



**EDAM**

Small, quiet town. Narrow entrance, max depth 2m, through a lock and br to a canal with mooring space on both banks and the new Jachthaven Galgenveld on the port side before the lock.

**HOORN**

The home of the first European to sail round Cape Horn has many signs of its former glory as a Hanseatic town. The streets are brimming with history and the Westfries Museum is worth a visit. The former warehouses now serve as private dwellings or restaurants, and the bronze statues of the 'Boys from the Bontekoe' still look out for a suitable ship on which to stow away.

**Entrance** From the S on 352° from a R can buoy 1ca to the S of the rough stone walls forming the outer hbr walls. You may anchor in the outer hbr (2m) or raft out in the Town hbr. HM ☎ 0229 21 40 12. VHF 74. Diesel available. Alternatively, there are quieter box moorings available in the Grashaven on the port side (HM ☎ 0229 21 52 08) or to stb in the Hoorn YC (HM ☎ 0229 21 35 40).

**ENKHUIZEN**

This is the largest port of the Zuiderzee and lies at the N end of the Houtribdijk. It is also a busy ferry port. The Zuiderzee Museum consisting of an outdoor village and an indoor marine museum is superb and well worth a whole day's visit. Two new locks without bridges over them have eliminated former delays here.

**Approach** from the S, the channel to the Krabbersgat is well buoyed and the course

to the entrance is marked by Ldg Lts. The two new locks operate on VHF 22. The N approach is from the EZ1/KG2 (Iso.RGR.2s) buoy into the Krabbersgat on a course of 230° (Ldg Lts Iso.8s).

**Entrance** There are three yacht hbrs. The first to port is the Buyshaven which has a marina at the S side. A dyke now separates the ferry hbr from the Buyshaven. There is a good toilet/shower block but the box moorings are the furthest from the town. HM ☎ 0228 31 56 60. VHF 31. The second is the Buitenhaven which is adjacent to the rly stn and is therefore convenient for crew changes. This hbr is often very crowded and you may have to raft alongside several boats. Toilets and showers are next to the HM office on the N side. HM ☎ 0228 31 24 44. VHF Ch 12. The third hbr, the Compagnieshaven, houses the largest marina. It is beyond the town to the NE and has showers, toilets, water, fuel, chandlery, provisions, launderette and restaurant. HM ☎ 0228 31 33 53. It is a short walk to the town and next door to the Zuiderzee Museum which is worth staying an extra day for. Enkhuizen has a good shopping centre, boatyards, sailmaker and engine repairs.

**TRINTELHAVEN**

A free 'harbour of refuge' on the N side of the Houtribdyk between Enkhuizen and Lelystad. The entrance is well lit and there is a long quay and well-protected anchorage within, but no other facilities, and stay is restricted to three days.

**ANDIJK (Kerkbuurt)**

A large, well equipped marina but fairly isolated (visiting shop). Apart from the small village of Andijk there are no other attractions nearby. Entrance is obtained by following the sea wall round from the N tip at Andijk and continuing along the W of the breakwater before turning its S end and heading N through the hbr entrance between breakwaters. A sharp turn to stb brings one to the end of the first pontoon where a reporting telephone is provided. HM ☎ 0228 59 30 75. VHF 31. Diesel available.

**MEDEMBLIK**

3M to the NW is identified at a distance by its collection of spires and the large white pumping house building just to the N. Approach the narrow entrance on 232° (Oc.5s Lt between F.R and F.G on wooden piers). There are submerged rocks either side. The first turning to port, almost opposite the ferry berth, leads to the modern marina in the Pekelharinghaven HM ☎ 0227 54 21 75. Diesel and petrol available. VHF 31. The Middenhaven has no facilities but yachts can lie alongside on either side of the hbr. Access to the marina in the Westerhaven is through an opening road br. The HM office and facilities are all in one building. HM ☎ 0227 54 18 61. VHF Ch 09. The Noordhollands canal can be entered here via the Westerhavensluis at the SW of the hbr, but there are fixed bridges.

A large yacht hbr, the Regatta Centre Medemblik, is 2ca S of the main hbr entrance. It is, however the furthest from the town. VHF 31. HM ☎ 0227 54 77 81.

**DEN OEVER**

**Charts** N 1810, 1811; Imray C26  
**HW** Helgoland -0245sp  
-0410np  
**MHWS** MHWN MLWN MLWS  
1.9m 1.7m 0.4m 0.2m

One of four old villages on the former island of Wieringen which was joined to the mainland by a dyke in 1924. The Stevinsluis links the Waddenzee and the IJsselmeer at the W end of the Afsluitdijk.

**Approach** There is no deep water approach from the E on the seaward side of the Afsluitdijk. This area is well-buoyed but the streams run fast and the edges of the channels dry out. The mean spring rates off Den Helder reach 3½kn. Strong winds create difficult and sometimes dangerous conditions in these shallow waters. From the

Texelstroom, follow the buoyed Malzwin channel to the bar (less than 2m) at the N end of the Wierbalg channel. It is advisable to make the approach near the top of the tide. The channel is narrow and is constantly changing. It winds through the sands until the final approach following Ldg Lts on 131° Oc.10s leads S of the Leidam.

**Entrance** Turn to stb just before the O12 buoy (Iso.R.4s) and keep in the W sector of the Iso.GWR.2s Lt on the end of the inner hbr wall, entering the outer hbr between F.R and F.G Lts. The outer hbr is well sheltered by moles on each side. Turn to port, keeping between the port and stb buoys, towards the Afsluitdijk where it may be necessary to tie up to the piles while waiting for the two bridges to open. Enter the Voorhaven and the lock (VHF 20). The channels are lit, but a first-time passage at night is inadvisable. The fishing hbr N of the locks has limited facilities for yachts. After passing through the locks a temporary berth may be found on the W side of Binnenhaven. For overnight stays the Jachthaven Den Oever, with all facilities, is at the S end of the Zuiderhaven. HM ☎ 0227 51 17 89. Diesel available.

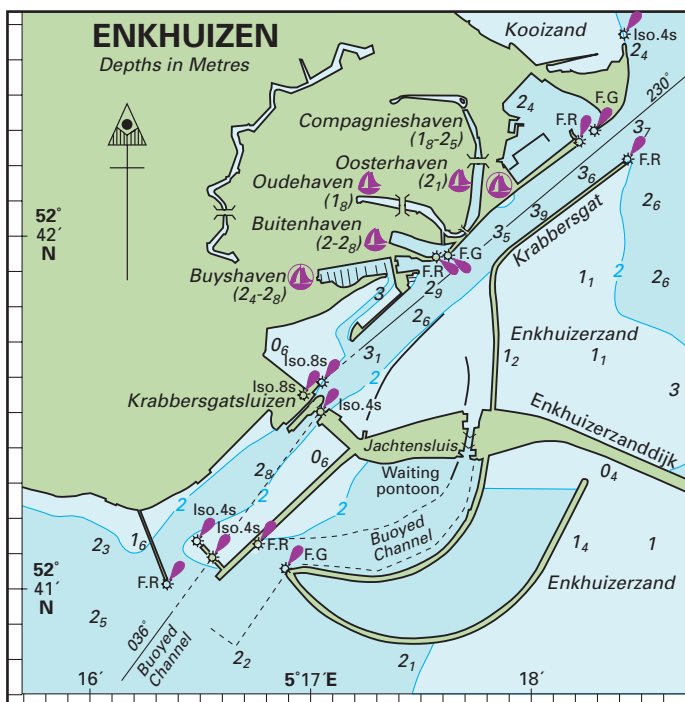
**KORNWERDERZAND**

**Charts** N 1810.6, 1811  
**HW** Helgoland -0210sp -0315np  
DS -0545SW +0200NE  
**MHWS** MHWN MLWN MLWS  
2.2m 1.4m 0.3m 0.2m

The NE entry point for the IJsselmeer.

**Approach** From the E by the Boontjes channel from Harlingen with a minimum depth of 1.8m at LW. The channel is well marked at regular intervals, but very narrow. From the N by the Inschot and Zuidoostrak with a turn to the E at the KWZ W card buoy, 12ca W of the entrance. The sea-dyke is featureless with the occasional ch spire showing above.

**Entrance** There are two apparent entrances but only the smaller one to the E leads to the locks. The W or Spuihaven is not used for navigation. The Buitenhaven piers have F.R and F.G Lts. Enter on a course of 225° taking care to avoid the shoal to port. Before the swing bridges there are waiting pontoons to stb if it is necessary to wait for a lock opening. The Lorentzsluizen operate 24hrs VHF 18. On the S side are mooring posts with good shelter which may be used for a few hours or overnight. No facilities. HM ☎ 0517 57 81 70. Customs 0582 94 94 44.



**HOLYHEAD**  
 LAT 53°19'N  
 LONG 4°37'W

**TIMES AND HEIGHTS OF HIGH AND LOW WATER**  
 (Heights in Metres)

**TIME ZONE UTC**  
 For Summer Time (area enclosed in shaded box) add 1 hour

**2007**

JULY				AUGUST				SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER							
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m
<b>1</b> 0436 1047 1649 2301	1.2 5.0 1.2 5.3	<b>16</b> 0522 1133 M 1730 2345	0.7 5.3 1.0 5.6	<b>1</b> 0536 1148 W 1749	0.6 5.4 0.8	<b>16</b> 0610 1217 TH 1814	0.8 5.2 1.1	<b>1</b> 0017 0629 SA 1243 1845	6.0 0.5 5.5 0.7	<b>16</b> 0024 0633 SU 1242 1844	5.3 1.3 5.1 1.5	<b>1</b> 0041 0649 M 1304 1915	5.8 0.9 5.4 1.1	<b>16</b> 0028 0633 TU 1247 1854	5.0 1.6 5.1 1.7	<b>1</b> 0230 0829 TH 1451 2125	4.8 2.0 5.0 1.7	<b>16</b> 0138 0741 F 1359 2021	4.7 2.1 4.9 1.9	<b>1</b> 0319 0911 SA 1533 2205	4.7 2.1 5.0 1.7	<b>16</b> 0215 0817 SU 1432 2055	4.8 1.8 5.1 1.6				
<b>2</b> 0515 1127 M 1728 2340	1.0 5.1 1.1 5.4	<b>17</b> 0603 1214 TU 1809	0.7 5.2 1.1	<b>2</b> 0001 0616 TH 1229 1828	5.8 0.5 5.4 0.8	<b>17</b> 0028 0642 F 1249 1846	5.4 1.0 5.1 1.2	<b>2</b> 0101 0713 SU 1327 1932	5.8 0.8 5.3 1.0	<b>17</b> 0056 0705 M 1316 1920	5.0 1.6 4.9 1.7	<b>2</b> 0133 0740 TU 1356 2016	5.4 1.4 5.1 1.5	<b>17</b> 0105 0711 W 1326 1939	4.8 1.9 4.9 2.0	<b>2</b> 0352 0947 F 1613 2247	4.6 2.3 4.8 1.8	<b>17</b> 0236 0841 SA 1459 2127	4.5 2.2 4.8 2.0	<b>2</b> 0428 1020 SU 1641 2311	4.5 2.2 4.8 1.8	<b>17</b> 0311 0914 M 1529 2155	4.7 1.9 5.0 1.6				
<b>3</b> 0555 1208 TU 1808	0.9 5.1 1.1	<b>18</b> 0025 0643 W 1253 1847	5.5 0.9 5.0 1.2	<b>3</b> 0043 0657 F 1310 1911	5.8 0.6 5.3 0.9	<b>18</b> 0101 0714 SA 1321 1920	5.2 1.2 4.9 1.5	<b>3</b> 0149 0801 M 1416 2028	5.5 1.2 5.0 1.4	<b>18</b> 0131 0742 TU 1355 2003	4.8 1.9 4.7 2.0	<b>3</b> 0235 0843 W 1504 2136	4.9 1.9 4.8 1.8	<b>18</b> 0150 0758 TH 1417 2038	4.5 2.2 4.7 2.2	<b>3</b> 0519 1110 SA 1736	4.5 2.3 4.8	<b>18</b> 0350 0953 SU 1611 2239	4.4 2.3 4.8 1.9	<b>3</b> 0537 1129 M 1748	4.5 2.3 4.8	<b>18</b> 0417 1019 TU 1634 2259	4.6 1.9 5.0 1.6				
<b>4</b> 0021 0637 W 1251 1850	5.4 0.9 5.1 1.2	<b>19</b> 0103 0721 TH 1330 1925	5.3 1.0 4.9 1.4	<b>4</b> 0126 0741 SA 1355 1957	5.6 0.8 5.1 1.1	<b>19</b> 0134 0749 SU 1357 1958	5.0 1.5 4.7 1.8	<b>4</b> 0245 0900 TU 1518 2140	5.0 1.6 4.7 1.8	<b>19</b> 0213 0828 W 1445 2103	4.5 2.2 4.5 2.3	<b>4</b> 0402 1007 TH 1636 2309	4.5 2.3 4.6 1.9	<b>19</b> 0252 0904 F 1526 2157	4.3 2.5 4.5 2.3	<b>4</b> 0002 0634 SU 1224 1844	1.8 4.6 2.2 4.9	<b>19</b> 0510 1108 M 1723 2347	4.5 2.2 4.9 1.6	<b>4</b> 0013 0638 TU 1232 1848	1.8 4.6 2.2 4.8	<b>19</b> 0526 1127 W 1742	4.7 1.9 5.1				
<b>5</b> 0105 0721 TH 1336 1936	5.4 0.9 5.0 1.2	<b>20</b> 0141 0800 F 1408 2004	5.2 1.3 4.7 1.6	<b>5</b> 0213 0829 SU 1444 2050	5.4 1.0 4.9 1.4	<b>20</b> 0210 0828 M 1438 2044	4.8 1.8 4.5 2.1	<b>5</b> 0402 1018 W 1646 2314	4.6 2.0 4.5 2.0	<b>20</b> 0316 0935 TH 1601 2228	4.2 2.5 4.3 2.5	<b>5</b> 0545 1141 F 1811	4.4 2.3 4.7	<b>20</b> 0427 1033 SA 1656 2324	4.2 2.5 4.5 2.1	<b>5</b> 0104 0730 M 1322 1937	1.6 4.8 2.0 5.0	<b>20</b> 0617 1213 TU 1826	4.7 1.9 5.1	<b>5</b> 0107 0728 W 1326 1939	1.8 4.7 2.0 4.9	<b>20</b> 0004 0632 TH 1234 1847	1.5 4.9 1.7 5.2				
<b>6</b> 0151 0809 F 1424 2025	5.4 1.0 4.9 1.4	<b>21</b> 0219 0841 SA 1449 2048	4.9 1.5 4.5 1.9	<b>6</b> 0306 0926 M 1544 2156	5.2 1.4 4.7 1.7	<b>21</b> 0255 0916 TU 1533 2145	4.5 2.1 4.3 2.3	<b>6</b> 0544 1152 TH 1824	4.5 2.2 4.6	<b>21</b> 0501 1112 F 1740	4.0 2.6 4.3	<b>6</b> 0035 0708 SA 1300 1922	1.8 4.6 2.1 4.9	<b>21</b> 0601 1157 SU 1813	4.3 2.3 4.7	<b>6</b> 0153 0811 TU 1407 2019	1.5 4.9 1.8 5.2	<b>21</b> 0045 0712 W 1309 1920	1.4 5.0 1.6 5.4	<b>6</b> 0153 0810 TH 1411 2023	1.7 4.9 1.9 5.0	<b>21</b> 0106 0731 F 1335 1949	1.3 1.5 5.1 5.4				
<b>7</b> 0240 0901 SA 1517 2121	5.2 1.1 4.7 1.5	<b>22</b> 0302 0927 SU 1538 2139	4.7 1.8 4.4 2.1	<b>7</b> 0413 1036 TU 1701 2317	4.9 1.7 4.6 1.8	<b>22</b> 0400 1025 W 1652 2309	4.2 2.4 4.2 2.5	<b>7</b> 0045 0716 F 1316 1940	1.8 4.6 2.0 4.9	<b>22</b> 0006 0642 SA 1241 1857	2.3 4.2 2.3 4.6	<b>7</b> 0140 0804 SU 1357 2013	1.5 4.9 1.8 5.2	<b>22</b> 0034 0704 M 1259 1910	1.8 4.7 1.9 5.1	<b>7</b> 0232 0845 W 1444 2054	1.4 5.1 1.6 5.3	<b>22</b> 0137 0759 TH 1359 2010	1.1 5.3 1.2 5.7	<b>7</b> 0234 0847 F 1451 2102	1.6 5.1 1.7 5.0	<b>22</b> 0203 0825 SA 1433 2047	1.2 5.3 1.2 5.5				
<b>8</b> 0336 0959 SU 1619 2225	5.1 1.3 4.7 1.6	<b>23</b> 0355 1022 M 1639 2244	4.4 2.0 4.3 2.3	<b>8</b> 0538 1156 W 1827	4.6 1.9 4.6	<b>23</b> 0537 1155 TH 1821	4.1 2.4 4.3	<b>8</b> 0158 0821 SA 1417 2034	1.5 4.8 1.8 5.2	<b>23</b> 0116 0744 SU 1339 1950	1.9 4.6 1.9 5.0	<b>8</b> 0228 0845 M 1439 2051	1.3 5.0 1.6 5.4	<b>23</b> 0127 0751 TU 1347 1957	1.3 5.0 1.5 5.4	<b>8</b> 0305 0917 W 1430 2040	1.2 5.4 1.1 5.8	<b>23</b> 0225 0844 F 1447 2059	0.8 5.5 1.0 5.9	<b>8</b> 0310 0922 SA 1528 2138	1.5 5.2 1.6 5.1	<b>23</b> 0257 0916 SU 1527 2142	1.1 5.6 1.5 5.0				
<b>9</b> 0440 1104 M 1729 2335	5.0 1.4 4.6 1.7	<b>24</b> 0502 1129 TU 1751	4.3 2.2 4.2	<b>9</b> 0042 0706 TH 1316 1942	1.8 4.7 1.8 4.8	<b>24</b> 0040 0710 F 1314 1932	2.3 2.2 4.6	<b>9</b> 0250 0907 SU 1502 2116	1.2 5.0 1.5 5.4	<b>24</b> 0206 0828 M 1424 2033	1.4 4.9 1.5 5.4	<b>9</b> 0305 0917 TU 1514 2124	1.1 5.2 1.3 5.5	<b>24</b> 0212 0832 W 1430 2040	0.9 5.4 1.1 5.8	<b>9</b> 0336 0945 F 1548 2158	1.2 5.3 1.3 5.4	<b>24</b> 0311 0929 SA 1535 2148	0.7 5.7 0.8 5.9	<b>9</b> 0343 0955 SU 1603 2213	1.5 5.3 1.5 5.1	<b>24</b> 0347 1005 M 1619 2233	1.0 5.7 0.8 5.6				
<b>10</b> 0551 1212 TU 1840	4.9 1.5 4.7	<b>25</b> 0000 0620 W 1240 1902	2.3 4.2 2.2 4.4	<b>10</b> 0158 0819 F 1422 2041	1.5 4.8 1.6 5.1	<b>25</b> 0148 0812 SA 1410 2023	1.9 4.5 1.9 4.9	<b>10</b> 0331 0943 M 1539 2151	1.0 5.2 1.2 5.5	<b>25</b> 0247 0905 TU 1502 2111	1.0 5.3 1.1 5.7	<b>10</b> 0337 0946 W 1544 2154	1.0 5.3 1.2 5.5	<b>25</b> 0253 0911 TH 1511 2122	0.6 5.6 0.8 6.0	<b>10</b> 0405 1015 SA 1619 2230	1.2 5.4 1.3 5.3	<b>25</b> 0357 1014 SU 1623 2238	0.7 5.9 0.7 5.9	<b>10</b> 0416 1028 M 1638 2248	1.4 5.4 1.4 5.2	<b>25</b> 0436 1052 TU 1710 2323	1.0 5.8 0.7 5.6				
<b>11</b> 0046 0704 W 1319 1944	1.6 4.9 1.4 4.9	<b>26</b> 0113 0733 TH 1342 2000	2.2 4.3 2.0 4.6	<b>11</b> 0258 0914 SA 1513 2129	1.2 5.0 1.4 5.3	<b>26</b> 0237 0856 SU 1454 2104	1.5 4.8 1.5 5.2	<b>11</b> 0405 1014 TU 1611 2223	0.9 5.3 1.1 5.6	<b>26</b> 0325 0941 W 1540 2150	0.6 5.6 0.7 6.0	<b>11</b> 0406 1013 TH 1613 2224	1.0 5.4 1.1 5.5	<b>26</b> 0334 0950 F 1552 2205	0.4 5.8 0.6 6.2	<b>11</b> 0435 1045 SU 1651 2302	1.3 5.4 1.3 5.3	<b>26</b> 0444 1100 M 1714 2329	0.8 5.9 0.7 5.8	<b>11</b> 0450 1102 TU 1714 2324	1.4 5.4 1.4 5.1	<b>26</b> 0523 1139 W 1759	1.0 5.8 0.7				
<b>12</b> 0154 0811 TH 1421 2042	1.4 5.0 1.3 5.1	<b>27</b> 0212 0830 F 1433 2047	1.9 4.5 1.8 4.9	<b>12</b> 0346 0958 SU 1556 2209	1.0 5.2 1.2 5.5	<b>27</b> 0318 0933 M 1532 2141	1.1 5.1 1.2 5.5	<b>12</b> 0437 1043 W 1641 2253	0.8 5.3 1.0 5.6	<b>27</b> 0403 1017 TH 1617 2229	0.8 5.3 0.5 6.2	<b>12</b> 0434 1041 F 1642 2254	1.0 5.4 1.1 5.5	<b>27</b> 0416 1031 SA 1636 2250	0.4 5.9 0.5 6.1	<b>12</b> 0506 1117 M 1725 2336	1.4 5.4 1.4 5.2	<b>27</b> 0532 1148 TU 1806	1.0 5.8 0.8	<b>12</b> 0525 1138 W 1751 1846	1.4 5.4 1.3 0.8	<b>27</b> 0012 0608 TH 1226 1846	5.5 1.1 5.8 0.8				
<b>13</b> 0256 0911 F 1516 2133	1.2 5.1 1.2 5.3	<b>28</b> 0300 0915 SA 1516 2127	1.6 4.7 1.5 5.1	<b>13</b> 0426 1036 M 1633 2247	0.8 5.3 1.0 5.6	<b>28</b> 0355 1009 TU 1608 2218	5.4 5.8 0.8 5.8	<b>13</b> 0506 1112 TH 1710 2324	0.8 5.4 1.0 5.6	<b>28</b> 0442 1055 F 1657 2311	0.2 5.8 0.4 6.2	<b>13</b> 0502 1110 SA 1712 2324	1.1 5.4 1.2 5.4	<b>28</b> 0459 1114 SU 1722 2338	0.5 5.9 0.6 6.0	<b>13</b> 0539 1151 TU 1801	1.5 5.3 1.5	<b>28</b> 0021 0621 W 1239 1900	5.5 1.2 5.6 1.0	<b>13</b> 0001 0602 TH 1216 1831	5.1 1.5 5.4 1.4	<b>28</b> 0059 0654 F 1312 1934	5.3 1.3 5.6 1.1				
<b>14</b> 0350 1003 SA 1604 2220	0.9 5.2 1.1 5.5	<b>29</b> 0341 0954 SU 1554 2205	1.3 5.0 1.3 5.3	<b>14</b> 0503 1111 TU 1708	0.7 5.3 1.0	<b>29</b> 0432 1045 W 1645 2256	0.5 5.5 0.6 6.0	<b>14</b> 0535 1141 F 1740 2354	0.9 5.3 1.1 6.1	<b>29</b> 0522 1135 SA 1739 2354	0.3 5.8 0.5 6.1	<b>14</b> 0531 1140 SU 1744 2355	1.2 5.3 1.3 5.2	<b>29</b> 0545 1200 M 1812	0.8 5.8 0.8	<b>14</b> 0012 0614 W 1229 1840	5.0 1.7 5.2 1.6	<b>29</b> 0117 0713 TH 1332 1958	5.2 1.5 5.4 1.3	<b>14</b> 0042 0642 F 1257 1914	5.0 1.6 5.3 1.4	<b>29</b> 0146 0739 SA 1358 2022	5.0 1.5 5.4 1.3				
<b>15</b> 0438 1050 SU 1648 2303	0.8 5.3 1.0 5.6	<b>30</b> 0419 1032 M 1632 2243	1.0 5.1 1.0 5.6	<b>15</b> 0537 1145 W 1741 2355	0.7 5.3 1.0 5.6	<b>30</b> 0510 1122 TH 1723 2336	0.3 5.6 0.5 6.1	<b>15</b> 0604 1211 SA 1811	1.1 5.2 1.2	<b>30</b> 0604 1218 SU 1825	0.5 5.7 0.7	<b>15</b> 0601 1212 M 1817	1.4 5.2 1.5	<b>30</b> 0029 0632 TU 1249 1907	5.6 1.5 5.2 1.1	<b>15</b> 0052 0654 TH 1310 1926	4.8 1.9 5.1 1.8	<b>30</b> 0215 0809 F 1429 2059	4.9 1.8 5.2 1.5	<b>15</b> 0126 0727 SA 1342 2001	4.9 1.7 5.2 1.5	<b>30</b> 0233 0827 SU 1445 2112	4.8 1.8 5.1 1.6				
		<b>31</b> 0458 1109 TU 1710 2321	0.7 5.3 0.9 5.7			<b>31</b> 0549 1202 F 1803	0.3 5.6 0.6							<b>31</b> 0125 0726 W 1344 2011	5.2 1.6 5.2 1.5							<b>31</b> 0324 0919 M 1537 2207	4.6 2.0 4.8 1.8				