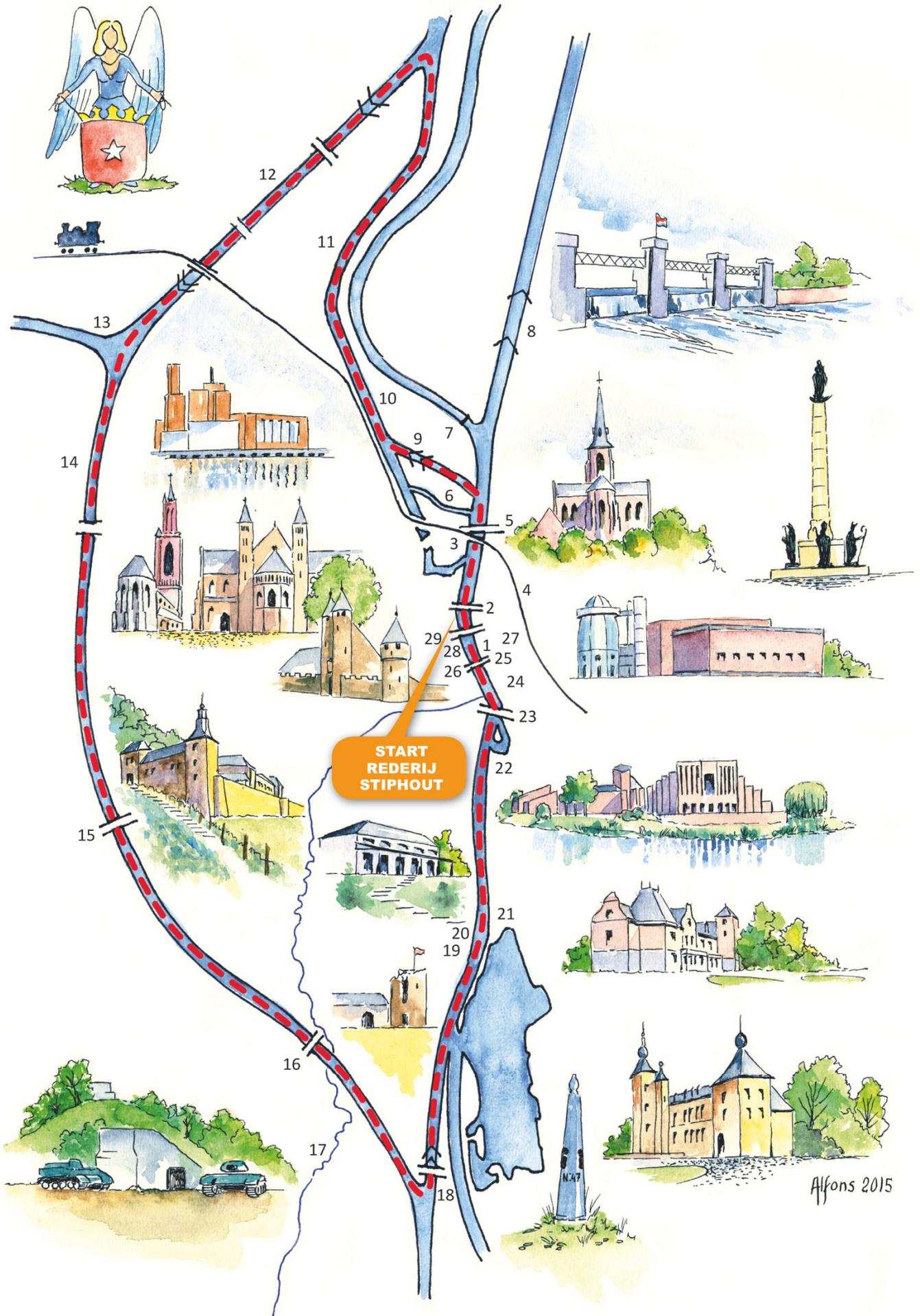




4 - SLUIZENTOCHT



Alfons 2015



The 4 Locks Cruise



Welcome on-board this passenger ship for the '4 locks cruise' (4-Sluizentocht). We will be making a fascinating tour around Maastricht, taking in both Dutch and Belgian territory, and on our way we will pass through 4 locks.

We wish you a very enjoyable and interesting trip.

- 1 Maas**

The Maas is a rain-fed river approximately 1000 km long. Its source is on the Plateau des Langres in France and it flows into the sea in South Holland. Because the Maas is a rain-fed river, its level is often a few meters higher in winter, especially if there is a lot of rain and snow (even in the Ardennes).
- 2 Wilhelmina Bridge**

The Wilhelmina bridge was built in 1932. It was destroyed in the Second World War and was, unfortunately, never restored to its original state.
- 3 Sappi Paper Mill (South African Pulp & Paper Industry)**

The paper mill was established in 1850 and is known to the people of Maastricht as the KNP (Koninklijke Nederlandse Papierfabriek – Royal Dutch Paper Mill). The reason why this location by the Maas was chosen in 1850 and specifically near the inland harbour called in Dutch 't Bassin, was because transport by water then could be compared to the motorways of today. If you wanted to supply raw materials and distribute final products, transport by boat was the only option.
- 4 Railway bridge**

The railway bridge was built in 1856 for the transport of goods between Maastricht and Hasselt (Belgium). It was a flat, iron bridge supported by stone pillars. It was also destroyed in the Second World War and the current bridge was built in 1957.
- 5 Northern bridge**

The Northern bridge is the fifth bridge across the Maas and it was opened in 1984.
- 6 Supply canal**

The supply canal is a short connecting canal between the Maas and the Zuid-Willemsvaart. The canal was dug in 1864 to supply the Zuid-Willemsvaart with enough water.
- 7 Borgharen dam**

The Borgharen dam was built in 1929 to manage the water level in the Maas. The water level of the Maas behind the dam can vary enormously, from a huge volume in the winter to a small stream in the summer.
- 8 Limmel lock / Juliana Canal**

The Limmel lock is the start of the Juliana canal which was opened in 1935. It is 36 km long and connects Maastricht with Maasbracht. The approx. 80 year old lock will be replaced by a new, wider sluice allowing larger boats to sail the canal. The new sluice should be ready in 2018.
- 9 Bosscherveld lock**

The Bosscherveld lock is in the connecting canal between the Maas and the Zuid-Willemsvaart. It was built in 1930 and it was the first Dutch lock with modern steel lifting gates. The lock has a rise of approx. 3 meters, is 135 meters long and 16 meters wide.
- 10 Zuid-Willemsvaart**

The Zuid-Willemsvaart is a canal that connects Maastricht with 's-Hertogenbosch and it was dug between 1823 and 1826. It is 123 km long and 21 locks were needed to bridge the height difference of 40 meters. In those days, locks couldn't manage a difference of more than 2 meters. The first lock (by 's-Hertogenbosch) has the number 0, we will pass the last two locks (number 19 and 20) in Maastricht.
- 11 Former customs office**

Before the borders were lifted every ship that passed through here had to report to the customs office to pay navigation fees.
- 12 The Briegden to Neerharen canal**

This short canal connects the Zuid Willemsvaart with the Albert canal and it was constructed between 1930 and 1934. This meant that ships no longer had to go via Maastricht and this saved a lot of time. The first lock that we will go through is the Neerharen lock and the second one is Lanaken lock. Both locks are 55 meters long and 7,5 meters wide. The height difference in both locks is approximately 9 meters.
- 13 Sappi Lanaken**

This is the Belgian branch of the paper factory that was originally founded in 1850 in Maastricht. Paper has been made here since 1968.
- 14 The Albert canal**

The Albert canal was dug between 1930 and 1939 and it forms the connection between Liege and Antwerp. This canal cuts right through the St. Peters hill. At some places the walls are 60 meters high. You will be able to see this shortly, once we have gone past the village of Kanne. The decline between Liege and Antwerp is 56 meters. 6 locks were built to cover this height difference.
- 15 Vroenhoven Bridge**

On the right next to the bridge there is a bunker from the Second World War. There is now a museum established here. Part of the museum tells the story of the start of the Second World War in Belgium. It mainly focuses on the German invasion in May 1940 over this bridge, and in the surrounding area. The other part of the museum relates to inland navigation in Belgium.
- 16 Kanne Bridge**

The first bridge at this location dated from 1930, when the Albert Canal was constructed. The present bridge was built in 2005. The village of Kanne is famous for its marlstone caves, which you can visit on a guided tour. Among other things, there is a mushroom farm in the caves.
- 17 Fort Eben Emael**

This fort, which was thought to be impregnable, measures 700 x 900 meters and was built between 1932 and 1935. It was manned by 1200 soldiers and it guarded three bridges over the Albert Canal (the bridges at Vroenhoven, Veldwezelt and Kanne). But on 10 May 1940 its guns were knocked out by German forces in just 15 minutes, and after a siege lasting one and a half day the fort surrendered. It is possible to take a guided tour in the fort.
- 18 Locks of Ternaaien**

The locks of Ternaaien connects the Albert Canal with the river Maas. There is a 15 meter difference in water level between the two. The first two locks were built in 1932. They are 55 meters long and 7,5 meters wide. A third lock was built in 1963, measuring 136 meters long and 16 meters wide, making it possible for larger ships to pass through the locks. To reduce the waiting times at the locks, a fourth lock has now been built. It is 225 meters long and 25 meters wide.
- 19 The ruin of Lichtenberg**

On the left at the top of the hill is the "ruin of Lichtenberg". There used to be a castle on the site, but it was destroyed by the French in 1748. The Romans are said to have used this elevated point to send light signals.
- 20 ENCI (First Dutch Cement Industry)**

The company ENCI was established in 1926 and cement production began in 1928. The main raw material used in the production of cement is marl, which is extracted from St. Peters hill, situated behind the factory site. St. Peters hill is made up almost entirely of a kind of limestone known as marl, which was formed in the Cretaceous Period, around 60 to 80 million years ago. The Romans extracted the marl from underground quarries and used it as building stone. As a result of this underground marl extraction, a network of tunnels was created over the centuries, measuring a total of around 230 kilometers. A section of these tunnels can be explored with a guide.
- 21 Castle Hoogeweerth**

Castle Hoogeweerth was in the past owned by the Regout family, the founders of the Sphinx ceramics factories.
- 22 Provincial government building**

The provincial government building - known by the locals as the Gouvernement - was opened in 1986 by the then Queen Beatrix. The Maastricht Treaty was signed there in February 1992, leading to the creation of the single European currency, the Euro. Beyond the provincial government building are other important buildings located like a part of Maastricht University, the University Hospital, and MECC, the Maastricht Exhibition and Congress Centre.
- 23 J.F. Kennedy bridge**

The John F. Kennedy Bridge was opened in 1968.
- 24 Bonnefanten museum & district Céramique**

The Bonnefanten Museum with its striking tower was designed by the Italian architect Aldo Rossi, and opened in March 1995. The museum is built on the site of the former ceramic factory, 'Société Céramique'. The city district of Céramique was built following the closure of the factory, with the involvement of several well-known architects from the Netherlands and abroad.
- 25 High bridge**

The Hoge Brug - meaning 'high bridge' was built in 2003 and connects the new district of Céramique with the old city centre of Maastricht. It is a pedestrian and cycle bridge.
- 26 City Park**

The City Park was created in the early nineteenth century in the style of English gardens and parks. The wall at the back of the park is part of the first city wall built around Maastricht, dating from 1229. The small river named 'the Jeker' flows into the Maas here.
- 27 District Wyck**

The district of Wyck used to be a less attractive part of Maastricht, but it is now a trendy area with beautiful streets and grand buildings. It is also home to many stylish shops, boutiques, and renowned hotels, cafés and restaurants.
- 28 Basilica of Our Lady / Stokstraat quarter**

The four towers are part of the Basilica of Our Lady. It is the oldest church in Maastricht, dating from the 11th century. To the right of the church is the Stokstraat quarter, which was an impoverished part of the city for a time before being fully restored between 1950 and 1973. It is home to around a 160 monumental buildings, most dating from the seventeenth and eighteenth century, and is now a unique shopping district.
- 29 St. Servatius bridge**

The St. Servatius Bridge is the oldest bridge in the Netherlands, named after St. Servatius, the first Bishop of Maastricht, who died here in 384. The bridge was built between 1280 and 1298. The iron section was constructed in 1932. Two of the arches of the bridge were demolished in order to build this section.

We are almost at the end of our boat trip. I hope that you've enjoyed it.

Thank you for traveling with us and we hope to see you soon again. Have a nice day!