Security measures implemented onboard
	Note: Different information may be requested, dependent on the maritime operation

4. Actions to be taken in case of a submarine accident (DISSUB Distressed Submarine).

The first indications of a submarine being in distress and not able to surface, are the following:

- Submarine indicator beacons (SEPIRB/Submarine Emergency Position Indicator Radio beacon) released by the submarine
- Red smoke candles or flares, fired with regular intervals from the submarine
- Oil spots
- Air bubbles

Every submarine has designated escape compartments, in which SMER (Submarine Escape and Rescue) equipment is stored.

SMER equipment could consist of:

- Life raft
- White smoke candles with messenger
- Pyrotechnics
- Emergency underwater telephone with DISSUB bleeper
- Personal Locator Beacons (PLB)
- Submarine (ejectible) Emergency Position Indicator Radio Beacon (SEEPIRB)

The indicator beacon (SEEPIRB) is orange, but is not easily visible in a swell because of its low margin of buoyancy. The life raft is fitted with a indicator beacon (SEEPIRB) and is connected to the submarine. The buoys consist of an inflatable collar to support a radio unit that transmits on international distress frequencies (121.50, 243.00 or 406 Mhz). Most submarines use their MMSI number plus an unique 3 figure serial number which indicates the escape compartment from which the buoy has been released. The distress signal of NL submarines will be received by the Netherlands Coastguard. Navy and Coastguard will conduct mutual efforts in order to carry out the rescue operation.

White smoke candles are fired from the submarine in order to locate the submarine. They remain floating on the surface and can be equipped with a message container. When picking up the smoke candle out of the water one should consider that the candles can be very hot. The firing of red flares from a submarine means that the submarine is in distress. It does not indicate that the submarine will try to surface quickly.

Since smoke candles, flares and coloured pyrotechnics (except red flares) are also used during submarine exercises, the only certain indication of a distressed submarine is the signal of the indicator beacon or red flares. As time is an essential factor when rescuing survivors, locating a submarine indicator beacon – if possible by stating the submarine's name, such as indicated on the marker buoy – should be made known to e.g. coastguard stations for passing on to the naval authorities, as quickly as possible. Stating time and position of the located beacon as accurate as possible is of the utmost importance.

Most submarine operating nations have an organisation ready in order to be able to intervene in case of submarine accidents. They will:

- Establish the location of the sunken submarine as accurately as possible
- Take a vessel to the spot in order to be able to get survivors out of the water
- Render medical assistance to survivors already taken on board
- Take a diver-decompression room to the spot in order to treat survivors
- Make known to people in the sunken submarine that help will be rendered

However, actions of the first ship on the spot are generally of decisive significance to the whole rescue operation.

In addition to national organisations the International Submarine Escape and Rescue Liaison Office (ISMERLO, **www.ismerlo.org**) is established in Northwood (UK). This office provides a worldwide coordination capability and monitors the availability of escape and rescue elements which may assist any nation facing a submarine disaster.

It is of great importance to indicate to survivors in a distressed submarine that help is pending. This can be done by switching on the echo-sounder or by knocking on the outer hull below the waterline with a hammer. These sounds are audible in the submarine.

Rescue is still the safest means of recovering the crew of the DISSUB. However, if conditions in the submarine are deteriorating and the crew cannot risk waiting for rescue forces to arrive, they may decide to make an escape. Keeping a sharp look-out for persons, wearing orange survivalsuits, in the water is therefore necessary. The floating submarine indicator buoy should be given a wide berth in order to give those trying to escape from the submarine the opportunity to surface safely. As they may be in a bad physical and mental condition, it is recommended to have a lifeboat in the water on the spot so as to render help quickly.

Note: Submarines (when submerged) will at all times navigate with extreme care in order to avoid situations which can lead to collisions or near collisions with fishing vessels and to avoid their nets. To this purpose a submarine is equipped with special sensors which can help to pass fishing vessels at a safe distance with due regard to the observance of good seamanship.

5. Exemptions in displaying navigation lights

As a consequence of their special construction, some of the Netherlands warships cannot comply with the requirements regarding the number and installation of their navigation lights mentioned in the Regulations 23, 24 and 27, and Appendix I of the International Regulations for Preventing Collisions at sea (1972).

6. World-Wide Navigational Warning Service (WWNWS)

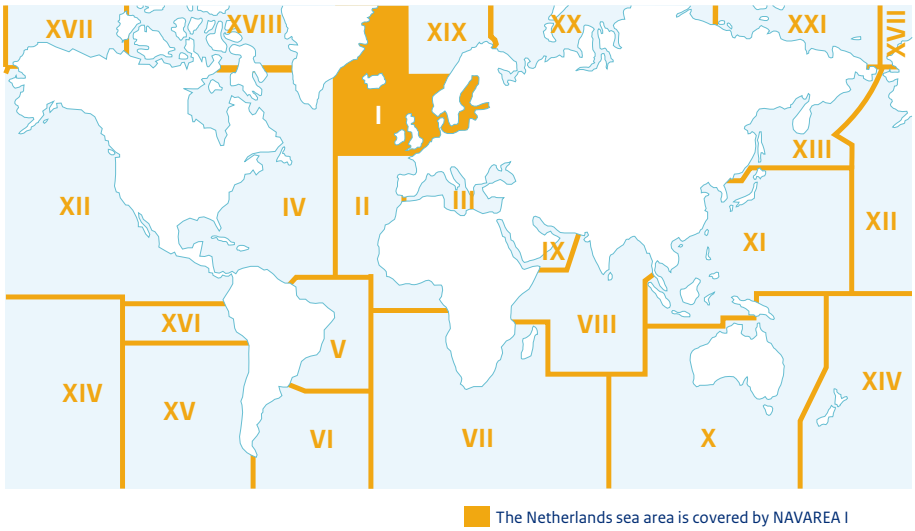
Introduction

The objective of the World-Wide Navigational Warning Service, jointly established by the IHO and IMO, is to inform the international shipping about important navigational hazards by means of Radio Navigational Warnings (RNW).

Kinds of RNW

NAVAREA Warnings
The following map shows the limits of the 21 NAVAREAs, identified by Roman numerals. Each area is under the authority of an Area Co-ordinator, to whom National Co-ordinators pass navigational warnings originated by their own countries, deemed suitable for promulgation in the appropriate NAVAREA.
NAVAREA warnings are issued when immediate notification of new dangers and changes in navigation aids is essential.

The Netherlands sea area (National Co-ordinator = The Netherlands Coastguard) is covered by NAVAREA I.
NAVAREA I warnings can be received by a NAVTEX receiver and are transmitted by radio stations at fixed times (UTC) as shown in the table (see also **chapter 7**).
All warnings will also be published in the weekly Notices to Mariners (NtM) of the United Kingdom Hydrographic Office.



Coastal Warnings
Coastal warnings are issued by the National Coordinator of the country of origin and give information which is of importance only in a particular region. They often supplement the information in NAVAREA Warnings. The messages are issued in the English language, but may also be in the local language. See also **chapter 7**.

Local Warnings
Local warnings are usually issued by port authorities. They give information which normally is not required by ocean-going ships. The message may be issued in the local language.

Types of messages

- Malfunctioning of lights, fog signals and buoys affecting the main shipping lanes
- The presence of dangerous wrecks in or near main shipping lanes and if relevant, their marking
- Establishment of major new aids to navigation or significant changes to existing ones when such establishment or change might be misleading to shipping
- The presence of large unwieldy tows in congested waters
- Drifting mines
- Areas where search and rescue (SAR) and anti pollution operations are being carried out (for avoidance of such areas)
- Unexpected alterations or suspension of established routes
- Establishment of offshore structures in or near shipping lanes
- Significant malfunctioning of radionavigation services
- Cable-laying activities, pipeline construction or other underwater operations constituting potential dangers in or near shipping lanes or special operations which might affect the safety of shipping, sometimes over wide areas, e.g. naval exercises, missile firings, space missions, nuclear tests, etc. It is important that where the degree of hazard is known, this information is included in the relevant warning. The warning would be in force until the event is completed
- Ice reports
- Storm warnings

The **table below** shows the operational stations in the NAVAREA I –area with transmissions at fixed times (UTC).

Ships' reports

Ships which run across a navigational hazard should report this to the nearest radio station and to ships in the vicinity. This messages should be preceded by the Sécurité, repeated (3x) with short intervals.

Transmission times NAVAREA I stations							
STATIONS		**TRANSMISSION TIMES**					
Sweden							
Bjuröklubb (64°28'N 21°35'E)	**H**	01.10 (N)	05.10 (S,N)	09.10 (W,N)	13.10 (N,I)	17.10 (W,N)	21.10 (N)
Grimeton (57°06'N 12°23'E)	**I**	01.20 (N)	05.20 (S,N)	09.20 (W,N)	13.20 (N,I)	17.20 (W,N)	21.20 (N)
Gisövshammer (55°29'N 14°19'E)	**J**	01.30 (N)	05.30 (S,N)	09.30 (W,N)	13.30 (N,I)	17.30 (W,N)	21.30 (N)
Norway							
Jeløya (59°26'N 10°36'E)	**M**	02.00 (W,N)	06.00 (N)	10.00 (N)	14.00 (W,N)	18.00 (N)	22.00 (N)
Ørlandet (63°40'N 9°33'E)	**N**	02.10 (W,N)	06.10 (N)	10.10 (N)	14.10 (W,N)	18.10 (N)	22.10 (N)
Rogaland(58°39'N 5°36'E)	**L**	01.50 (W,N)	05.50 (N)	09.50 (N)	13.50 (W,N)	17.50 (N)	21.50 (N)
United Kingdom							
Niton (50°35'N 1°15'W)	**E**	00.40 (W,N)	04.40 (N)	08.40 (W,N)	12.40 (N)	16.40 (N)	20.40 (W,N)
Cullercoats (55°04'N 1°28'W)	**G**	01.00 (W,N)	05.00 (N)	09.00 (W,N)	13.00 (N)	17.00 (N)	21.00 (W,N)
Niton (N France) (50°35'N 1°15'W)	**K**	01.40 (N)	05.40 (N)	09.40 (N)	13.40 (N)	17.40 (N)	21.40 (N)
Portpatrick (54°51'N 5°07'W)	**O**	02.20 (W,N)	06.20 (W,N)	10.20 (N)	14.20 (N)	18.20 (W,N)	22.20 (N)
Ireland							
Malin Head (55°22'N 7°21'W)	**Q**	02.40 (N)	06.40 (W,N)	10.40 (W,N)	14.40 (N)	18.40 (W,N)	22.40 (W,N)
Valentia (51°56'N 10°21'W)	**W**	03.40 (N)	07.40 (W,N)	11.40 (W,N)	15.40 (N)	19.40 (W,N)	23.40 (W,N)
Estonia							
Tallinn (59°27'N 24°21'E)	**U**	03.20 (N)	07.20 (W,N)	11.20 (N,I)	15.20 (N)	19.20 (W,N)	23.20 (N)
Belgium							
Oostende (Thames) (51°11'N 2°48'E)	**V**	03.30 (N)	07.30 (N)	11.30 (N)	15.30 (N)	19.30 (N)	23.30 (N)
Oostende (51°11'N 2°48'E)	**T**	03.10 (N,I)	07.10 (W,N,I)	11.10 (N,I)	15.10 (N,I)	19.10 (N,W,I)	23.10 (N,I)
Iceland							
Grindavik (63°50'N 22°27'W)	**X**	03.50 (W,N)	07.50 (W,N)	11.50 (W,N)	15.50 (W,N)	19.50 (W,N)	23.50 (W,N)
Saudanes (66°11'N 18°57'W)	**R**	02.50 (W,N)	06.50 (W,N)	10.50 (W,N)	14.50 (S,N,I)	18.50 (W,N)	22.50 (W,N)
Germany							
Pinneberg (53°40'N 9°48'E)	**S**	03.00 (N)	07.00 (W)	11.00 (W,I)	15.00 (W)	19.00 (N)	23.00 (N)
The Netherlands							
Den Helder (52°55'N 4°44'E)	**P**	02.30 (N,W)	06.30 (N)	10.30 (N,I)	14.30 (N,W)	18.30 (N)	22.30 (N)
Faroe Islands							
Tórshavn (48°29'N 5°03'W)	**D**	00.30 (W,N)	04.30 (N)	08.30 (N)	12.30 (W,N)	16.30 (N)	20.30 (N)
(W) = weather forecast; (N) = navigational warnings; (I) = ice messages							

7. Global Maritime Distress and Safety System (GMDSS)

General

Distress and safety messages are part of GMDSS radio communication. This chapter will discuss the following items:

- Announcement of broadcasting safety messages on VHF and MF DSC
- Safety messages and weather forecast for the Southern North Sea and the Netherlands coastal waters
- Ice messages
- Radio Medical Assistance
- Procedures with regard to actions to be taken after receiving a DSC distress alert
- Flow charts with regards to distress alerts

Announcement of broadcasting safety messages on VHF and MF DSC

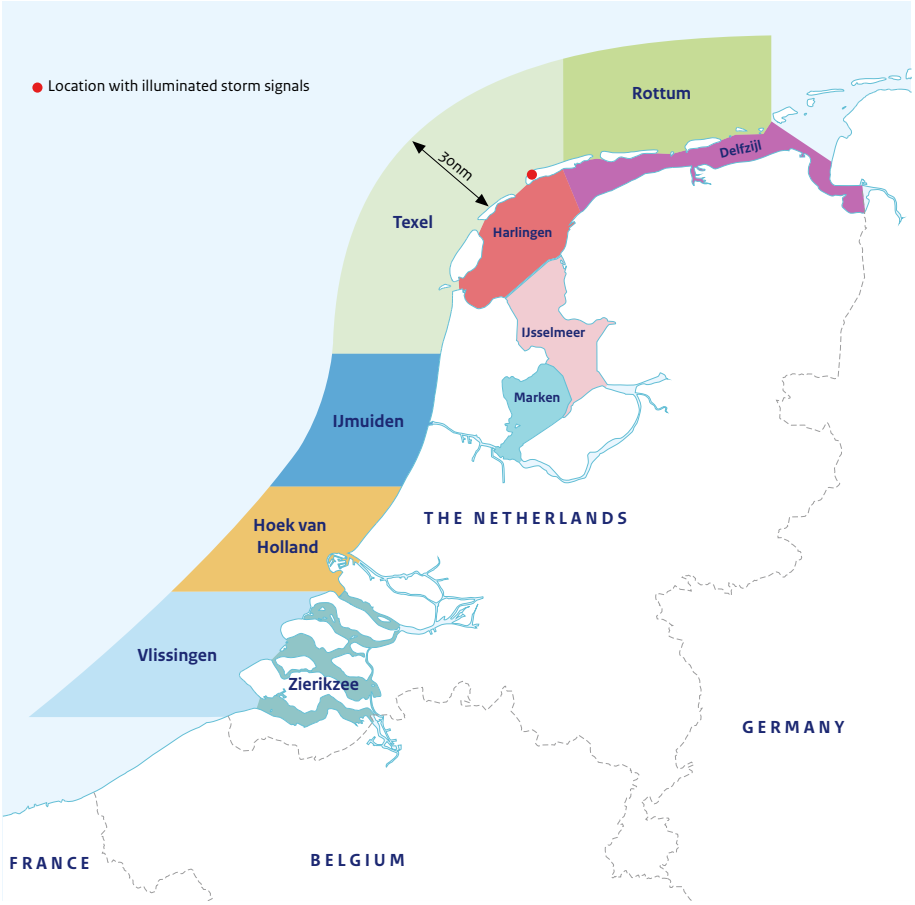
The Netherlands has been taking measures to avoid unnecessary and multiple use of the DSC system for announcements of safety messages on VHF Channels and MF frequencies. The broadcasting of safety messages and weather forecast will take place on fixed times. Only very important messages will be announced on DSC.

Broadcasting Netherlands part of southern North Sea and Netherlands coastal waters

General

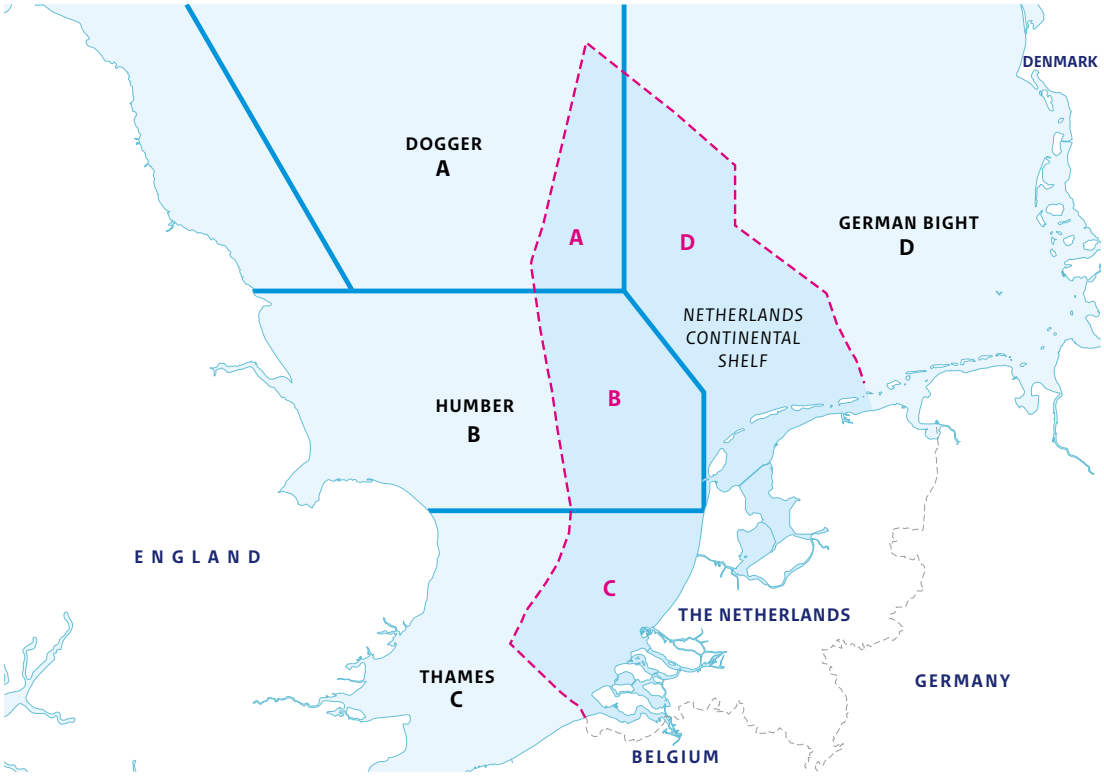
The Joint Rescue Coordination Center (JRCC) Den Helder is responsible for broadcasting safety messages and weather forecasts via NAVTEX, VHF en MF. The weather forecasts and storm warnings can also be found on: **https://www.knmi.nl/nederland-nu/maritiem**. Safety messages include navigational warnings, weather forecasts, warnings related to position fixing systems and ice messages.

Safety messages Netherlands Coastal waters and adjacent lakes and estuaries



Station	VHF Ch	Hours of transmission in UTC		Meteo forecast areas
		Navigational-/ Storm warnings	Weather forecast	
JRCC Den Helder	VHF Ch 23 and Ch 83	0333 – 0733 1133 – 1533 1933 – 2333 +On receipt (storm warnings of force 6 Bft)	0805 – 1305 1905 – 2305	NL coastal waters and adjacent lakes and estuaries
HCC Rotterdam	VHF Ch 19	H + 50 min.		Rijnmond
TC Vlissingen	VHF Ch 14 VHF Ch 21	H + 50 min. H + 55 min.		River Westerschelde
TC Zeebrugge	VHF Ch 69 VHF Ch 04	H + 10 min. H + 15 min.		
TC Zandvliet	VHF Ch 12	H + 30 min.		
TC Terneuzen	VHF Ch 11	H + 00 min.		
Note	Most warnings will be announced through DSC 2187.5 kHz and/or VHF Ch 70/16.			

Safety messages Netherlands Continental Shelf



Station	Frequency	Hours of transmission in UTC		Meteo forecast areas
		Navigational-/ Storm warnings	Weather forecast	
JRCC Den Helder	MF 3673	0333 – 0733 1133 – 1533 1933 – 2333 +On receipt (stormwarnings of force 7 Bft)	0940 – 2140	A – B – C – D
	MF 1890	0333 – 0733 1133 – 1533 1933 – 2333 +On receipt (stormwarnings of force 7 Bft)	–	A – B – C – D
	Navtex [P] 518 kHz	0230 – 0630 1030 – 1430 1830 – 2230 +On receipt (stormwarnings of force 7 Bft)	0230 – 1430	Netherlands Continental Shelf A – B – C – D
Note	Most warnings will be announced through DSC 2187.5 kHz and/or VHF Ch 70/16.			

Ice messages

Messages concerning ice formation on the North Sea and some harbours and their approaches in the Netherlands will be announced in concise form by the Netherlands Coastguard via NAVTEX (Baltic Sea Ice code). Detailed information for the areas concerned is given by the regional traffic centres and traffic stations.

Radio Medical Service

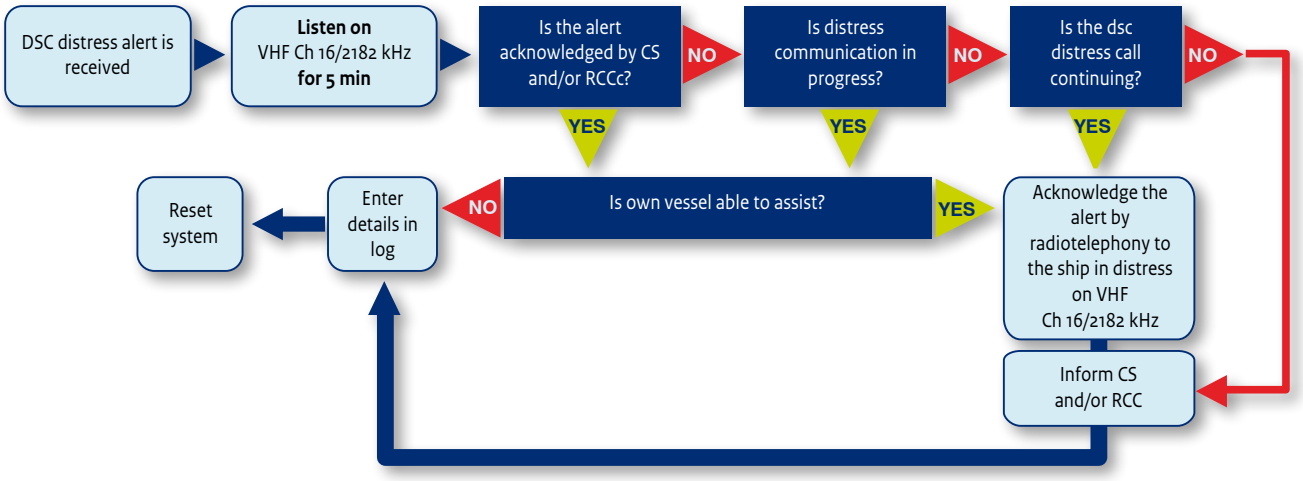
Radio communication on behalf of Radio Medical Service will take place through the Netherlands Coastguard. JRCC Den Helder can be activated by using DSC 2187.5 kHz, DSC VHF Channel 70 or VHF Channel 16. After contact has been established the Coastguard will refer the vessel to a working frequency for consulting the physician of the Radio Medical Service.

When using INMARSAT satellite telephone, the connection with the Coastguard will take place automatically (via LES Burum) after using code 38 (medical assistance), code 32 (medical advice) or code 00 (non-urgent). After exchanging information the vessel will be connected with a physician of the Radio Medical Service.
When a request for Radio Medical Advice has been made via INMARSAT-C or Fleet broadband Data (via LES Burum) the request will be passed through automatically to the physician of the medical service.
Provided an internet connection is available it is possible to exchange information by e-mail. Send the appropriate information to **38@rmd.knrm.nl** (urgent/medical assistance), **32@rmd.knrm.nl** (regular/medical advice) or **00@rmd.knrm.nl** (non-urgent).
When using e-mail there is no guarantee regarding reception and transmission of messages. If you do not receive a fairly prompt reply, you are advised to contact the Netherlands Coastguard.
The Netherlands Coastguard can be contacted for Radio medical Advice by telephone on +31(0)88 958 4020.

Flow charts with regard to distress alerts

Under the supervision of IMO some clearly structured flow charts have been developed which show the actions to be taken after the reception of a DSC distress alert. The main message of these flow charts is that one should not respond inmediately upon receiving a distress alert but has to listen for 5 minutes in order to allow a CS or RCC to respond.

Actions by ships upon reception of VHF/MF DSC distress alert



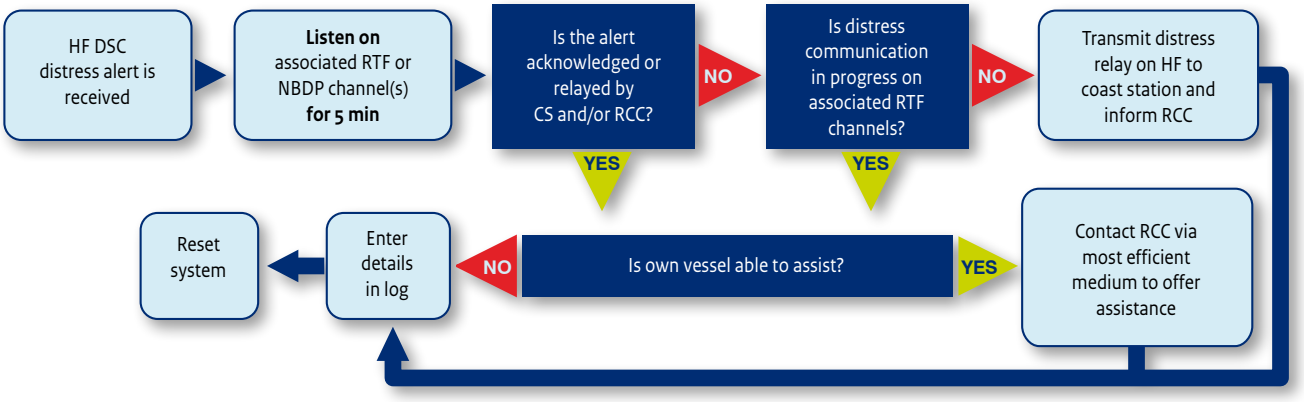
REMARKS:

Note 1: Appropriate or relevant RCC and/or Coast Station shall be informed accordingly. If further DSC alerts are received from the same source and the ship in distress is beyond doubt in the vicinity, a DSC acknowledgement may, after consultation with an RCC or Coast Station, be sent to terminate the call.

Note 2: In no case is a ship permitted to transmit a DSC distress relay call on receipt of a DSC distress alert on either VHF channel 70 or MF frequency 2187.5 kHz.

CS = Coast Station RCC = Rescue Co-ordination Center

Actions by ships upon reception of HF DSC distress alert



HF DSC RTF AND NBDP CHANNELS (kHz)		
DSC	**RTF**	**NAVTEX/TOR (NBDP)**
4207.5	4125	4177.5
6312.0	6215	6268.0
8414.5	8291	8376.5
12577.0	12290	12520.0
16804.5	16420	16695.0

REMARKS:

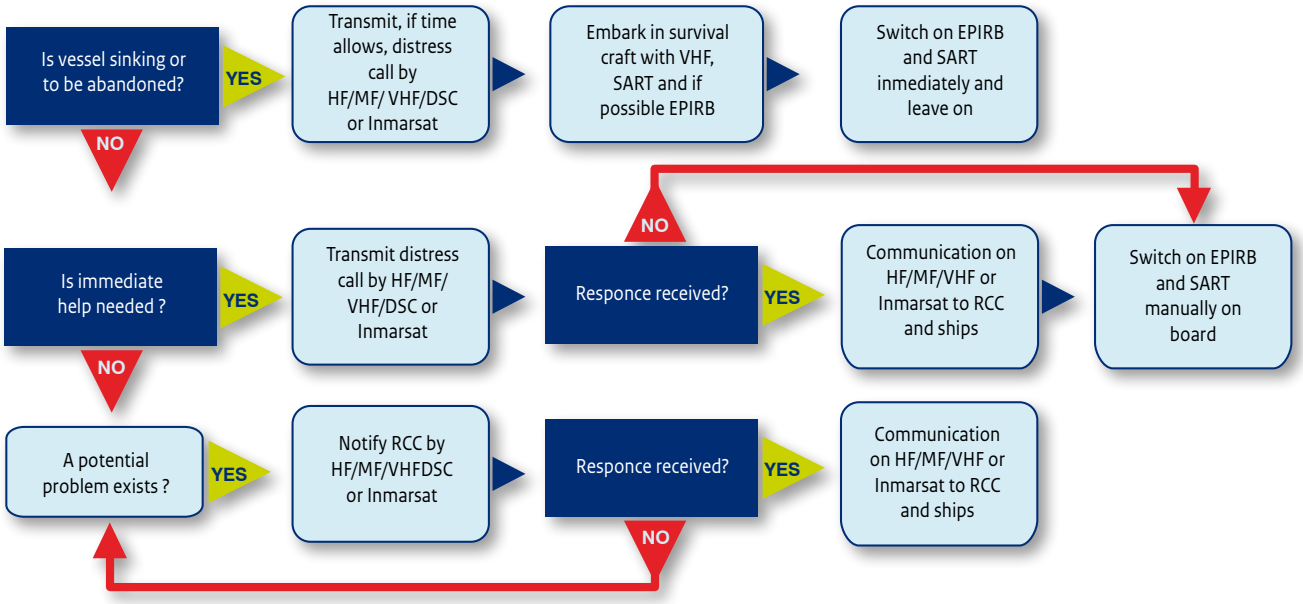
Note 1: If it is clear the ship or persons in distress are not in the vicinity and/or other crafts are better placed to assist, superfluous communications which could interfere with search and rescue activities are to be avoided. Details should be recorded in the appropriate logbook.

Note 2: The ship should establish communications with the station controlling the distress as directed and render such assistance as required and appropriate.

Note 3: Distress relay calls should be initiated manually.

CS = Coast Station RCC = Rescue Co-ordination Center

GMDSS operating guidance for masters of ships in distress situations



1. EPIRB should float free and activate automatically if it cannot be taken into survival craft.
2. Where necessary, ships should use any appropriate means to alert other ships.
3. Nothing above is intended to preclude the use of any and all available means ofdistress alerting

RADIO DISTRESS COMMUNICATIONS			
	Digital selective calling (DSC)	**Radiotelephone**	**Radiotelex**
VHF	Ch 70	Ch 16	
MF	2187.5 kHz	2182 kHz	2174.5 kHz
HF 4	4207.5 kHz	4125 kHz	4177.5 kHz
MF 6	6312.0 kHz	6215 kHz	6268.0 kHz
HF 8	8414.5 kHz	8291 kHz	8378.5 kHz
HF 12	1257.0 kHz	12290 kHz	12520.0 kHz
HF 16	16804.5 kHz	16420 kHz	16695.0 kHz

8. False alerts with GMDSS

General

False alerts caused by the inadvertent or incorrect operation of GMDSS equipment can put a significant burden on Search and Rescue Centres. The chances of false alerts coinciding with a real life distress situation are very real and as a consequence, search and rescue forces could be delayed in responding to a real distress. Most false alerts are caused by human errors; the flow chart on page 22 is intended as guidance for use in the event of either a known or suspected false alert having been transmitted.
The acknowledgement of a DSC distress alert on 2187.5 kHz can lead to the broadcast of a large number of unnecessary DSC calls. The following procedures should therefore be followed.

Procedures

MF

- A vessel operating in an A2 Sea Area which receives a MF DSC distress alert on 2187.5 kHz should not transmit a DSC acknowledgement, notwithstanding any prompt on the DSC equipment; it can be assumed the alert will have been heard and acknowledged by a coast station (this might not be obvious to the receiving vessel if it is beyond the reception range of the coast station). Therefore, following receipt of a DSC distress alert or distress relay, radio operators should listen on 2182 kHz for further distress traffic and acknowledge using radiotelephony. Assistance should then be rendered as required and appropriate.
- A ship operating outside of an A2 Sea Area which receives a distress alert which is, beyond doubt, in its vicinity, should send an acknowledgement as soon as possible using RT on 2182 kHz. If further DSC distress alerts are heard from the same source, a DSC ackowledgement may be sent. Rescue Co-ordination Centers (RCC) should be informed through a coast station or Land Earth Station (LES) and assistance rendered as required and appropriate.

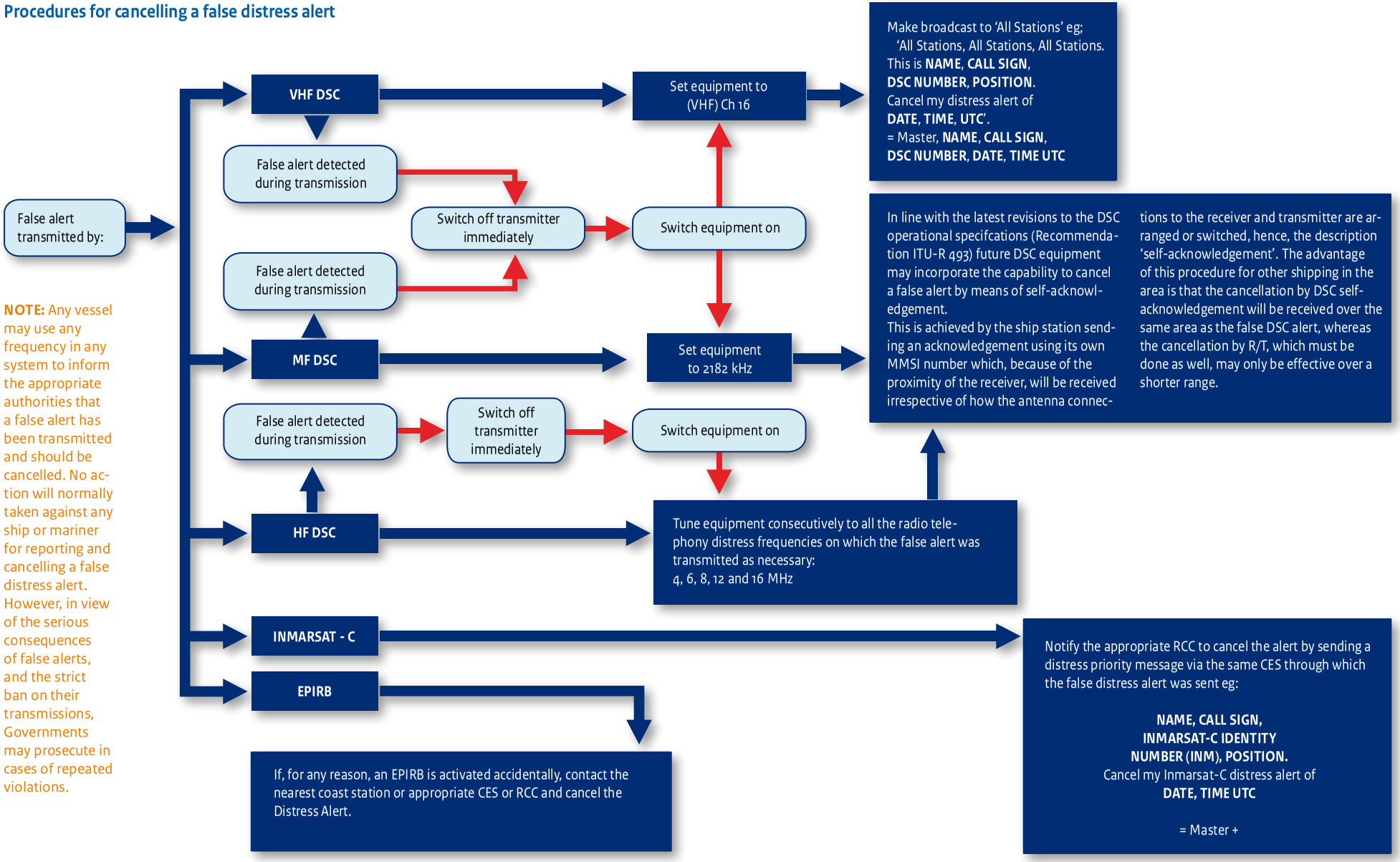
MF Sea areas

Sea area	Information
A1	Within the radiotelephone coverage of at least one VHF coast station in which continuous DSC alerting is available. Such an area could extend typically 25-50 nm from the coast station.
A2	An area, excluding sea area 1, within the radiotelephone coverage of at least one MF coast station in which continuous DSC alerting is available. In practice, satisfactory coverage may often been achieved out to around 200 nm offshore.
A3	An area, excluding sea areas A1 and A2, whithin the coverage of an Inmarsat geostationary satellite in which continuous alerting is available. This area lies between about 76° north and south, but excludes A1 and/or A2 designated areas.
A4	An area outside sea areas A1, A2 and A3. This is essentially the polar regions, north and south of about 76° lattitude, but excludes any other areas.

HF

- On receipt of a HF DSC distress alert a vessel should not transmit an acknowledgement. Radio operators must listen out on the Radio Telephony (RT) and Narrow Band Direct Printing (NBDP – NAVTEX/TOR) distress and safety traffic frequencies associated with the distress and safety calling frequencies on which the alert was received.
- If subsequent DSC distress alerts are received, or it is clear there has been no acknowledgement by a coast station, the vessel must relay the distress alert to the appropriate coast station or RCC, NOT TO ALL STATIONS!

Procedures for cancelling a false distress alert



NOTE: Any vessel may use any frequency in any system to inform the appropriate authorities that a false alert has been transmitted and should be cancelled. No action will normally taken against any ship or mariner for reporting and cancelling a false distress alert. However, in view of the serious consequences of false alerts, and the strict ban on their transmissions, Governments may prosecute in cases of repeated violations.

Content

9. The use of mobile telephones at sea.

In case of a distress situation, the greatest chance to be heard at sea, is through the use of GMDSS by means of DSC HF or MF or VHF. The following warnings apply when using a mobile telephone for sending a distress alert:

- The range is limited and a good coverage along the Netherlands coast, Waddenzee and IJsselmeer is not guaranteed
- There is no rule of priority, which is the case when a 'MAYDAY' has been received via VHF Ch 16
- There is a great chance that one has to wait its turn when several distress calls are received at the telephone exchange
- The vessel in distress can not call other vessels in the nearby surrounding area;
- The co-ordination of the rescue activities will be interfered very much by the use of different means of communication (vessel in distress: mobile telephone; Coast Guard/rescue team: VHF or MF)
- There are no special emergency procedures
- Mobile telephones do not have an ID-number; therefore it will take some time to collect additional information about the caller elsewhere
- The capacity of the supply battery is often limited, so if there has been made a connection, despite of limited range or good coverage, the connection can interrupt at any time

Although it is allowed to make a distress call with all available means of communication and the receipt of the distress call will preferably be acknowledged with the same mean of communication, the Coastguard, the lifeboats and all other rescue teams are using VHF Ch 16 and 67 during distress communication. Therefore it is very important to have VHF equipment on board of any vessel.

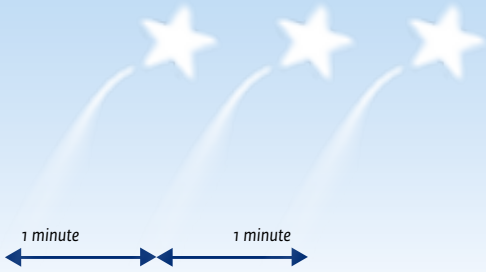
10. Search and rescue signals

The signals below are identical to those mentioned in book ‘International Code of signals’.

Replies from lifesaving stations or maritime rescue units to distress signals made by a craft or survivors

Signification signals
You are seen. Assistance will be given as soon as possible. Repetition of such signal shall have the same meaning.

Light signals day



Combined light and sound signal (thunderlight); consisting of 3 single signals which are fired at intervals of approximately 1 minute.

If necessary, the day signals may be given at night or the night signals by day.

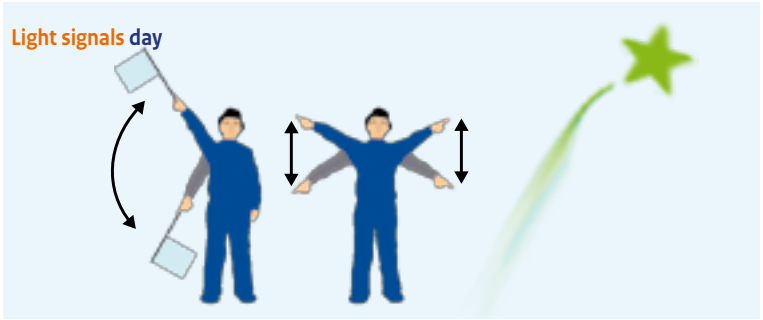
Other signals day

Or: Orange smoke signal.

Light signals night

White star rocket consisting of 3 single signals which are fired at intervals of approximately 1 minute.

Signals to be employed in connection with the use of shore life-saving apparatus

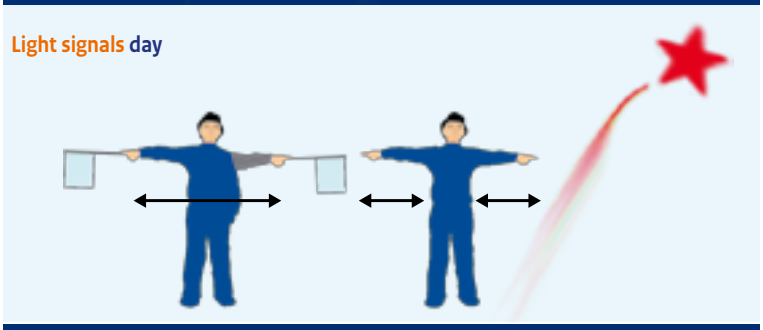


Vertical motion of a white flag or the arms extended horizontally or firing a green star signal.

Signification signals
In general:
Affirmative
Specifically:

- rocket line is held
- tailblock is made fast
- hawser is made fast
- man is in the breeches buoy
- haul away

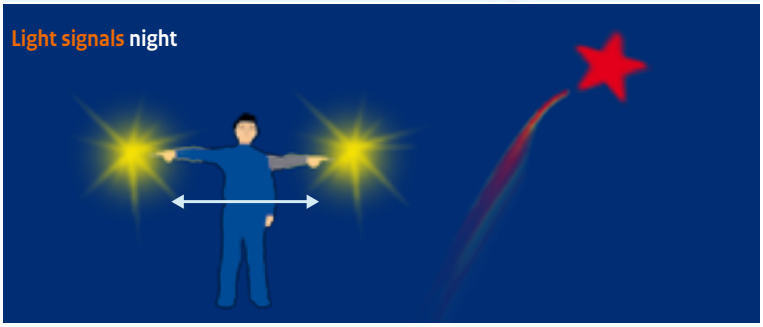
Vertical motion of a white light or flare or firing of a green star signal.



Horizontal motion of a white flag or the arms extended horizontally or firing a red star signal.

Signification signals
In general:
Negative
Specifically:

- slack away
- avast hauling

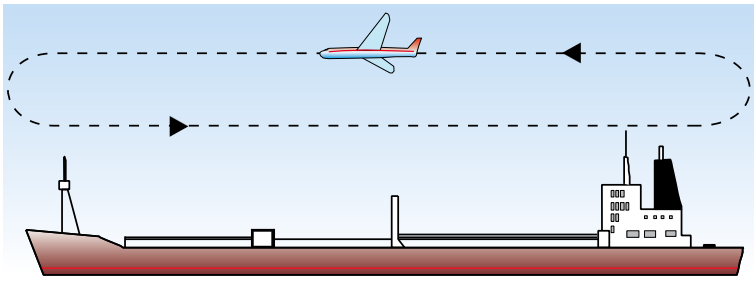


Horizontal motion of a white light or flare or firing a red star signal.

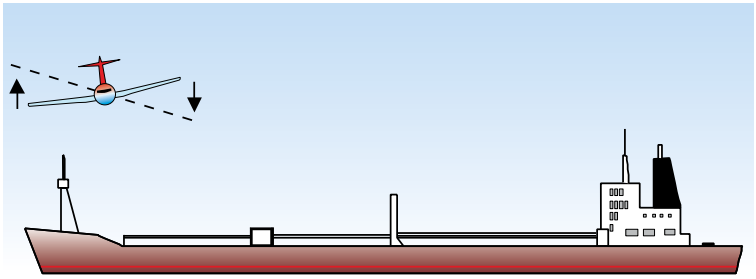
Signals used by an aircraft engaged in search and rescue operations to direct ships towards an aircraft, ship or person in distress

Procedures performed in sequence by an aircraft

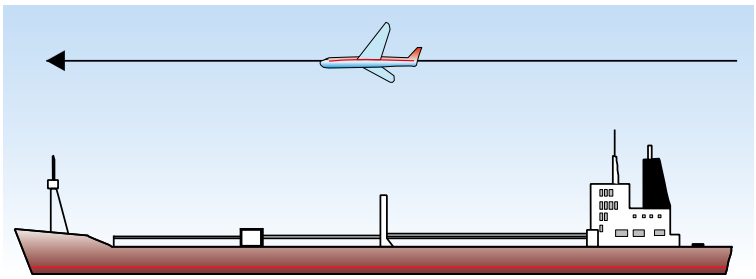
Signification
The aircraft is directing a vessel towards an aircraft or vessel in distress. Repetition of such signals shall have the same meaning.



1 CIRCLE the vessel at least once.

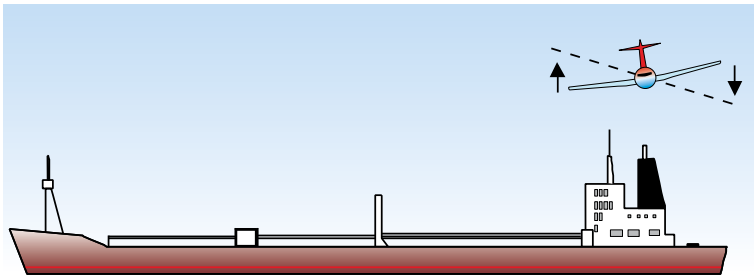


2 Cross the vessel's projected course close ahead at a low altitude while rocking the wings (see note).



3 Head in the direction in which the vessel is to be directed.

Signification
The assistance of the vessel is no longer required. Repetition of such signals shall have the same meaning.

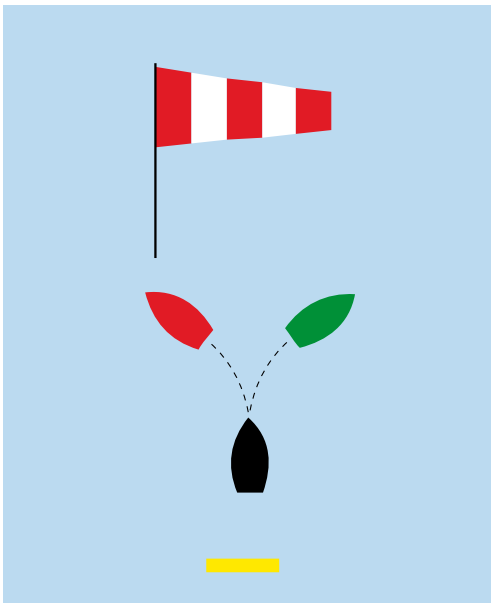


4 Cross the vessel's projected course close astern at a low altitude while rocking the wings; or opening and closing the trottle; or changing the propeller pitch (see note).

Note: this form of sound signalling may be less effective than the visual signal of rocking the wings owing to high noise level on board the vessel.

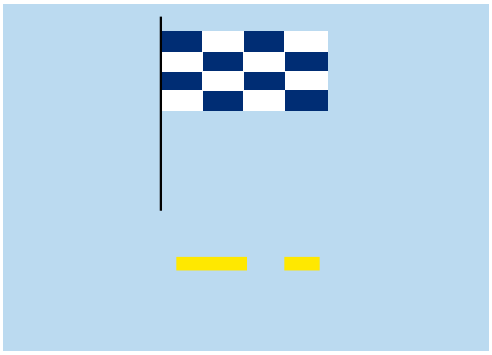
Signals used by a vessel in response to an aircraft engaged in search and rescue operations

Signification
Acknowledges receipt of aircraft's signal.



Hoist 'Code and Answering' pendant, close up or change the heading to the required direction or flash morse code signal 'T' by signal lamp.

Signification
Indicates inability to comply.



Hoist international flag 'N' or flash morse code signal 'N' by signal lamp.

Communication from surface craft or survivors to an aircraft

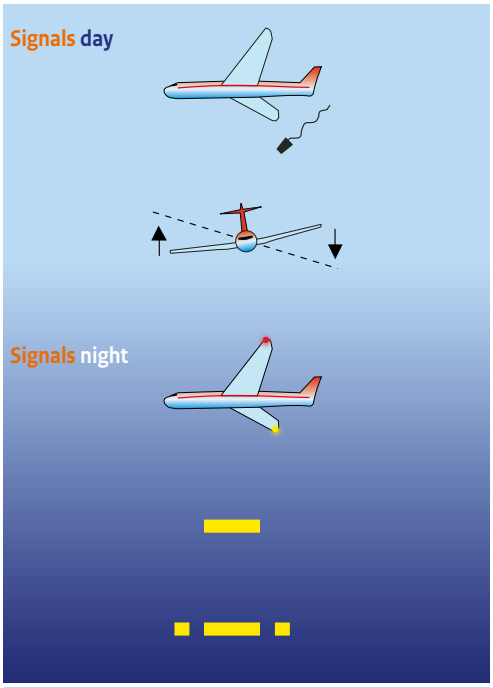
Visual signals					
Signification	Require assistance	Require medical assistance	No or negative	Yes or affirmative	Proceeding in this direction

Reply from an aircraft observing the signals from surface craft or survivors

By day
Drop a message or Rock the wings

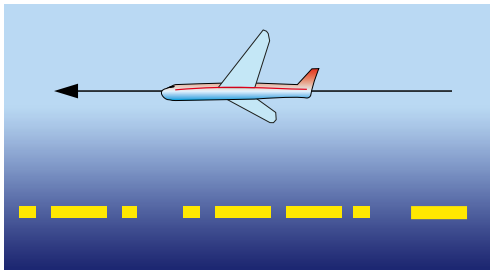
By night
Flash landing or navigation lights twice on and off

Other
Flash morse code signal 'T' or 'R' or use any other suitable signal



Signification
Message understood

Fly straight and level without rocking wings or flash morse code signal 'RPT'by light or use any other suitable signal.



Message not understood. Repeat

11. The Netherlands Coastguard

General

The Coastguard is an organisation in which various government services co operate. The Joint Rescue Coordination Centre (JRCC) is located at Den Helder.

Tasks

The tasks of the Coast Guard can be summarised as follows:

Rendering service in case of:
- Distress, urgent and safety traffic
- Search and rescue
- Contingency operations
- Vessel traffic services (outside the direct approaches to the major ports)
- Buoyage
- Maritime assistance
- Sea traffic research
- Mine clearing operations

Law enforcement tasks:
- General police supervision
- Environmental control
- Fisheries inspection
- Traffic control
- Inspection of ship's equipment
- Customs inspection
- Border patrol

Operational area

The operational area of the Netherlands Coastguard consists of the North Sea from the coast to the boundaries of the Netherlands part of the Continental Shelf. The Waddenzee, the IJsselmeer including the Randmeren and the waters in the southwest of the Netherlands are also the responsibility of the Coast Guard in case of search and rescue operations.

Coordination when rendering help and rescue at sea

The Netherlands Coastguard monitors the international maritime distress frequencies and handles the Distress, Urgency and Safety traffic.

For the execution of the tasks related to the safety at sea, the Coastguard can appeal to the following official bodies:
- The large regional traffic centres at Den Helder, IJmuiden, Scheveningen, Hoek van Holland and Vlissingen
- The sea traffic stations on the manned lighthouses along the Netherlands coast
- Police Aviation Department
- The Royal Netherlands Navy headquarters
- Rescue coordination centres world wide
- Security regions incident rooms
- The civil and military air traffic centres at Amsterdam and Nieuw Milligen
- The Departmental Coordination Centre Crisis Management of the Ministry of Infrastructure and Water Managment
- The Royal Netherlands Sea Rescue Institution
- Private salvage company in waters in the southwest of the Netherlands

Communication

- Distress, Urgency and Safety Messages

On the North Sea, the Netherlands coastal waters, Waddenzee, IJsselmeer including the Randmeren and waters in the southwest of the Netherlands are also the reponsibility of the Coastguard in case of search and rescue operations.

Emergency telephone number: 0900 01 11/+31(0)88 958 4040
Operational telephone number: +31(0)88 958 4000
E-mail: **ccc@kustwacht.nl**

Contact frequencies Coastguard	
Frequency	**Call sign**
VHF Ch 16	Netherlands Coastguard
2187.5 kHz (MF/DSC)	002442000
VHF Ch 70 (VHF/DSC)	002442000
Inmarsat C	4471088 KUSTW NL
DURING SEARCH AND RESCUE ACTIONS THE CALL SIGN IS 'DEN HELDER RESCUE'	

- All messages except Distress, Urgency and Safety Messages can be addressed to:

Location	Call sign	VHF	Hours
Schiermonnikoog	Traffic station Schiermonnikoog	5	24h
Terschelling	Traffic station Brandaris	2	24h
Den Helder	Traffic centre Den Helder	62	24h
IJmuiden	IJmuiden Port Control	61	24h
Scheveningen	Traffic centre Scheveningen	21	24h
Hoek van Holland	Maas Entrance	3	24h
Vlissingen	Traffic centre Vlissingen	14/64	24h
Waddenzee	Traffic station Waddenzee	4	24h
IJsselmeer/Markermeer	Traffic station IJsselmeer	1	24h

12. Dutch Caribbean Coastguard

General

The Coastguard Centre and Rescue Coordination Centre (RCC) is located in Curacao. The DCCG also has two support centres: on Aruba and St Maarten.
The Dutch Caribbean Coastguard is a partnership between the four constituent countries of the Kingdom of the Netherlands: Aruba, Curacao, St Maarten and The Netherlands.

Tasks

The tasks of the Coastguard can be summarised as follows:

Rendering service in case of:
- Distress, Urgency and Safety traffic
- Search And Rescue (SAR)
- Contingency operations
- Maritime assistance

Law enforcement tasks:
- General police supervision
- Environmental control
- Fisheries inspection
- Traffic control
- Inspection of ship's equipment
- Customs inspection
- Border patrol

Operational area

The Dutch Caribbean Coastguard operates mainly in Curacao's SSR (Search and Rescue Region) but also in the Exclusive Economic Zone of the Windward Islands.

Coordination when rendering help and rescue at sea

The Dutch Caribbean Coastguard monitors the international maritime distress frequencies and handles the Distress, Urgency and Safety traffic within Curacao's SSR. For Search And Rescue operations within the zone of the Windward Islands, the DCCG works together with the MRCC Fort de France, located in Martinique.

For the execution of the tasks related to the safety at sea, the Dutch Caribbean Coastguard can appeal to the following official bodies:
- Military Vessels of the Royal Netherlands Navy
- Port Authorities in Aruba, Curacao and Bonaire
- Rescue coordination centres world wide
- Civil and military air traffic centres in Aruba and Curacao
- Citizens Rescue Organisation (CITRO)
- Private salvage companies in Aruba and Bonaire

Communication

Emergency Telephone number: 913 (Only on the islands)
Operational Telephone number: +599 9 463 7620
E-mail: **rcc.curacao@mindef.nl**

Contact frequencies Dutch Caribbean Coastguard	
Frequency	**Call sign**
2182 kHz (MF-voice)	RCC Curacao or PJC
VHF Ch 16	RCC Curacao or PJC
2187.5 kHz (MF/DSC)	003061000
VHF Ch 70 (VHF/DSC)	003061000
Inmarsat C	430600099
DURING SEARCH AND RESCUE ACTIONS THE CALL SIGN IS 'CURACAO RESCUE'	

13. Protection of offshore installations. Safety zone

Introduction

Safety zones prohibit unauthorised entry thereby protecting mariners and fishermen by reducing the risk of collision, but they also protect the lives and equipment of those working in the zones (divers and submersibles are particularly vulnerable).

International law

Under international law a coastal state may establish safety zones around installation and other devices necessary for the exploration and exploitation of its natural resources. These installations include movable drilling rigs, production platforms, wellheads, single point moorings, etc.

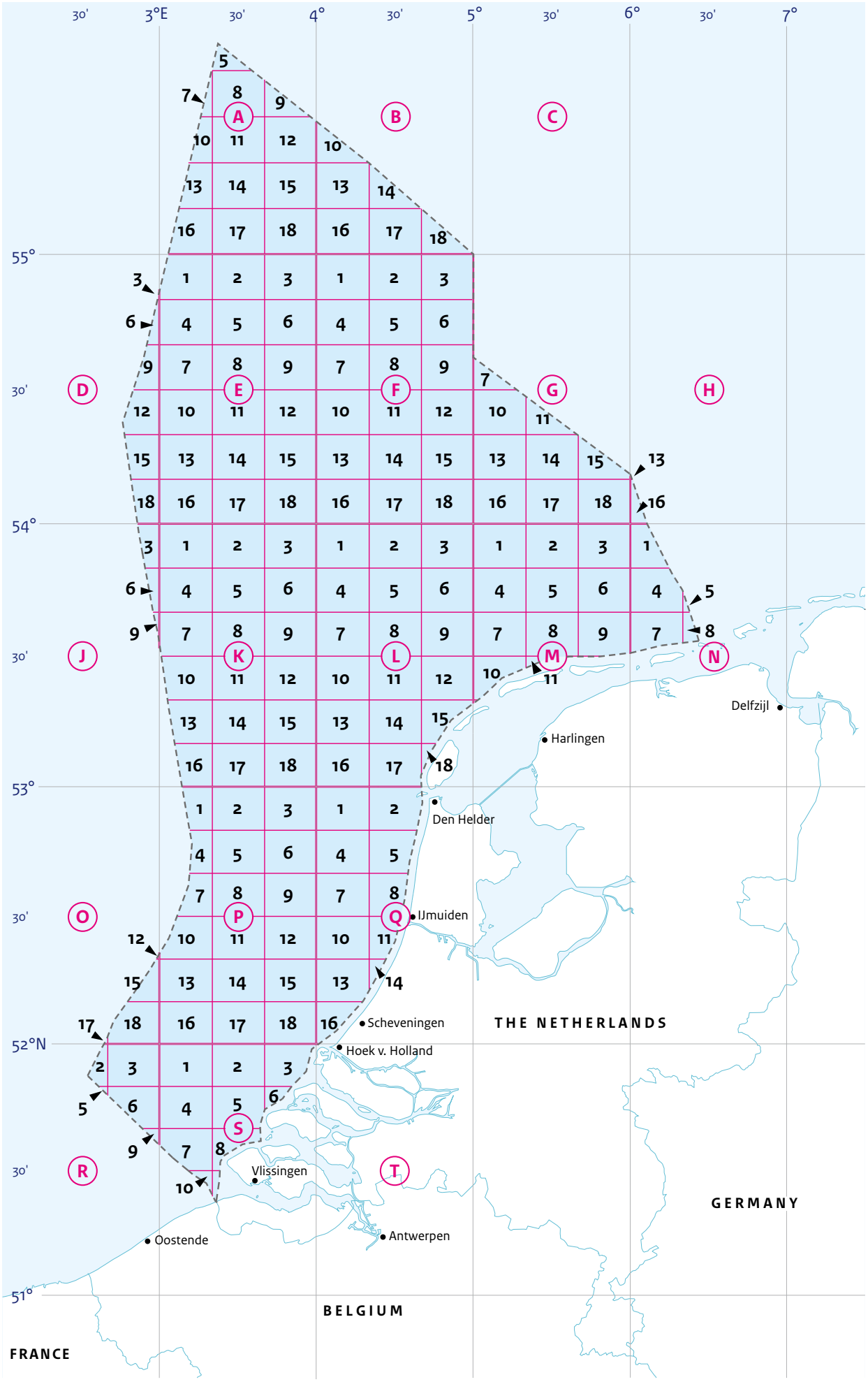
Safety zones normally extend to a distance of 500m around installations measured from their outer edges. Within these zones measures can be taken to protect installations. Vessels of all nationalities are required to respect these safety zones. IMO recommend vessels which are passing close to offshore installations or structures to:

- Navigate with care when passing near offshore installations or structures giving consideration to safe speed and safe passing distances taking into account the prevailing weather conditions and the presence of other vessels or dangers.
- Where appropriate, take early and substantial avoiding action when approaching such installations or structures to facilitate the installation's or structure's awareness of the vessel's closest point of approach and provide information on any possible safety concerns, particularly where the offshore installation or structure may be used as a navigational aid.
- Use any designated routeing system established in the area.
- Maintain a continuous listening whach on the navigating bridge on VHF Ch 16 when navigation near offshore installations or structures to allow radio contact to be established between such installations or structures, standby vessels, vessel traffic services and other vessels so that any uncertainty as to a vessel maintaining an adequate passing distance from installations or structures can be alleviated.

National laws

Many coastal states (including The Netherlands) have made entry by unauthorised vessels into declared safety zones a criminal offence. As the type of installation subject to safety zones varies from state to state, mariners are advised always to assume the existence of a safety zone unless they have information to the contrary. Some coastal states have declared prohibitions on entry into, or on fishing and anchoring within areas extending beyond 500m from installations. Publication of details of such wider areas is solely for the safety and convenience of shipping, and implies no recognition of the international validity of such restrictions.

The positions of permanent production platforms are indicated in the nautical chart. The temporary, in case of a temporary move or seismic survey, positioning and opration areas may be indicated by squares in the (radio) information. For the zoning of the Netherlands Exclusive Economic Zone (EEZ), see the **chartlet**.


30'
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Q
R
S
T
Delfzijl
Harlingen
Den Helder
IJmuiden
Scheveningen
Hoek v. Holland
Vlissingen
Oostende
Antwerpen
THE NETHERLANDS
GERMANY
BELGIUM
FRANCE

14. Routeing measures

Definitions

The following terms are used in connection with matters related to ships' routeing.

Routeing system
Any system of one or more routes or routeing measures aimed at reducing the risk of casualties; it includes TSSs, two-way routes, recommended tracks, areas to be avoided, inshore traffic zones, roundabouts, precautionary areas and deep-water routes.

Mandatory routeing system
A routeing system adopted by IMO, in accordance with the requirements of regulation V/8 of the International Convention for the Safety of Life at Sea 1974, for mandatory use by all ships, for certain categories of ships or ships carrying certain dangerous cargoes.

Traffic separation scheme
A routeing measure aimed at the separation of opposing streams of traffic by appropriate means and by the establishment of traffic lanes.

Separation zone or line
A zone or line separating the traffic lanes in which ships are proceeding in opposite or nearly opposite directions, or separating a traffic lane from the adjacent sea area, or separating traffic lanes designated for particular classes of ships proceeding in the same direction.

Traffic lane
An area within defined limits in which one-way traffic is established. Natural obstacles, including those forming separation zones, may constitute a boundary.

Roundabout
A routeing measure comprising a separation point or circular separation zone and a circular traffic lane within defined limits. Traffic within the roundabout is separated by moving in a counterclockwise direction around the separation point or zone.

Inshore traffic zone
A routeing measure comprising a designated area between the landward boundary of a traffic separation scheme and the adjacent coast, to be used in accordance with the provisions of Rule 10(d), as amended, of the International Regulations for Preventing Collisions at Sea, 1972.

Two-way route
A route within defined limits inside which two-way traffic is established, aimed at providing safe passage of ships through waters where navigation is difficult or dangerous.

Recommended route
A route of undefined width, for the convenience of ships in transit, which is often marked by centreline buoys.

Recommended track
A route which has been specially examined to ensure, as far as possible, that it is free of dangers and along which ships are advised to navigate.

Deep-water route
A route within defined limits which has been accurately surveyed for clearance of the bottom and submerged obstacles as indicated on the chart.

Precautionary area
A routeing measure comprising an area within defined limits where ships must navigate with particular caution and within which the direction of the traffic flow may be recommended.

Area to be avoided
A routeing measure comprising an area within defined limits in which either navigation is particularly hazardous or where it is extraordinary important to avoid casualties. These areas should be avoided by all ships or certain classes of ships.

Established direction of traffic flow
A traffic flow pattern indicating the directional movement of traffic as established within a traffic separation scheme.

Recommended direction of traffic flow
A traffic flow pattern indicating a recommended directional movement of traffic where it is impractical or unnecessary to adopt an established direction of traffic flow.

Use of routeing systems

- Routeing systems are recommended for ships and may be made mandatory for all ships, certain categories of ships or ships carrying certain cargoes, unless stated otherwise.
- Routeing systems are meant to be used by day and by night in all weather conditions, in ice free water or with light drift ice when no extraordinary manoeuvres are required, and when no icebreaker assistance will be required.
- Bearing in mind the need for adequate under keel clearance, a decision to use a routeing system must take into account the charted depth, the possibility of changes in seabed since the time of the last survey, and effects of meteorological and tidal conditions on water depths.
- A ship navigating in or near a traffic separation scheme adopted by the IMO should act strictly in accordance with Rule 10 of the International Regulations for Preventing Collisions at Sea, 1972, in order to reduce the risk of collision with other ships.
- The other rules of the International Regulations for Preventing Collisions at Sea, 1972, remain in force in all respects, when a risk of collision with another ship exist.
- At junction points where traffic from various directions meets, a true separation of traffic is not really possible, as ships may need to cross routes or change to another route. Ships should therefore navigate with great caution in such areas and be aware that the mere fact that a ship is proceeding along a through-going route gives that ship no special privilege or right of way.
- A deep-water route is primarily intended for use by ships which, because of their draught in relation to the available depth of water, require the use of such a route. Through-going traffic to which the above consideration does not apply should, as far as practicable, avoid using deep-water routes.
- Precautionary areas should be avoided, if practicable, by passing ships not making use of the associated traffic separation schemes or deep-water routes, or when entering or leaving adjacent ports.
- In two-way routes, including two-way deep-water routes, ships should, as far as practicable, keep to the starboard side.
- Arrows printed on charts in connection with routeing systems merely indicate the general direction of established or recommended traffic flow; ships need not set their courses strictly along the arrows.
- The signal 'YG', meaning: 'You appear not to be complying with the traffic separation scheme', is provided in the International Code of Signals for appropriate use.

Traffic Separation Schemes (TSS) have been established in certain parts of the world, to promote safety at sea, in converging areas and in areas where the density of traffic is great. In the interest of safe navigation vessels are advised to make use of these schemes, both by day and at night in all weather conditions, as far as circumstances permit.
The International Maritime Organization (IMO) is recognised as the only international body for establishing and adopting measures on an international level concerning ships' routeing systems for use by all ships, certain categories of ships or ships carrying certain cargoes.

In deciding whether or not to adopt or amend a traffic separation scheme, IMO will consider whether:

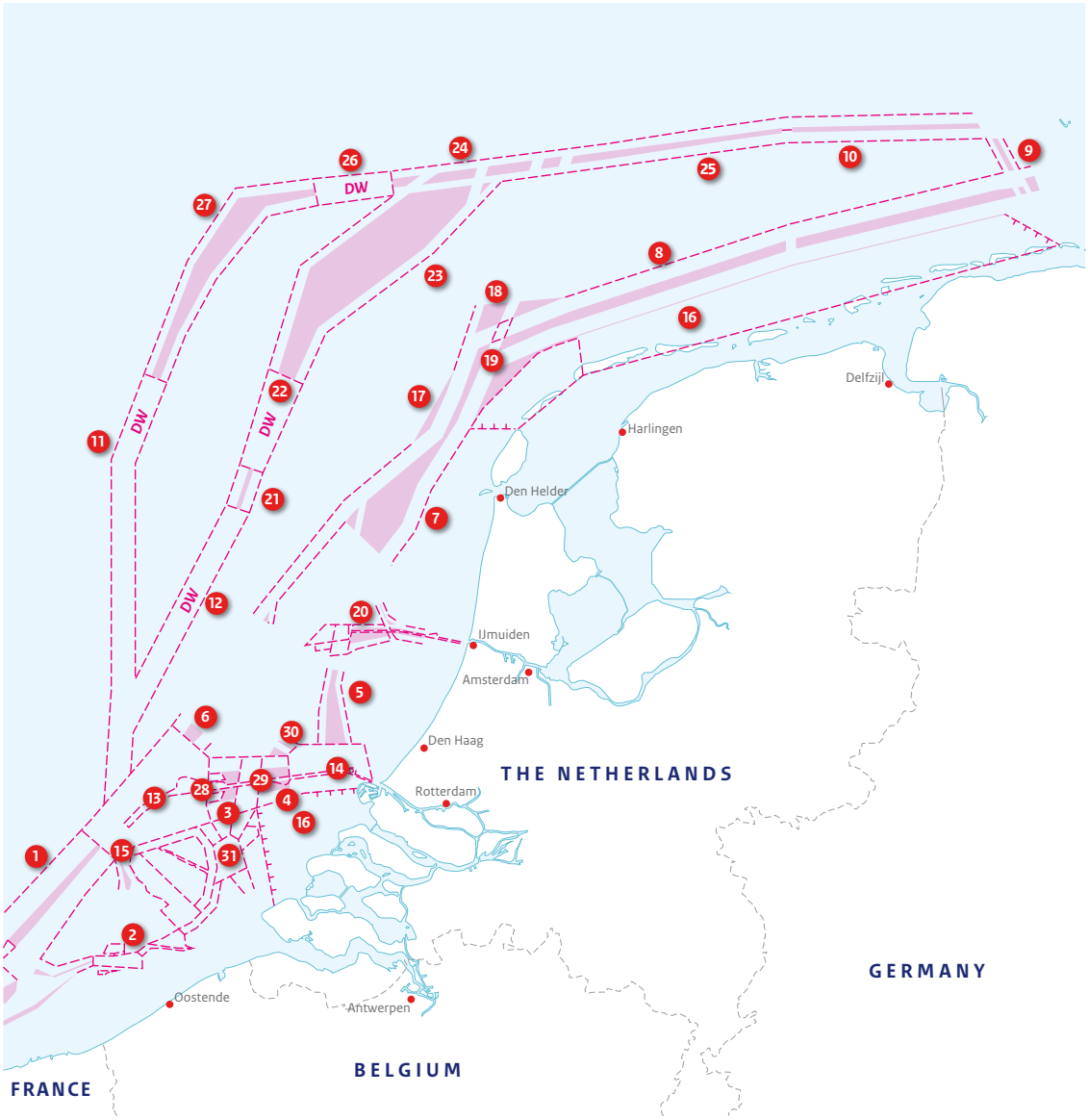
- The aids to navigation proposed will enable mariners to determine their position with sufficient accuracy to navigate in the scheme in accordance with Rule 10 of the International Regulations for Preventing Collissions at Sea, 1972, as amended.
- The state of hydrographic surveys in the area is adequate.
- The scheme takes account of the accepted planning considerations and complies with the design criteria for traffic separation schemes and with established methods of routeing.

Routeing measures off the Netherlands coast

Off the Netherlands coast a large number of routeing measures are in force. The small chart provides a guide to their lay-out. The numbers on the **chart** (see **page 40**) correspond with the list of names:

1 TSS North Hinder South
2 TSS At West Hinder + DWR in the approaches to river Scheldt
3 TSS Maas West outer
4 TSS Maas West inner
5 TSS Maas North
6 TSS North Hinder North
7 TSS Off Texel
8 TSS Terschelling - German Bight
9 TSS Jade approach
10 TSS German Bight western approach
11 DWR from North Hinder to Indefatigable Bank via DR1 lightbuoy
12 DWR from North Hinder to TSS Off Brown Ridge
13 North Hinder Junction precautionary area
14 Maas precautionary area
15 TSS Off North Hinder
16 Inshore traffic zone
17 TSS Off Vlieland
18 TSS Vlieland Noord
19 Precautionary area Vlieland Junction
20 TSS In the approaches to IJmuiden
21 TSS Off Brown Ridge (mandatory route for tankers)
22 DWR from TSS 'Off Brown Ridge' to TSS 'West Friesland' (mandatory route for tankers)
23 TSS West Friesland (mandatory route for tankers)
24 TSS North Friesland (mandatory route for tankers)
25 TSS East Friesland (mandatory route for tankers)
26 DWR from TSS 'Off Botney Ground' to TSS the North Friesland
27 TSS Off Botney Ground
28 DWR Europoort
29 Precautionary area Maas Junction
30 TSS Maas North West;
31 Approaches to the Schelde estuary

The Netherlands Hydrographic Service will only publish information (Netherlands NtM) concerning routeing measures within their own charting area.



15. Piracy

General

To the increasing numbers of hijacks, threats and robbery of cargo, etc attention is drawn to this problem. There is a potential danger for piracy in the following areas:

- Malacca Strait
- Indonesian Archipel
- South China Sea
- Indian Ocean, round the Indian Peninsula
- West African coast, Gulf of Guinea
- South America, east and west coast
- Caribbean
- The Horn of Africa, east coast

Shipowners, managers, ships agents, masters and crew are recommended to take attention of the following IMO Recommendations: MSC.1 Circular Letters 1333 (Revised), 1334 and 1601.

An other important publication is the OCIMF publication 'Piracy and Armed Robbery against Shipping' dated February 17th 2016.
For more information about piracy the following websites can be consulted:

- **www.imo.org** (the official site of IMO: Circulaires and reports)
- **www.icc-ccs.org** (actual news about piracy and maritime fraud)
- **www.ukmto.org** (information about piracy in the Indian Ocean)

Reporting of criminal offence

Obligations of the master (concise)
Masters of Netherlands vessels all over the world must report every criminal offence committed on board the vessel through which the safety of vessel, crew and passengers was compromised or through which someone's death or heavy bodily injury was caused. This report must be sent to the public prosecutor without any delay in the quickest possible way. This notification must, if possible, include: personal details and nationality of the suspected person, personal details of the master and other relevant facts (account of experiences). The master should receive instructions from the public prosecutor as soon as possible about how to act under the circumstances. Attention should be paid to the instructions of the public prosecutor (Article 539 u of Criminal Law).

Reporting point on behalf of masters
Criminal offences must be reported (telephone, fax or e-mail) to the Maritime Police, Central Unit of the National Police. This unit is residing at the JRCC Den Helder. Employees of this unit can be reached 24 hours a day. All reports received by the unit will be passed through to the North Sea public prosecutor and all instructions from the public prosecutor to the master will passed through via the unit.
For any advice or instructions about piracy or other punishable facts, committed on board the vessel, masters can always contact the Maritime police. The unit, in consultation with the North Sea public prosecutor, will look at the case and will determine how the criminal investigation will be conducted, if they decide to do so.

Contacting JRCC Den Helder:
Manager on duty
Telephone: +31 (0)88 958 4000
Fax: +31(0)223 65 83 58
E-mail: **ccc@kustwacht.nl**
Address: National police of the Netherlands - Central Unit,
Maritime Police
Postbox 100
3970 AC Driebergen
E-mail: **maritiem@politie.nl**
Telephone: +31(0)88 661 56 26 (24h/7)

Masters can always address their request for assistance to the local authorities of coastal states. Cases of piracy have to also be reported by means of a standard report form afterwards, addressed to:

Ministerie van Infrastructuur en Waterstaat
Directoraat-Generaal Luchtvaart en Maritieme Zaken (DGLM)
Postbus 20904, 2500 EX Den Haag (The Netherlands)
Telephone: +31(0)70 351 61 71
Fax: +31(0)70 351 78 95
Website: **www.rijksoverheid.nl**
(DGLM will inform IMO London)

16. Meteorological and oceanographic data buoys

Several research institutions are using drifting and moored buoys in the world oceans to collect all kinds of data. These automated and yellow coloured buoys gather routine measurements and transmit their data in real-time through satellites. Such measurements include wind speed and direction, air temperature, air humidity, atmospheric pressure, tides, wave height, sea surface temperature and water temperatures at various depths. All buoys transmit their positions along with the data.

Advice to all mariners:

- Do not pick up drifting buoys
- Do keep watch for moored buoys at sea. They should be visible on radar and can be avoided
- Always carry out your fishing operations well clear of the buoys
- Do not moor to, damage, or destroy any part of the buoys
- When such buoys are drifting ashore, please contact the local authorities and give a report of the position and if known the ID-number of the buoy.

Drifting Boy

Moored bouy

17. Announcement of firing exercises

Firing exercises will be announced, as far as possible, in the Netherlands Notices to Mariners (NtM), via NAVTEX and/or firing signals, or by navy vessels in the area concerned. Shipping and fishing vessels are strongly requested to avoid the danger area during the exercise. If one of the warning signals, indicating that firings are going to take place, is shown, vessels should not remain in the danger area any longer than is necessary for a direct passage.

18. Maritime limits

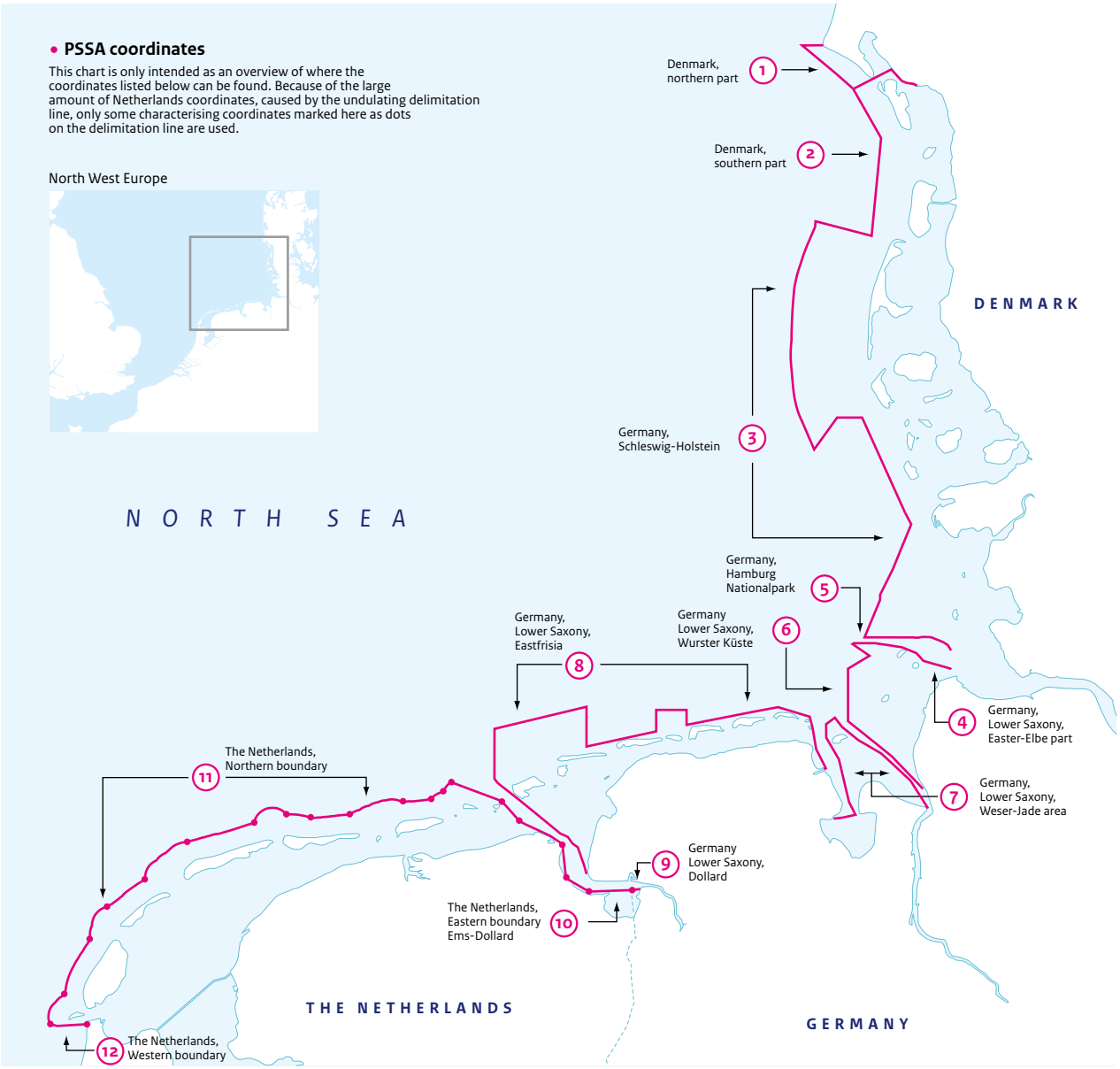
International maritime boundaries exist between countries and national maritime limits exist at certain distances from the coast. International maritime boundaries are defined in treaties, maritime limits are based on the zero metres depth line (normal baseline), as depicted on recent large scale nautical charts and as described by the United Nations in the United Nations Convention on the Law of the Sea (UNCLOS). Therefore, changes in zero metres depth line cause changes in these limits as well. Limits at three, six and twelve nautical miles have been incorporated on the large and medium scale nautical charts, except the 1800 Series. The limits are of importance for fishery, and the twelve mile limit is also the outer boundary of the territorial sea. Details on fishery zone sare to be obtained via the Netherlands Coast Guard, or the Ministry of Agriculture, Nature and Food Quality. The limits as displayed on the nautical charts are correct at the date of publication of the edition of the chart. New editions of these charts and the approximate adjustments for the limits are announced by Netherlands NtM; detailed positions are available via the Netherlands Hydrographic Service (**www.defensie.nl/hydro**).

19. Particularly Sensitive Sea Area

Waddenzee

The Waddenzee and adjacent parts of the North Sea in the common Wadden Sea area of Denmark, Germany and The Netherlands have been granted the status of Particularly Sensitive Sea Area (PSSA). See chart below. A particularly sensitive sea area is an area that needs special protection because of its vulnerability to damage, caused by maritime activities.
Those operating in or near such an area should exercise the utmost care to avoid damage. No waste should be discharged overboard and no damage should be inflicted to the marine environment and the marine organisms living in it.

The outer border of the Netherlands part coincides with the 3 miles zone. As this 3M border also is based on drying heights, the PSSA border wil change accordingly.

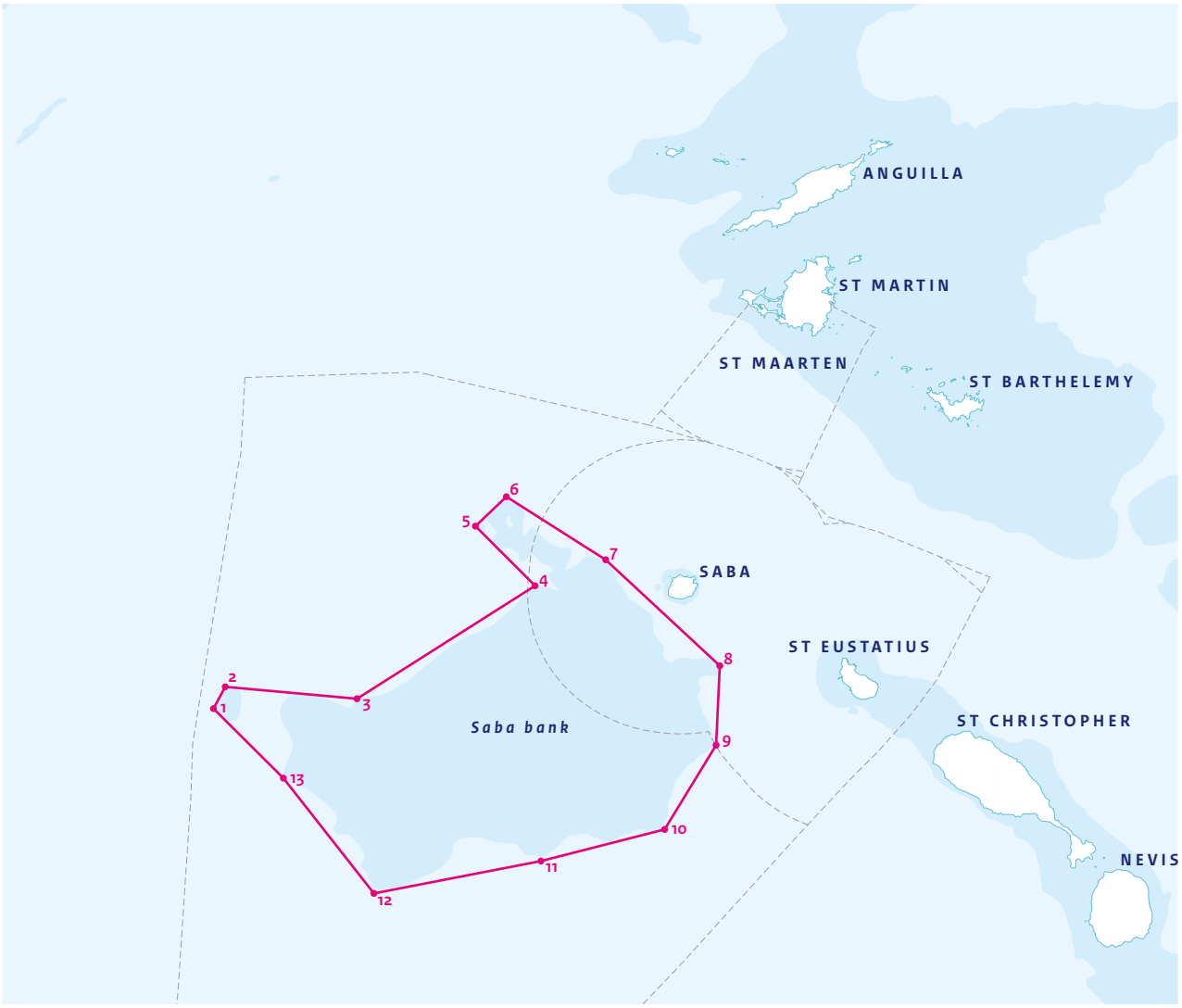


Saba Bank

The Saba Bank has been granted the status of 'Particularly Sensitive Sea Area' (PSSA) and also is an "Area to be Avoided" (ATBA), see **chapter 14**, by ships of 300 GT and above. Within this area anchoring is now strictly prohibited for all ships. In order to avoid the risk of pollution and damage to this unique, fragile and pristine coral reef ecosystem, and risks to the traditional fisheries of the area, mariners should exercise extreme care when navigating in the area.

The area is bounded by a line connecting the following positions:

1	17° 27,06'N	63° 56,14'W
2	17° 29,00'N	63° 55,09'W
3	17° 27,94'N	63° 43,32'W
4	17° 38,03'N	63° 27,41'W
5	17° 43,35'N	63° 32,74'W
6	17° 45,98'N	63° 29,98'W
7	17° 40,34'N	63° 21,10'W
8	17° 30,88'N	63° 10,92'W
9	17° 23,80'N	63° 11,25'W
10	17° 16,27'N	63° 15,85'W
11	17° 13,44'N	63° 26,89'W
12	17° 10,55'N	63° 41,81'W
13	17° 20,85'N	63° 49,89'W



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Hydrographic Service of the Royal Netherlands Navy
Postbox 10.000
1780 CA Den Helder

Telephone: +31 (0)88 95 16 728
E-mail: hydro.admin@mindef.nl
Website: www.defensie.nl/hydro

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