



## Subscribe to free monthly corrections\*

and keep your *Cruising Almanac* up to date!

Subscribe today [www.theca.org.uk/almanac/corrections](http://www.theca.org.uk/almanac/corrections)

Please report any errors or omissions to [almanac@theca.org.uk](mailto:almanac@theca.org.uk)

### 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)+LFl.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, 1<sub>2</sub> (a) 50° 13'·20N., 3° 46'·60W.

**Delete** depth, 1<sub>4</sub>, close S of: (a) above

**Insert** depth, 1<sub>2</sub>, and extend 2m contour NW to enclose (b)  
50° 13'·16N., 3° 46'·73W.

**Delete** depth, 1<sub>4</sub>, 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

# 2026 CRUISING ALMANAC

## Updates - Issue 9

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

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 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 LFI.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 sectored 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<sup>0</sup>." 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

# 2026 CRUISING ALMANAC

## Updates - Issue 9

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 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

p 224 **WATERFORD**, Plan

**Move** buoy Fl(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

# 2026 CRUISING ALMANAC

## Updates - Issue 9

p 228 **DUBLIN BAY**, Plan

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

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 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

### 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

# 2026 CRUISING ALMANAC

## Updates - Issue 9

### France West Coast

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 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 380 **DOUARNENEZ**, Plan

**Insert** block, centred on: 48° 06'·0N., 4° 20'·0W. French Notice 39/41/25

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 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 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 **RIÁ 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

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

p 440 **PUNTA UMBRIA**, Plan

**Insert** the accompanying block Punta Umbria, centred on:

37° 09'·9N., 6° 56'·8W.

NM 1153/26

See accompanying file 1153 Punta Umbria

# 2026 CRUISING ALMANAC

## Updates - Issue 9

### 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 may be followed by sailing via Kornwerderzand to Harlingen.

### 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

### Disclaimer:

The Cruising Association, its officers, members, the editor and individual authors make no warranty as to the accuracy or reliability of any information contained in this publication and accept no liability for any loss, injury or damage occasioned to any person acting or refraining from action as a result of the use of such information or any decision made or action taken in reliance or partial reliance on it save that nothing contained in this publication in any way limits or excludes liability for negligence causing death or personal injury or for anything which may not legally be excluded or limited. No national hydrographic office or local harbour authority has verified the information in these corrections, and none accept liability for the accuracy of reproduction or any modifications made thereafter therefore this product should not be used for navigation.