

# DOCKING AND ROUTING PLAN

**DAMEN**

DAMEN SHIPREPAIR AMSTERDAM

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## 1 INTRODUCTION

### 1.1 Background

The VESSEL will be delivered to CONTRACTOR, safely afloat either alongside CONTRACTOR's quayside or in CONTRACTOR's dock. The VESSEL shall be considered ready for commencement of the work when safely afloat either alongside CONTRACTOR's quayside or in CONTRACTOR's dock between the hours of 07.00 and 16.00.

CONTRACTOR will safely moor and secure the VESSEL alongside CONTRACTOR's quayside or in CONTRACTOR's dock and provide the VESSEL with the necessary gangways and utilities.

### 1.2 Document Scope

This document describes the move of the VESSEL, from the North Sea (Dutch coast) via Port of IJmuiden (World Port Index No. 31040) and the Port of Amsterdam (World Port Index No. 31060) to CONTRACTOR's Yard in the Netherlands.

The purpose of this document is to provide information and guidance to the OWNER for sailing of the VESSEL to the CONTRACTOR's Yard in conjunction with OWNER's Marine Operations Manual.

Furthermore, this document refers to other documents where appropriate. This is preferred to inclusion of parts of supporting documents into the Shipyard Services plan as it allows such supporting documents to be revised and re-issued independently.

### 1.3 Harbour dues

Should the VESSEL come from sea, repair at CONTRACTOR's Yard and then return to sea, **Amsterdam Port Authorities will not levy any harbour dues at all**. There is no limit to the time the VESSEL may remain in port.

However if the VESSEL first discharges cargo and then shifts to the CONTRACTOR's Yard to carry out maintenance, the OWNER will have to pay the normal harbour dues. Depending on the type of the VESSEL and her cargo the tariffs are as follows:

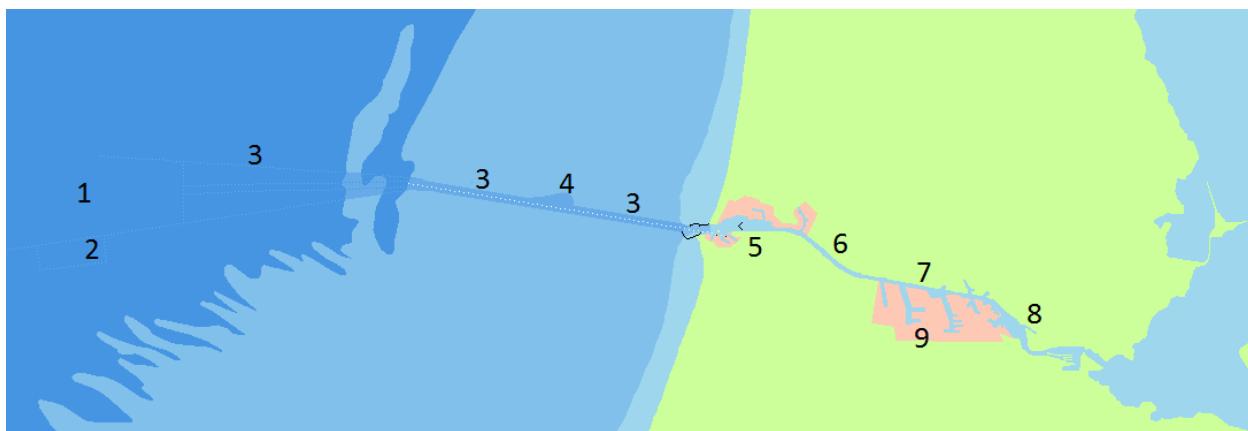
Rate Code	Description	Rate A	Rate B	
		Per GT	Per GT	Per ton of cargo
2.1	Short sea general rate	0.399	0.195	0.341
2.2	Short sea container rate	0.235	0.121	0.341
2.3	Short sea roll-on/ off rate	0.314	0.121	0.248
2.4	Deep sea general rate	0.590	0.305	0.475
2.5	Deep sea container rate	0.283	0.179	0.312
2.6	Deep sea roll-on/ off rate	0.297	0.144	0.303
	<i>Price in euro's</i>			

For the use of the port and use of the services for a maximum of one (1) month, rate A shall apply, unless – if cargo is involved – using the combined rate B results in a lower sum, in which case this lower sum shall be paid by OWNER.

## 2 ROUTING TO SHIPYARD

### 2.1 General

The CONTRACTOR's Yard is located at the harbour in Amsterdam, which is entered via Port of IJmuiden. This harbour can be entered through the IJgeul (3), via the Noorderbuitenkanaal (3) and Buitentoeleidingskanaal from where the VESSEL can enter the locks at IJmuiden. From there on the VESSEL will pass the Binnentoeleidingskanaal and Noordzee Kanaal (North Sea Canal) from where the VESSEL will enter the Port of Amsterdam located at the arrow below.



**1; Aanloopgebied (Area to approach IJgeul) 2; Ankergebied (Area for ships to anchor) 3; IJgeul 4; Turning Point 5; Harbour and Locks of IJmuiden 6; North Sea Canal 7; Sea Harbour Amsterdam 8; IJ Channel 9; Amsterdam**

### 2.2 Channels / Port Information

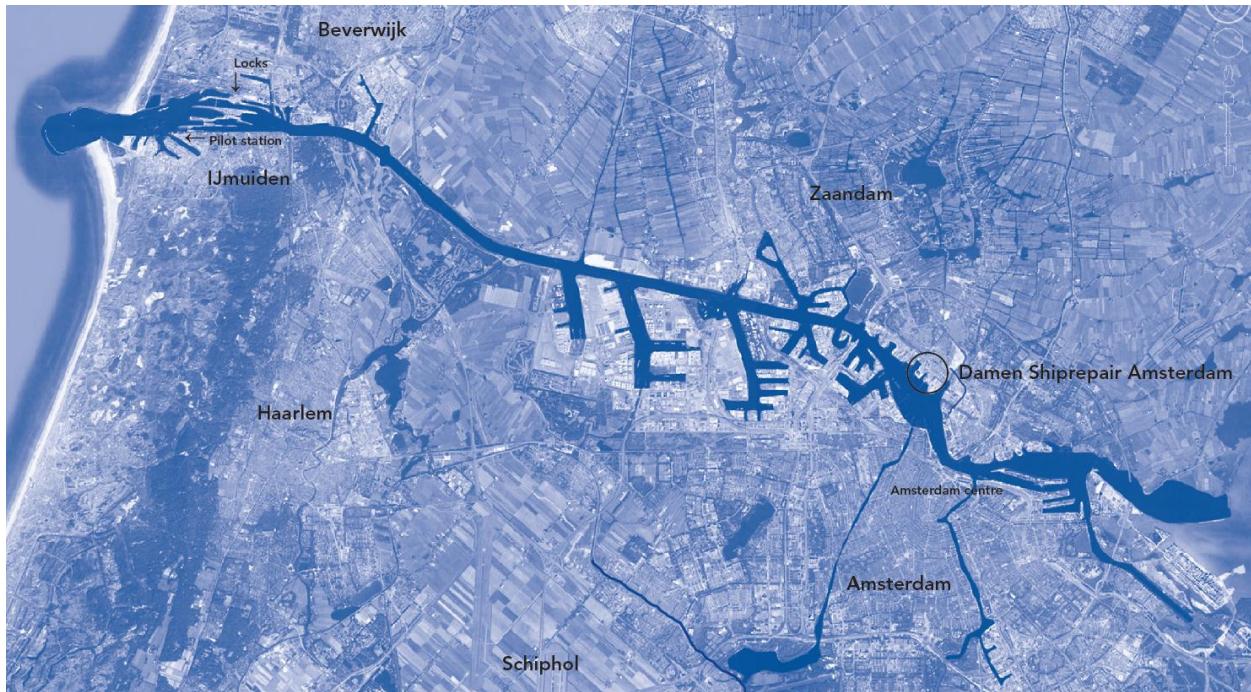
The deep water canal (IJgeul), 32,2 kilometres out to the locks has a maximum draft of 17,2 metres. Locks at IJmuiden is more or less the bottleneck for the port as the restrictions there are as follows:

Max. LOA 325 metres  
Max. Beam 45 metres\*  
Max draft 13.25 metres Salt water inward\*\*  
Max draft 13.72 metres Salt water outward\*\*

\* Ships with a beam of more than 43 metres or a draft of more than 13,1 metres must first request permission to transit locks. As a ships beam becomes broader the maximum draft decreases. *Example beam 44 metres / draft 13,41 metres another example beam 45 metres / draft 13,11 metres.*

\*\**The reason for the difference between the inward and the outward draft restrictions is because when the ship proceed from salt water into the locks were fresh water is, the vessel is more difficult to control and thus requires more use of the main engine which may damage the locks. When proceeding outwards, the transition from fresh to seawater goes far more smoothly, thus allowing for the greater draft.*

The North Sea Canal has a guaranteed depth of 15 metres due to the locks at IJmuiden. Once at CONTRACTOR's Yard, the dock and layby berth restrictions come into play see document 'Water depths DSAm berths'.

**2.2.1 Route Map from the Locks at IJmuiden to Shipyard**

### **3 ARRIVAL LOCATION**

The CONTRACTOR's Yard is located at Amsterdam Harbor North, Port of Amsterdam, The Netherlands. The postal and visitor address of CONTRACTOR's Yard is as followed:

Damen Shiprepair Amsteldam  
T.T. Vasumweg 125 – 131  
1033 SG Amsterdam  
Netherlands

#### **3.1 Aerial view**



#### **3.2 Contractor's Yard location data**

The following data applies to Damen Shiprepair Amsterdam:

Designation	Damen Shiprepair Amsterdam
Approximately Coordinates	52.40913°, 4.88274° E
Water depth North Sea Canal *	-15.00 meters
Prevailing wind	W, 3 or 4 Bft.
Tidal range	No effect due to Locks at IJmuiden
Approx heading towards CONTRACTOR's Yard	90° / 135°
Obstructions	General Harbour obstruction

\*For information on water depths at CONTRACTOR's Yard, see Water depth DSAm berths document.

## 4 SAILING DETAILS

### 4.1 General

Details North Sea Canal:

Depth : 15 meters  
Distance pilot station – locks : 09 nautical miles / 14,5 kilometers  
Distance locks – DSAm Yard : 11,5 nautical miles / 18,5 kilometers  
Average speed (approximately) : 05 knots / 9,4 km/h

### 4.2 Estimated Timetable from Pilot Station to Contractor's Yard

Designation	Estimated time
Waiting for tide	Not applicable*
River passage from Pilot station to CONTRACTOR's Yard	3,5 hrs
Average delay due to locks	0,5 hrs
Connecting tugs	0,5 hrs
Shipyard mooring	0,5 hrs
<b>Total estimated hours</b>	<b>5,0 hrs.</b>

\* Due to the IJgeul and the locks at IJmuiden, tidal effects have no influence at CONTRACTOR's Yard.

### 4.3 Additional towing gear

In compliance with pilot / towage regulations.

### 4.4 Environmental criteria

The weather criteria contained in the VESSEL's Operations Manual shall be strictly adhered to.  
Weather criteria for the route to CONTRACTOR's Yard; to be confirmed with Pilots.

## 5 DOCKING PLAN

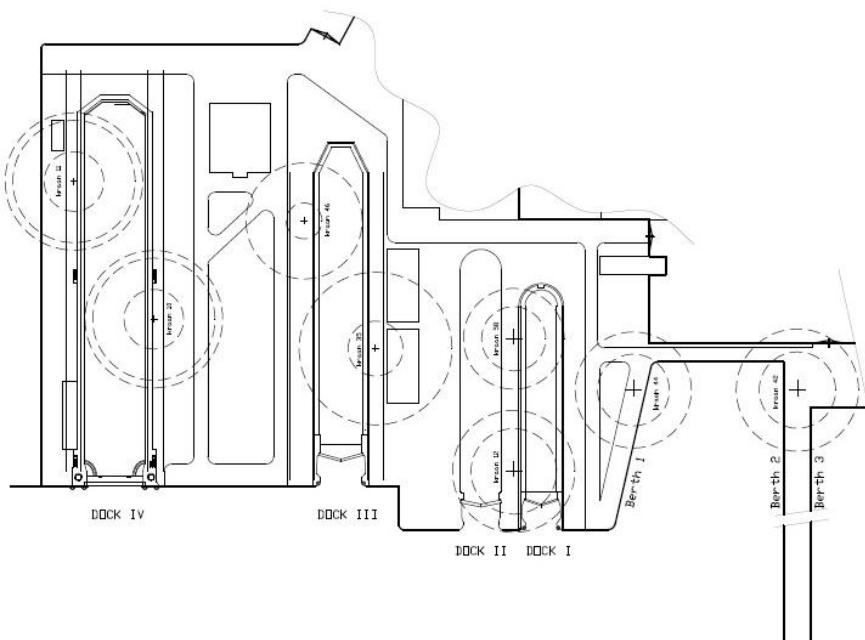
The docking plan for the VESSEL will be (or is) provided as a separate document.

### 5.1 Yard facility



A : Main Office & Warehouse  
B : Steel Shop  
C : Machine Shop  
D : Painting & Blasting Shop

E : Carpentry  
F : Loud-out Berth  
G : Piping Shop



Damen Shiprepair Amsterdam is based around four graven dry-docks, the largest of which is 250 meters in length and has a maximum capacity of 85,000 tonnes dwt. All four docks are equipped with ample craneage ranging from 15 to 90 tonnes. More lifting capacity is available on individual project basis through partnerships we maintain with specialist contractors.

Website: <http://www.damenshiprepair.com/amsterdam/>