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Essential Cruising Information

None recorded to date

England South Coast

p 34 **FALMOUTH**, Plan

Insert AIS, at light-buoys 50° 09'·680N., 5° 04'·200W.
50° 09'·567N., 5° 03'·614W. 50° 09'·260N., 5° 03'·789W.
V-AIS at 50° 09'·434N., 5° 03'·723W. 50° 09'·487N.,
5° 03'·542W. 50° 09'·503N.,
5° 03'·135W. 50° 09'·439N., 5° 02'·886W

NM 3535/2025

p 39 **PLYMOUTH SOUND**, Plan

Amend light-buoy to, Q(6)+LFI.15s S Winter 50° 21'·398N.,
4° 08'·552W. NM 5772/2025

p 40 **CATTEWATER**, Plan

Insert the accompanying **block**, centred on: 50° 21'·9N.,
4° 07'·9W. NM 1857.26

p 44-55 **SALCOMBE KINGSBRIDGE ESTUARY**, Plan and Text

Insert symbol, Visitors' mooring, VHF5 at 50° 14'·004N.,
3° 46'·059W. **Delete** symbol, Visitors' mooring, close SE of:
50° 14'·007N., 3° 46'·009W.

Text, p45 Col 2 **Anchorage**s at end of line 5 **Insert** VHF 5
NM 2396/2025

p 44 **SALCOMBE KINGSBRIDGE ESTUARY**, Plan

Insert depth, 1₂ (a) 50° 13'·20N., 3° 46'·60W.

Delete depth, 1₄, close S of: (a) above

Insert depth, 1₂, and extend 2m contour NW to enclose (b)
50° 13'·16N., 3° 46'·73W.

Delete depth, 1₄, close SE of: (b) above NM 1096/26

SALCOMBE ENTRANCE, Inset

Delete RW Buoy (Old Harry) 50° 13'·692N., 3° 46'·585W.
NM 1241/26

p 48 **TEIGNMOUTH HARBOUR**, Plan

Delete 2F.G(vert) 50° 32'·634N., 3° 29'·526W
NM 4515/2025

p 52 **PORTLAND HARBOUR**, Plan

Insert limit of marine farm, pecked line, joining: (a)
50° 35'·91N., 2° 26'·50W.

(b) 50° 35'·81N., 2° 26'·57W. Move pecked lines and fishing
symbol from:

50° 35'·83N., 2° 26'·43W. to: 50° 35'·87N., 2° 26'·57W.

Delete Y Lt Buoy ;Fl.Y.5s (c) 50° 35'·74N., 2° 26'·34W. (d)
50° 35'·76N., 2° 26'·42W.

Pecked lines showing previous limits of the marine farm.

NM 673/26

p 54 **APPROACHES TO POOLE**, Plan

Insert Note,

A marine conservation zone exists within Studland Bay which
has been designated a Voluntary No Anchoring Zone marked by
yellow buoys from March to October. Some visitor moorings are
available free of charge. NM 2440/26

p 55 **POOLE HARBOUR AND ENTRANCE**, Plan

Insert G Con buoy at 50° 41'·w808N., 1° 59'·285W. and a) R
Can at 50° 41'·957N., 1° 57'·431W.

Delete BYB E Card Mark close to W of (a) above

Move R Can Buoy from 50° 42'·156N., 1° 58'·156W. to
50° 42'·155N., 1° 58'·148W.

Delete BYB E Card Mark 50° 40'·856N., 1° 57'·817W.

NM 5051/2025

p 60 **LYMINGTON**, Plan w

Insert R can buoys at 50° 45'·100N., 1° 31'·287W

50° 45'·094N., 1° 31'·250W. 50° 45'·085N., 1° 31'·217W.

50° 45'·071N., 1° 31'·185W NM 3390/2025

p 60 **LYMINGTON**, Plan

Insert Y buoys at 50° 44'·78N., 1° 30'·44W. & 50° 44'·80N.,
1° 30'·25W NM 1769/26

p 68 **BEMBRIDGE HARBOUR**, Plan

Insert harbour limit, pecked line, joining:

(a) 50° 41'·762N., 1° 05'·849W. (b) 50° 41'·863N., 1° 05'·808W., (c)
50° 41'·726N., 1° 05'·517W. and (d) 50° 41'·863N.,
1° 05'·422W.

legend, Harbour Limit, along E side of: (a)-(b) above

legend, Bembridge Harbour Limit, along W side of: (c)-(d) above
NM 2096/26

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p 71 **LANGSTONE HARBOUR**, Plan

Insert Obstn 50° 48'·27N., 1° 00'·05W. NM 1025/26

England East Coast

p 88 **RIVER MEDWAY, CONTINUATION OF R MEDWAY**, Inset Plan, A dangerous wreck, with a least depth of 1.6m, has been reported in approximate position 51° 23'·623N.,

0° 30'·244E (close to Castle Bridge)

Mariners are advised to navigate with caution in the area.

NM 1219(T)/2024

p 100 **HARWICH APPROACHES**, Plan

Replace R bn with Yellow bn with X topmark at 51° 58'·150N., 1° 16'·426E NM3158/26

p 101 IPSWICH, Text Col 4 **Fox's Marina**

Insert Boatyard All repairs, refits and yachting services. 70t and 50t boat lifts max 25m 6.4m beam. On site and on-line chandlery.

Facilities Bar and Restaurant. CI

Mon & Tues. Pub and stores nearby.

Ed

p 103 **RIVERS ORE AND ALDE**, Plan

Delete Ñ LtHo (disused) 52° 05'·04N., 1° 34'·45E. NM 2344/26

p 105 **LOWESTOFT** Plan

Waveney Dock

Replace 3.9m with 5.5m

NM 1069/26

p 106, **GREAT YARMOUTH**, Plan

Insert the accompanying [block](#) centred on 52° 34'.

4N 1° 44'·0 E

NM 523/26

p 108 **APPROACHES TO KING'S LYNN AND WISBECH**, Plan

Delete LtQ.G 52° 45'·163N., 0° 23'·419E.

NM 2320/2025

p 109 **APPROACHES TO KING'S LYNN AND WISBECH**

Insert Approach to Wisbech [block](#), centred on: 52° 51'·8N., 0° 13'·6E. NM/826/26

Insert depth, 07 50° 36'·547N., 2° 26'·560W.

NM 759/26

p 109 **APPROACHES TO KING'S LYNN AND WISBECH**

Move

G Con Fl(2)G.6s No 3, from: 52° 51'·91N., 0° 13'·08E. to: 52° 52'·11N., 0° 13'·26E.

R Can LFl.R.5s BOB, from: 52° 52'·03N., 0° 13'·20E. to:

52° 52'·19N., 0° 13'·29E.

NM 1078/26

p 111 **RIVER HUMBER UPPER REACHES**, Plan

Recent survey shows reduced depths. Remain in buoyed channel Source ABP

p 113 **SCARBOROUGH**

Insert the accompanying [block](#), centred on: 54° 16'·9N., 0° 23'·4W NM 424/26

p 116 **RIVER TYNE**, Plan

Amend range of light at 55° 00'·87N., 1° 24'·17W. to 20M NM 4180/2025

p 116, **RIVER TYNE**, Plan

Amend light to, Fl(3)R.10s13M 55° 00'·67N., 1° 24'·07W.

light to, DirOc.WRG.19M 55° 00'·48N., 1° 25'·44W.

p 117 **AMBLE AND WARKWORTH**, plan

Insert YB 55° 20'·25N., 1° 33'·85W. and 55° 20'·34N., 1° 33'·98W. RS Hydro

p 117 **AMBLE AND WARKWORTH**, Plan

Re-engineering works are taking place at Coquet lighthouse. The sector light in position 55° 20'·033N., 1° 32'·384W. has been temporarily amended to Fl(3)20s9M visible through 360°. The red sectors are temporarily extinguished.

The following light-buoys have been established:

Characteristic	Designation	Buoy Type	Position
QR	Pan Bush	Can Red	5° 20'·730N., 1° 33'·400W.
Fl(2)R5s	Hauxley Head	Can Red	55° 19'·394N., 1° 31'·740W.
Fl(3)R10s	Cresswell	Can Red	55° 14'·80N., 1° 29'·00W.
Q	Coquet Flat	North Cardinal, Pillar	55° 20'·860N., 1° 32'·830W.

These works are expected to be completed by October 2026. Mariners are advised to navigate with caution in the area.

NM 4707(T)/2025

p 119 **BERWICK**, Text

Entrance Insert after "come in line on 207°." Do not use the leading line until clear of the R buoy.

NM 3073(T)/2023

Scotland East Coast and Northern Isles

p 127 **PETERHEAD**, Plan

Delete Fl(5)Y.20s Wave Monitor Buoy 57° 30'·080N., 1° 47'·032W.

NM 2431/2025

p 128 **FRASERBURGH**, Plan

Insert Automatic Identification System, AIS, at light

57° 41'·85N., 2° 00'·23W.

NM2316/2025

p 129 **BUCKIE**, Text,

Insert Before final sentence, Depths near to entrance reported to be less than indicated on charts.

NM 2867(T)/2022

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p 133 **WICK**, Plan

Amend light to, Dir.WRG.2s10M 58° 26'·53N., 3° 05'·25W
NM 4374/2025

Amend port entry light, Fl.G.5s5m, at 58° 26'·322N.,
3° 04'·831W. NM 4805/2025

p 135 **SCAPA FLOW**, Text,

At the end of the first paragraph, **Insert** Following a recent survey, numerous depths and drying heights less than charted exist within ScapaFlow and Kirkwall Bay.
NM 4076(P)/2025

p 136 **SCAPA FLOW**, Plan

Insert Wreck 58° 55'·42N., 2° 47'·70W. Orkney Islands Council and UKHO
NM916/26

p 138 **LERWICK** **Warning of dredging**

The dredging in the harbour should not affect access to visiting yachts. Mariners need to be aware and take action accordingly. Lerwick Harbour Master

p 139 **FAIR ISLE**, Plan

Dredging and construction works are taking place around Fair Isle Ferry Terminal in the area bounded by the coastline and a line joining the following positions: 59° 32'·248N 1° 36'·318W, 59° 32'·338N 1° 36'·248W. NM 2352(P)/2025

p 139 **BUCKIE**, Plan

Delete Light Iso.WG.2s16/12M and associated sectors 57° 40'·70N., 2° 57'·36W NM 2883/26

p 141 **SCALLOWAY HARBOUR**, Plan

Depths less than charted exist within Scalloway Harbour.

Insert Depth 0.6m at 60° 08'·177N., 1° 16'·156W.

Source: UKHO

Scotland West Coast

p 144 **SCOTLAND WEST COAST**, Index Page

Insert limit of firing practice area, pecked line, joining: 57° 39'·5N., 7° 22'·5W. 57° 40'·1N., 7° 22'·5W. 57° 43'·2N., 7° 20'·0W. and 57° 47'·6N., 7° 20'·0W. 57° 41'·5N., 7° 37'·1W. 57° 33'·1N., 7° 30'·3W. 57° 33'·9N., 7° 28'·0W. legend, FIRING PRACTICE AREA
NM 732/26

p 146 **LOCH INCHARD**, Plan,

The following depths have been recorded

Depth	Position
1.5m	58° 27'·187N., 5° 05'·006W.
1m	58° 26'·90N., 5° 05'·44W
0.4m	58° 27'·95N., 5° 04'·64W

NM 1064(P)/2025

p 160 **PORT ELLEN**, Plan

1470* SCOTLAND - West Coast - Buoyage.

Insert G Lt Buoy Fl.G.5s 55° 37'·285N. 6° 11'·981W.

Replace E Q(3)10s with R CN Fl.R.5s 55° 37'·210N., 6° 12'·411W. NM 1470/26

p 162 **STORNOWAY HARBOUR**, Plan

Insert depth, 1.7, and extend 2m contour SW to enclose depth, 2.8, close S to 58° 12'·269N., 6° 23'·067W

Replace depth, 3.8, with Wk 58° 11'·577N., 6° 22'·668W and drying height, 0.1, at 58° 12'·224N., 6° 22'·750W. NM 2668/2025

England West Coast and Wales

p 180 **RIVER RIBBLE**, Plan

The 8.5 mile lit perch, in position 53° 43'·61N., 2° 56'·78W., has been reported severely damaged and likely to be submerged other than at low tide.

A starboard-hand green buoy, Fl.G.5s, currently marks the damaged perch. NM 4394(T)/2024

p 180 **FLEETWOOD**, Plan

Insert drying height, 5.6m, and extend 5m drying contour N to enclose 53° 55'·216N., 3° 00'·330W. NM1711/26

p 180 **FLEETWOOD HARBOUR**, plan

Insert R can buoy Fl(3)R.10s No 18 53° 55'·80N., 3° 00'·38W. NM 2174/26

p 181 **LIVERPOOL RIVER MERSEY**, Plan

Insert depth, 1.4m enclosed by 2m contour 53° 22'·627N., 2° 58'·953W. NM 4922/2025

p 181 **LIVERPOOL AND RIVER MERSEY**, Plan

Insert depth, 03 (a) 53° 21'·775N., 2° 58'·693W. **Delete** depth, 14, close SE of: (a) above NM 2156/26

p 183 **CONWY**

Insert Y Buoy Fl.Y.10s 53° 18'·055N., 3° 50'·838W.

Delete former Y Buoy Fl.Y.10s 53° 17'·753N., 3° 50'·422W. NM 1251/26

p 192 **MILFORD HAVEN ENTRANCE**, Plan

Replace SC Lt Buoy VQ(6)+LFl.15s South Hook with Y Lt Buoy Q(4)Y.10s South Hook 51° 41'·819N., 5° 06'·102W

NM 901/26

Ireland

p 221 **CORK HARBOUR**, Plan and Text, Approach

Insert At the end of the text, "Mariners are advised to avoid the construction work around the quays to the South of Haulbowline Island." NM 5720/202

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p 224 **WATERFORD**, Plan

Move buoyFI(3)R.10s Waterford from 52° 09'·48N., 6° 56'·75W. to 52° 08'·95N., 6° 57'·00W. NM 3817/2025

p 224 **WATERFORD**, Plan

Insert the accompanying [block B](#), centred on: 52° 15'·9N., 7° 06'·6W. NM 525//26

p 228 **DUBLIN BAY**, Plan

Insert Yellow Buoy Fl.Y.5s 53° 17'·49N., 6° 06'·96W. NM 5830/2025

p 228 **DUBLIN BAY**, Plan

Insert wreck depth unknown but danger to navigation 53° 17'·85N., 6° 04'·11W. NM 2633/26

p 237 **RIVER BANN ENTRANCE**

Insert the accompanying [block](#), centred on: 55° 10'·3N., 6° 46'·3W. Coleraine Harbour NM 136/26

p 242 **KILLYBEGS**, Entrance

Insert Quay construction works and dredging are taking place at Killybegs Harbour in the vicinity of North Quay 54° 37'·853N., 8° 26'·400W. NM 0432(P)/2023

p 252 **GALWAY BAY**, Plan

Insert Automatic Identification System, AIS, at light 53° 15'·36N., 9° 01'·92W. Galway Harbour Company NM 3335/2025

Belgium

p 258 **OOSTENDE**, Plan

Insert pontoon, single firm line, joining: 51° 13'·71N., 2° 55'·64E. 51° 13'·72N., 2° 55'·67E. and 51° 13'·70N., 2° 55'·65E. 51° 13'·71N., 2° 55'·68E. NM2609

The Netherlands

See the note at the end of the corrections regarding multiple closures to bridges and restrictions within the Netherlands.

p 269 **ENTRANCETOTHEWESTERSCHELDE**, Plan

Move G Buoy Iso.G.8sSS 5, from: 51° 25'·34N., 3° 39'·25E. to 51° 25'·39N., 3° 39'·25E.
And G Con Buoy Iso.G.4sSS 7, from: 51° 25'·13N., 3° 40'·03E. to 51° 25'·25N., 3° 39'·92E. NM 2743/2025
Insert a Cardinal light-buoy, VQ NS-N at 51° 24'·75N., 3° 31'·27E. NM 2607(T)/2025

p 278 **NORDZEEKANAAL**, Text

Col 4 First paragraph; **Delete** The last 3 lines. **Insert** VTA Sector Amsterdam Port is divided into two separate sectors at km 19.6 in the vicinity of position 52° 24'·90N., 4° 51'·62E. The two new sectors will be called (from west to east): Sector Westhaven (VHF 4) and Sector Stad (VHF 5). NM 4549/2025

p 278 **SCHEVENINGEN**, Plan

Insert symbol, circle with white flare Iso.4s5M (a) 52° 05'·91N., 4° 15'·51E.
lit radar station, Ra (a) above Pile, at 52° 05'·86N., 4° 16'·05E.
Amend light to, Iso.4s5M Iso.G.8s at 52° 06'·00N., 4° 15'·44E.
Delete Lights (a) F.R at 52° 05'·95N., 4° 15'·84E. (b) Iso.4s14M at (b) 52° 05'·87N., 4° 15'·54E.
And leading line, pecked line, joining: (a) and (b) above NM 5006/2025

p 278 **IJMUIDEN AND NOORDZEEKANAAL**, Text

Insert At end of entry Sluis IJmuiden VHF 22 NM 4796/2005

p 279 **AMSTERDAM**, Text,

Insert the following at the end of the first para in Col 3.
Shoaling has been reported in the area around the Oranjesluizen and the Schellingwouderbrug. Pleasure craft with a draft of more than 2m that are waiting for a lock are advised to moor on the starboard side before the lock and to keep to the main fairway. Mariners are advised to consult the local authorities for the latest information. NM 2601(T)/2025

p 298 **RIVER ELBE – NORD-OSTSEE-KANAL CLOSURE**

• **14 July 2026, 07:00–16:00** – Closure near Rendsburg (km 61.2–62.6).

• **15 July 2026, 17:00 – 16 July 2026, 09:00** – Closure at the Rader High Bridge (km 67.2–69.6).
Closures apply to all river traffic, including pleasure vessels. EIWS Section Secretary

p 381 **RAZ DE SEIN**, Plan

Insert the accompanying [block](#), centred on: 48° 03'·2N., 4° 50'·2W. Amend range of light to, 7M 48° 02'·31N., 4° 50'·95W. NM 1910/26

Approaches to the Baltic

p 310 **GÖTEBORG**, Plan and Text Depths less than charted have been reported to the S of Knippelholmen

NM 2822(T)/2019

Insert G Fl(5)Y 20s ODAS 57° 39'·071N., 11° 43'·703E. QR

57° 42'·585N 11° 57'·481E and 57° 42'·741N 11° 57'·728E.

QG 57° 42'·730N 11° 57'·752 E and 57° 42'·572 N 11° 57'·509E.

NM 3188/2025

p 318 **KØBENHAVN**, Text, Approach

Insert after "Pleasure craft must keep to the south in the Kronløbet channel" where between the Middlegrunds and Trekroner Forts depths may be less than shown on the chart. NM 2262/2205

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France North Coast and the Channel Islands

p 337 **APPROACHES TO LE HAVRE THESEINE & HONFLEUR**, Plan

Three measuring instruments have been deployed, until further notice, in the following positions:
49° 28'·688N., 0° 05'·671E. 49° 28'·225N 0° 05'·005E.
49° 28'·560N 0° 02'·248E. The first measuring instrument is marked on the surface by a yellow buoy. Mariners are requested not to fish, dredge, trawl, or anchor near these positions.

NM 3687(T)/202

p 341 **BAIE DU GRANDVEY**, Plan

Amend designation of buoy at 49° 24'·68N., 1° 01'·82W from 1 to A 49° 24'·88N., 1° 03'·80W from 3 to B 49° 24'·80N., 1° 04'·98W. from 5 to C NM 3047/2025

p 341 **BAIE DU GRAND VEY**, Plan

Insert the accompanying [block](#), centred on: 49° 23'·3N., 1° 09'·4W. French Notice 40/42/25

p 344 **CHERBOURG**, Plan

Delete light F.Vi 49° 38'·943N., 1° 36'·555W. NM 991/26

France West Coast

p 353 **CARTERET**, Plan

Reduce depths in the marina to 2m and 2.3m

Regional Editor

p 379 **PORT DU MOULIN BLANC**, Plan

Insert breakwater, double firm line, width 5m, joining 48° 23'·442N., 4° 25'·778W. to 48° 23'·481N., 4° 25'·42W.

Move Fl.R.2,5s1M at 48° 23'·498N., 4° 25'·731W. to 48° 23'·486N., 4° 25'·761W

Delete former breakwater, double firm line, width 5m joining 48° 23'·498N., 4° 25'·731W. to 48° 23'·486N., 4° 25'·761W.

NM 3179/2025

p 379 **Camaret**, Plan

Amend light to, Iso.WG.4s.10m10/7M 48° 16'·83N., 4° 35'·32W.

Insert anchorage symbol 48°16'38.00"N 4°35'32.60"W

NM 5761/2025

p 380 **MORGAT**, Plan and Text

Amend Lt Buoy Morgat to QR

Entrance add « at end of mole » to the final sentence. **Berthing** before final sentence **Insert** Moorings to the W of hammerheads.

NM 5501/2025

p 380 **DOUARNENEZ**, Plan

Insert [block](#), centred on: 48° 06'·0N., 4° 20'·0W. French Notice 39/41/25

p 381 **AUDIERNE**, Plan

Insert G Buoy N°11 48° 01'·198N., 4° 32'·073W.

W Bn 48° 01'·344N., 4° 32'·117W.

NM 1358/26

p 381 **AUDIERNE**, Plan & Text

Insert the accompanying [block](#), centred on: 48° 00'·9N., 4° 32'·8W.

Insert after **Entrance**. Local authorities try to maintain a minimum depth of 1-2m. Despite regular dredging, the channel is continually silting and some channel buoyage is seasonal. NM 623/26

p 383 **LESCONIL**,

Caution reduced depths reported due to silting. Hon Editor

p 393 **LA VILAINE**, Pont de Cran Bridge, Text

Due to works, there will be only one opening time at 11.30 daily until further notice. See <https://www.eaux-et-vilaine.bzh/naviguer-en-vilaine/pont-de-cran/>

p 402 **GIRONDE TO CAPBRETON WARNING**

At the end of the text **Insert** Consult The Landes Firing Range <https://portail.ping-info-nautique.fr/> for information on firing times and positions. See also App Nav & Co

North West Spain

p 411 **PUERTO BILBAO**, Plan

Insert 00.3 Wk 43° 20'·27N., 3° 00'·82W. Spanish Notice 46/340/25

p 413 **SANTANDER**, Plan

Insert [block](#) centred on 43° 26'·4N., 3° 48'·9W

NM 3044/2025

p 421 **RIA DE CAMAERIÑAS**

Insert Light Fl(2)R.7s7m1M 43° 07'·43N., 9° 10'·77W.

NM 3124/26

p 427 **RIA DE VIGO**, Plan

Insert N card Lt Buoy Q. 5M 42° 09'·21N., 8° 53'·43W.

Delete N card Lt Buoy Q. 5M 42° 09'·29N., 8° 53'·21W.

Spanish Notice 40/305/25

p 427 **ENSENADA DE SAN SIMON**, Plan

Amend light to, Fl(2+1)R.15s1M 42° 18'·14N., 8° 39'·27W.

NM 178/26

p 427 **RÍA DE VIGO**, Plan

Amend No 3 light-beacon to, Fl(4)G.11s12m5M 42° 13'·71N., 8° 46'·73W.

NM 2072/26

Portugal, SW Spain & Gibraltar

p 431, **RIVER DOURO**, Plan

The characteristics and designations of lateral buoyage in the Rio Douro, between positions 41° 08'·745N., 8° 40'·360W. and 41° 08'·339N., 8° 37'·129W. have changed. NM 5180(P)/2018

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p 431 **LEIXÕES**, Plan

Numerous changes to aids to navigation and depths have occurred within Porto de Leixões and its approaches 41° 10' 707N., 8° 42' 411W. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information. NM 2343/2025

P432 **FIGUEIRA DA FOZ** Plan

Amend the lights on the moles to FL.R.6s 14m9M and FL.G.6s 14m7M NM 5764/2025

p 434 **LISBOA**, Plan

Insert buoy with a top mark in shape of an X FL.Y.3s3M EMSA 38° 42' 256 N., 9° 08' 427W. NM 3245/2025

p 435 **SINES**, Plan,

Beware construction work to the SE of the outer harbour which is marked by Fl(4)Y.10s yellow buoys of which only 3 are lit. NM 5580(P)/2020

p 440 **MAGAZON**, Plan Explosive Dumping Ground

Insert Lt Buoys FL.Y.5s at 37° 07' 90N., 6° 50' 92W. 7° 07' 76N., 6° 50' 71W.

Limits of explosive dumping ground

(a) 37° 07' 89N., 6° 51' 16W.

(b) 37° 07' 78N., 6° 50' 90W.

(c) 37° 07' 56N., 6° 50' 66W. legend, NM 5706/2025

p 440 **MAGAZON**, Plan

Insert Dolphins Fl(4)G.10s 37° 08' 84N., 6° 52' 44W. and FL.Y.3s 37° 08' 80N., 6° 52' 33W NM 339/26

The Netherlands Closures and Restrictions

The following notice concerns restrictions on routes within the Netherlands that may limit cruising plans. Not all the locations mentioned are listed in the Almanac. This information is included for the benefit of our readers.

Standing Mast Route 2026: only partially navigable

Due to multiple malfunctions and maintenance works on bridges and locks, the Standing Mast Route will only be navigable in sections in 2026.

<https://www.varendoejesamen.nl/staande-mastroute/stremmingen>

In North and South Holland, the impact is severe. Both the eastern and western routes are currently closed; only the sea-route from IJmuiden is practical.

Western route (via Haarlem)

In February, the Buitenhuiser Bridge broke down. This is the last bridge before entering the North Sea Canal. This means the western route is blocked. It is currently unknown how long this closure will last.

Eastern route (via Amsterdam)

The eastern route is blocked at three locations and is expected to remain so for several years. The Schiphol Bridge in Schiphol, as well as the Schinkel bridges and Overtoom lock bridge in Amsterdam, are closed until further notice. According to the latest information, the Schinkel bridges will not be operational again until 2030. This means the eastern route will certainly remain closed for the next four years.

Oranjesluizen

For recreational vessels, the Oranjesluizen in Amsterdam cannot be used daily between 22:00 and 06:00. The final lockage at the Oranjesluizen complex is at 21:45 each day.

Bridge over the Noor

Due to renovation, the bridge over the Noord (Alblasserdam Bridge) in South Holland is only operated once a week: on Fridays at 13:00. Advance notice must be given 48 hours in advance to the Dordrecht traffic post. This limited operation will continue until Sunday 31 May.

Algera Bridge

The Algera Bridge near Krimpen aan den IJssel requires major maintenance. From 13 July to 28 September, the bridge will be closed to tall vessels. This falls in the peak season, so prepare accordingly.

North Netherlands

The bridge at Uitwellingerga in Friesland will not be operated until 2028. This means tall vessels cannot use the important main waterway Lemmer-Delfzijl.

The Standing Mast Route in the north by may be followed by sailing via Kornwerderzand to Harlingen.

Important, urgent message for mariners cruising the Netherlands

Important Notice – Algerabrug Closure May Leave Standing-Mast Vessels Trapped

Skippers planning to use the Dutch Standing Mast Route (SMR) this summer should be aware of the planned closure of the **Algerabrug** (Krimpen aan den IJssel).

Planned maintenance: 13 July 2026 – 28 September 2026

During this period, the bridge will not be opened.

Normally, vessels with standing masts can transit between South Holland and North Holland using one of the two Standing Mast Routes. This year, however, neither of these routes are available:

- the **western route** via the **Buitenhuiserbrug** remains closed due to a technical failure;
- the **eastern route** via the **Schipholbrug / Schin-**

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kelbrug corridor remains closed for long-term infrastructure works.

As a result, **there will be no inland north-south Standing Mast Route available during the Algerbrug closure.**

Important planning advice

This warning applies specifically to vessels with standing masts located in the inland waters between the Algerbrug and the Buitenhuizerbrug.

Once the Algerbrug closes on **13 July 2026**, those vessels may be **stranded**. With the Algerbrug closed to high shipping, the Buitenhuizerbrug unavailable, and the Schipholbrug / Schinkelbrug corridor already closed, **no inland exit from this area will remain available for vessels requiring bridge openings.**

The route between **Amsterdam and IJmuiden via the North Sea Canal remains open**, but vessels south of the **Buitenhuizerbrug cannot** reach it because the Buitenhuizerbrug itself is closed.

If your vessel is currently in the inland waters between the Algerbrug and the Buitenhuizerbrug, you should strongly consider leaving that area before 13 July 2026.

Once the Algerbrug closure begins, vessels requiring bridge openings may have to remain in the area until the bridge reopens.

Further information

Official Dutch Waterway Notices:

<https://vaarweginformatie.nl/frp/nts/map?limitationGroup=BLOCKED>

Standing Mast Route overview:

<https://www.varendoejesamen.nl/kaarten/staande-mast-routekaart>

Standing Mast Route seasonal overview:

<https://www.varendoejesamen.nl/nieuws/staande-mast-route-overzicht-vaarseizoen>

Algerbrug disruption:

<https://www.varendoejesamen.nl/stremmingen/stremming-algerbrug>

Buitenhuizerbrug disruption:

<https://www.varendoejesamen.nl/stremmingen/stremming-buitenhuizerbrug>

Nautin SMR disruptions:

<https://www.nautin.nl/wb/pages/vaarinformatie/stremmingen/stremmingen-smr.php>

Key for Sources of Information

BA	British Admiralty
HA	Harbour Authority
HM	Harbour Master
IL	Irish Lights
ILNW	Imray, Laurie, Norie and Wilson

NL	Northern Lights
NM	Notice to Mariners
TH	Trinity House
Ed	Editor
RE	Regional Editor
HKHO	United Kingdom Hydrographic Office

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