



Tour information 2020



The low countries from The Netherlands to Belgium

**Two countries, Holland and Belgium, united in one route.
Combining the highlights of Holland's Golden Age and the heydays
of the Flemish trade cities in the Middle Ages. And of course
Holland's own world wonder: the Delta Works.**

The Dutch 17th century Golden Age and the heyday of the Flemish trading cities of the Middle Ages are united in this route. Notice the big difference between the green polder landscape abounding in water, with its tranquil roads and villages and the old world of islands in Zeeland with its pastures, creeks, winding dikes and dams. On top of that the often so picturesque Flemish countryside between the Belgian cities of Gent and Bruges. The great rivers are a prominent feature in this part of the Netherlands and Belgium. Of course you will get to know our own, Dutch Wonder of the World: the Delta Works, evidence of the eternal battle against the waters of the sea.



Day 1.Saturday	Arrival between 2 PM - sailing to Oude Wetering. Cycling roundtrip 15 km
Day 2.Sunday	Oude Wetering - Gouda, 45 km
Day 3.Monday	Gouda – Alblasserdam and ferry to Dordrecht, 39 km
Day 4 Tuesday	Dordrecht, sailing to Willemstad, cycling to Zierikzee, 54 km
Day 5.Wednesday	Zierikzee – Delta Works - Middelburg - Vlissingen, 51/32 km
Day 6.Thursday	Vlissingen – Ghent, 45 km
Day 7.Friday	Ghent – Bruges, 45 km
Day 8.Saturday	Bruges, debarkation before 10 AM near Central Station

1 km= 0.62 miles

All distances are approximate. The above planned itinerary is subject to change due to changing wind and weather conditions and other unforeseen circumstances having to do with mooring requirements, etc.

**Day 1 Saturday Amsterdam, embarkation between 1 PM and 2 PM;
sailing to Oude Wetering; roundtrip, 15 km**

When you arrive on board the ship, you can put your luggage away in your cabin and then enjoy a cup of coffee or tea. It is also a good moment to become acquainted with the guide, skipper and crew and of course your fellow passengers.

In the 12th century Amsterdam was no more than a modest settlement at the mouth of the river Amsteel, with open connection to the sea. In those days fishermen and craftsmen built a dam in the Amstel (now the site of the National Monument) and Amstel-re-damme was born. Amsterdam was granted a municipal charter in 1275 and has since expanded continually. In the 17th and 18th century Amsterdamers were the most prosperous Europeans. The famous rings of canals were dug in the Golden Age, the 17th century. Powerful merchants had their abundantly ornamented mansions built here, thus manifesting their riches.



Amsterdam is a city to be explored on foot and we recommend the following places of interest: the rings of canals; the Jordaan area, with its many pubs, outdoor cafés and quaint shops; Vondelpark with its open air concerts; Leidseplein; Rembrandtsplein; the antique shops in the Spiegel district; Museum Square with the Rijksmuseum (National Museum), Stedelijk Museum (Museum of Modern Art), Van Gogh Museum and off course the Anne Frank House. Other typical features of Amsterdam are its numerous 'hofjes' (almshouses), the floating flower market, and the hundreds of houseboats lining the canals.

Amsterdam is inextricably related to the diamond-cutting industry, which has brought much fame to the city since the 17th century.

The palace on Dam Square is sometimes called the eighth Wonder of the World as it was built on 13,659 piles.

During dinner aboard the ship, the program for the next day and the global planning of the week are discussed.

After dinner you will make your first kilometers on your bike.

Day 2 Sunday Oude Wetering – Gouda, 45 km

From Oude Wetering we will continue our tour over country roads, banks and channels through the Green Heart and polders to the city known for its cheese: Gouda.

Today is Sunday, the day on which most Dutch take out their bikes for a ride.

Who thinks of Gouda, not only thinks of cheese, pipes, 'stroopwafels' (treacle-waffle) and pottery, but also of stained-glass windows, a fairy-like town hall and atmospheric canals. Gouda is beautiful Old-Dutch city with a mostly intact city centre.

The 'St. Janskerk', Gouda's 123-metre-long church, with its renowned 'Goudse Glazen' (leaded light windows), the beautiful gothic town hall and the 'Waag' (a building once used for weighing cheese) are absolutely worth a visit. Furthermore, one should not forget the Goudse Kaas- en Ambachtenmuseum (Museum of Cheese and Crafts museum), the Museum of Dutch Resistance, the 'Weeshuisplein' (famous square), the Catharinatuin, patios around the city and the Museumhaven, a harbor where historical ships are moored.

As on most days, after dinner we will take a walk through the city.



Day 3 Monday Gouda – Alblasserdam and ferry to Dordrecht, 39 km

Today we will cycle along the Dutch IJssel, through the deepest lying polder of the Netherlands: Krimpenerwaard and over narrow cycling paths to the river 'Lek'. Here we will cross the river by ferry to Kinderdijk, a unique and renowned monument where Holland's largest number of historical windmills is found.

From the embankments of the river Lek, we will witness an amazing view of the 19 windmills, which are now listed as a UNESCO's World Heritage site. This is where we will take a break and visit the interior of a windmill.



After a beautiful tour through the Alblasserwaardpolder we will arrive at the banks of the river 'Beneden-Merwede'.

A modern, fast ferry will take us over to Dordrecht, one of the oldest cities of the Netherlands, situated at a busy crossing of fairways. Dordrecht was known as 'Thuredrech' in the eleventh century. In the year 1220 it received its municipal laws from Count Willem I of Holland. In the Middle Ages, around the year 1350, Dordrecht grew to be an important port town with Staple rights, allowing ships to transport and sell their goods in its harbor. The fifteenth century was a time of disasters for this city: siege, flooding's and the city fire. The city survived all of its troubles and played an important role in Dutch politics. The first open State assembly with representatives of Holland was held here in 1572 in the 'Hof', a former Augustine monastery. This assembly can be seen as start of Holland as an independent country as the resistance against Spain was formed here. In the sixteenth century Dordrecht loses its leading position as trade city to Amsterdam and Rotterdam. In 1618-1619 an influential protestant church meeting was held about the indifferences among believers of this church about its doctrine. The 'stricter' believers won, resulting in the 'Dordtse Leerregels', known as the Canons of Dort. Another decision made during this synod, was to translate the Bible from Hebrew/Greek into Dutch. This resulted in the first Dutch Bible, now known as the 'Statenvertaling'. Buildings worth a visit are the gothic church 'Onze-Lieve-Vrouwekerk, with its unfinished tower (fourteenth century) which has become a trademark. Another eye catcher is the 'Groothoofdspoort', from which one has stunning panorama over the busy river.

Day 4 Tuesday: Dordrecht, sailing to Willemstad, cycling to Zierikzee, 54 km

From Dordrecht we will sail to the Delta area of the Dutch greater rivers during breakfast. Years ago, an open connection existed with the sea due to the many tributaries in this area.

After the disastrous flooding in 1953, the Deltaplan was developed and most tidal outlets were closed from the sea by dams. Most parts of Zeeland were, and still are, under sea level and in 1953 the embankments were too weak and too low, causing this area to be at risk for flooding's once in every 80 years. Now, because of the flood barriers, that chance is reduced to less than once every 4000 years.

In Willemstad, an old fortified town, we start our cycle tour and ride over the Volkerakbrug (with beneath it, one of the busiest locks in the world) to the former island of Goeree-Overvlakkee. Nowadays, this land is easy to reach by embankments and bridges, all part of the Deltaplan of 1953 now protecting the southwestern part of the Netherlands against the rough sea.

Just before reaching our destination of today (Zierikzee, on the island of Schouwen-Duivenland) we will visit the 'Watersnoodmuseum'. This museum tells the tragic events of 1953 and is built in recently renewed caissons, once used for the last closure gap. This was done in November 1953, ten months after the storm surge which broke through more than 300 embankments.



A shorter version of today's route is offered by sailing to Bruinisse, from where the group of remaining cyclists can be joined to Zierikzee, after which the Watersnoodmuseum is visited.

Zierikzee is a beautiful town and the centre of the 'mussel culture'. The 'Zeeuwse mosselen' (blue mussels) are a renowned delicacy.

Day 5 Wednesday Zierikzee-Middelburg-Vlissingen, 51 or 32 km

On this day we will cycle towards the North Sea, along the Oosterschelde to the Oosterscheldedam.

Enormous locks are built in this embankment, that can be closed during storms and high tides protecting the south-west of the Netherlands against the sea. This embankment was one of the last in a series of barriers against the sea. When cycling along the embankment, one will realize why this has been one of the most difficult and costly challenges to protect the country now and in the future and to let seawater into the widespread Delta area. It is precisely why the Deltaworks are referred to as the one of the Seven Wonders of the Modern World by the American Society of Civil Engineers.

After this dam we will paddle to Middelburg, but not without visiting the picturesque port town of Veere.



Middelburg is the lively principal town of Zeeland with many old houses, churches, the beautiful town hall and a pleasant shopping. Also to be found in Middelburg is the Roosevelt Academy, a liberal arts college, located in the former late-gothic town hall on the market of Middelburg.

If possible, during dinner we will sail to Vlissingen. This lovely port town is situated at the Westerschelde and at sea. A walk through the town and over its boulevard is absolutely worth a visit!

Day 6 Thursday Middelburg-Sas van Gent, 48 km. Sailing to Ghent

The grand passing!

With the unique cycle ferry to Breskens in Zeeuws-Vlaanderen (Dutch-Flanders). We are getting close to Belgium.

We will arrive at the Dutch-Belgian border in Sas van Gent, the former gateway to the harbor of Ghent, through an area with small villages, along creeks, bending embankments and beautiful panoramas.

After a short journey of 1.5 hours, we will arrive in Ghent. From the pier, we can simply take the tram to the medieval centre of this beautiful city.

The city of Ghent has approximately 250.000 citizens. Its name presumable derived from the Celtic word 'Ganda', which means as much as mouth or junction. Indeed: in the city the rivers 'Leie' and Scheldt merge. In 630 Saint Amand established the St. Baafsabdij. In medieval times Ghent grew to be one of the most important cities of Europe (with approximately 56.000 citizens in 1350) due to its linen industry. From the fourteenth to the sixteenth century conflicts occurred in the city and battles were often fought with Lords of Flanders.



Ghent experiences an economic drawback from 1584 (captured by the Spanish during the resistance against King Philips II) until the nineteenth century. After this period Ghent developed into an industrial city, with strong socialist beliefs. The old city offers many well kept craftsmen houses, Patrician houses and old storehouses, the Gravensteen (medieval castle), the St. Niklaaskerk (Saint Nicholas' church, dating from the year 1200), St. Baafskathedraal (Saint Bavo Cathedral from the fourteenth century, with the painting 'Adoration of the Mystic Lamb' by Van Eyck, internationally known as the Ghent Altarpiece) and last but not least, the Belfort (Bell Tower, fourteenth century). Furthermore, the city centre has many squares and pleasant pubs.

Ghent is a lively town and although Ghent is proud of its rich past, the role of the city is in no means restricted to a museum-city. The city is a stunning mixture of medieval buildings, chic shopping areas with beautiful mansions, old workers districts from the early twentieth century which now house hundreds of students and busy squares where one can sit and enjoy warm summer nights until the early hours...

Day 7 Friday Ghent-Bruges, 45 km

This morning we will cycle through Ghent to the scenic countryside of Oost-Vlaanderen (East-Flanders). Characteristic for this are the woods, fields, small villages and castles.

From the Aalterbrug the last part of this route takes us over the former tow path along the canal of Oostende-Gent, the oldest canal of Belgium, to Bruges.

The impressive city of Bruges is the end destination of this bike and barge trip. We will pay a visit to the medieval city of Bruges at the end of this day and many of you are likely to stay another day in this beautiful city....



Bruges is known for its production of linen that used to be distributed all over Europe. Around 1350 the city counted more than 40.000 citizens, double the amount of citizens that live in the city centre now. During the fourteenth century the second city wall was built. Four mills still stand upon that wall today. In the fifteenth century, Bruges was under control of dukes of Burgundy. They brought luxury and prosperity to the city: the growth of arts and banking. From this period much has remained: the town hall, the many 'natiehuizen' en churches, mausoleums of Marie of Burgundy (Duchess of Cleves) and Charles the Bold.

At the end of the fifteenth century, the Burgundy court disappeared in Bruges, which marks the end of a prosperous period. Due to the silting of the coastal area, the city was no longer accessible for vessels, which resulted in Bruges losing its position to Antwerp. In 1584 the city was concurred by the Spanish. Religious wars and the closing of the sea caused Bruges to fall into decay. Bruges developed into a poor city in the nineteenth century and missed the industrialization. It is partly because of the novel 'Bruges la Morte' (1892) from G. Rodenbach, that brought Bruges back into the picture, growing into a city of arts and later into a touristic centre. Some sites of interest are: Onze-Lieve-Vrouwekerk (Church of our Lady), Belort and Hallen, Gruuthusemuseum (museum of applied arts of Bruges) and the Kantcentrum (Lace Centre).

Day 8 Saturday Bruges

End of this trip after breakfast before 10 AM.

Barges

You can download the photos of the tour and these barges on our Flickrpage: https://www.flickr.com/photos/cycletours_holidays

Sailing Home – Category Comfort DeLuxe

Capacity: 26 persons

Length/width: 45 x 6,5 m

Electricity: 220 V

Wifi on board: Yes, limited available in lounge and on deck

Windows can open? No

Air conditioning: Yes



Cabins:

Thirteen cabins with private shower, washbasin, toilet, central heating and air conditioning.

- 13 double cabins (twin beds, can be placed together)

Hairdryers are available on board.

The "Sailing Home" has a saloon (dining area), a roomy lounge, a cosy bar and a sun deck.

The "Sailing Home" started cruising in 2001. The interior of the saloon and bar is decorated in a modern Victorian style and offers a lot of comfort.

Zwaan – Category ComfortPlus

Capacity: 14/15 persons

Length/width: 34 x 6,2 m

Electricity: 220 V

Wifi on board: Yes, limited available in lounge and on deck

Windows can open? Yes

Air conditioning: Yes



Cabins

7 cabins with private hot shower/toilet and air-conditioning:

- 2x Luxury double cabin (separate seating)
- 1x Twin cabin (beds can be placed together; small desk between the beds)
- 2x Twin cabin (beds fixed to the floor; small desk between the beds)
- 1x Triple cabin (bunk bed+single bed, beds fixed to the floor; can be booked as twin)

1x Front double cabin, smaller cabin in the front of the barge (small double bed; can also be booked as single use); accessible with steep stairs; entrance on deck)

Hairdryers are available on board.

Weather permitting dinners can be served on the sundeck.

Anna Antal – Category StandardPlus/Comfort

Capacity: 18 persons

Length/width: 38 x 6,1 m

Electricity: 220 V

Wifi on board: Yes, limited available in lounge and on deck

Windows can open? Yes



Cabins:

Nine cabins with private shower, washbasin, toilet and central heating.

- 1 double cabin upper deck Comfort (twin beds, can be placed together)
- 4 double cabins below deck Comfort (twin beds, can be placed together)
- 4 double cabins StandardPlus (bunk beds)

Saloon: The Anna Antal is pleasant for a day's stay and it has a cozy bar.

Our motorised passenger vessels, about 35 - 45 metres in length, are former river vessels especially converted for this kind of holiday. The barges all comply with the strict safety regulations laid down by the Dutch Shipping Inspection Authorities. On board you find a cosy dining room, a sun deck/a deck for the bicycles. All cabins are provided with running water (hot and cold), private shower and toilet, 220 voltage and central heating. There is limited storage space in the cabin. We recommend 1 suitcase per person. You can slide the suitcase under the bed.

Do not expect a cruise ship with its passive luxury. The Bike & Barge Holidays are for people who really enjoy the physical activity of cycling and who value sociability more than wholesale luxury.

Liza Marleen – Category ComfortPlus

Capacity: 20/22 persons

Length/width: 38 x 6,6 m

Electricity: 220 V

Wifi on board: Yes, limited available in lounge and on deck

Windows can open? No

Air conditioning: Yes



Cabins:

Ten cabins with private shower, washbasin, toilet, central heating and air conditioning

- 8 double cabins (twin beds, can be placed together)
- 2 x Superior cabins of 15 m² (twin beds, can be placed together + 3rd bed; + small 4th bed for a child)

Saloon: The "Liza Marleen" has a beautiful, spacious and tastefully decorated saloon for a day stay and plenty of room on deck. The saloon has audio-equipment and TV.

The "Liza Marleen" is a luxury motor passenger barge, built in 1997-98 on the completely dismantled shell of a seafaring freight logger. In 2016 all the cabins were renovated.

This robust barge is ideally suited for trips on the wider waterways, like the Dutch Waddenzee, the IJsselmeer and the Zeeland Streams, but it can also be found cruising on the smaller inland waterways of the Netherlands and Belgium.

Bicycle

After arrival on board you will be allocated a cycle suitable to your height. This cycle (a so-called Hybrid), is at your disposal during your trip until Friday at 4.00 pm. Your bike has 24 speeds, hand brakes, pannier bags, bike helmet a good lock, water bottle and you can get a repair-kit. Before you make your first tour, the guide will give you instructions about the bike. We draw your attention to the fact that you will be held responsible for damage to or theft of the bike, as long as the bike is not on board. (the bike has a value of more than € 600,-). Never leave it unattended. Always lock it and fasten it to a fixed object.

You can insure this bike with Cycletours for € 20,- per bicycle! If you didn't arrange cycle insurance when booking you can do this on board (the first day). Payment in cash is required. Should you use your own bike, please bring a good lock with you!



Electric bike

It is also possible to book an electric bike. Your bike has 24 gears, a detachable lithium-Ion battery, hand brakes, pannier bags, bike helmet, a good lock, water bottle and you can get a repair kit. We draw your attention to the fact that you will be held responsible for damage to or theft of the bike, as long as the bike is not on board. (the E-bike has a value of more than € 2000,-). Never leave it unattended. Always lock it and fasten it to a fixed object, and don't forget to remove the information panel from your steering wheel. You can insure this bike with Cycletours for € 40,- per bicycle! If you didn't arrange cycle insurance when booking you can do this on board (the first day). Payment in cash is required.

Arrival between 1 PM and 2 PM

You are expected to arrive on our barge on Saturday the latest at **2 PM**. The barge needs to leave the mooring place in Amsterdam at **2.15 PM**. It is very important you are on time. The barge can't wait due the opening hours of bridges and/or locks.

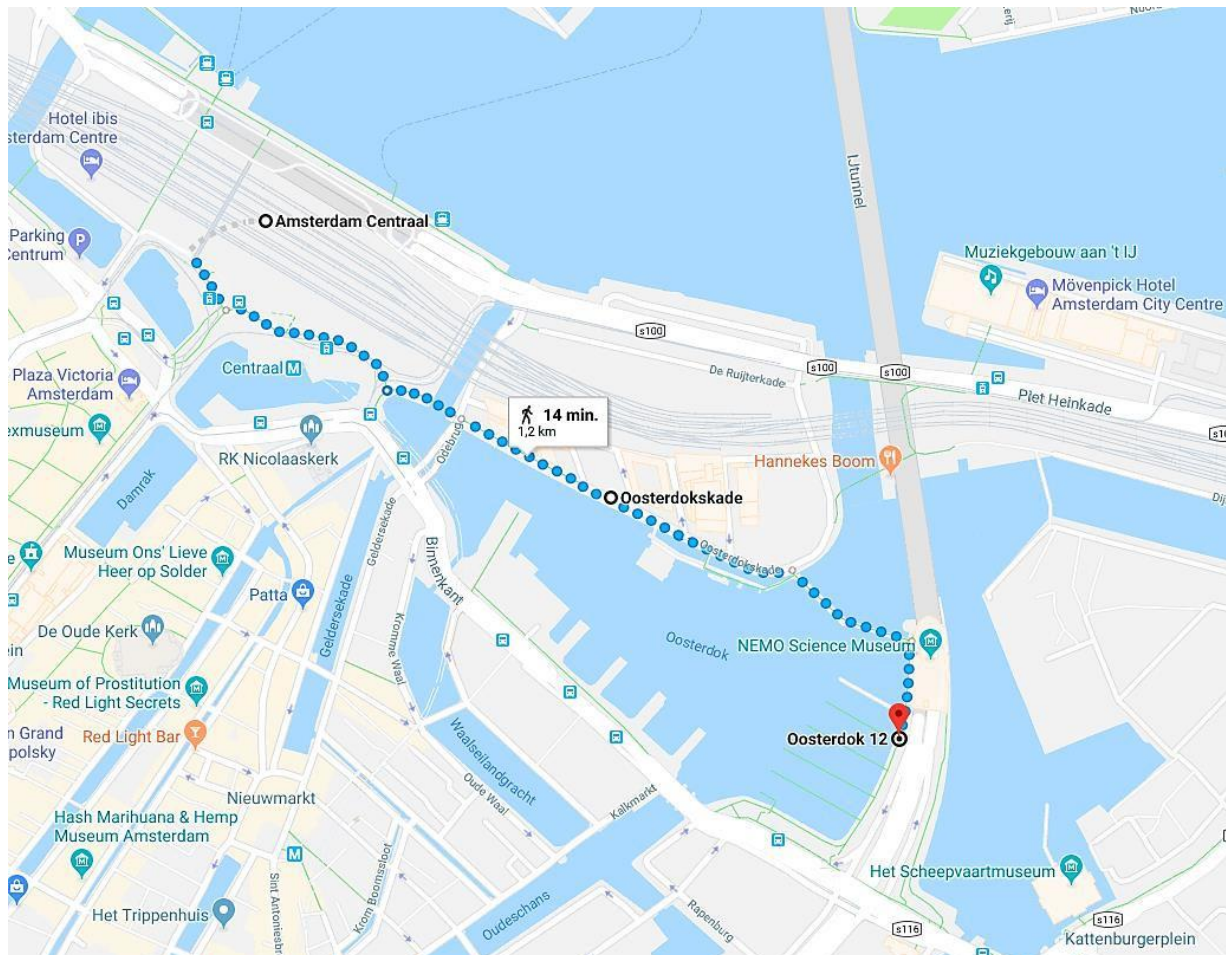
You can recognise the barge by the banner with Cycletours written on it. The name of your barge is printed on the voucher, which you will receive separately. After arrival there's coffee and tea on board. Other drinks are also available on cash payment.

You can bring your luggage in advance, from 12 Noon onwards.

**The mooring place of the barge in Amsterdam is Oosterdok
Zip-code 1011 VX (near the Nemo Science Museum, Oosterdok 2).**

On foot

At Central Station take exit "centrum", and then turn left, walk straight on 1,2 km/0.75 miles. Cross the bridge (only for cyclists and pedestrians) and turn right. It takes about 10 to 15 minutes. Follow the (blue) dots on this map.



Train

There is a direct train that leaves 6 times per hour from Schiphol Airport to Amsterdam Central Station. It takes about 17 minutes. The price for a train ticket Schiphol-Amsterdam is € 5,- per person for a single journey.

Taxi

A taxi from Schiphol Amsterdam Airport to the barge in Amsterdam takes about 30 minutes. It costs about € 50,-. A taxi from the Central Train Station in Amsterdam to the barge takes about 5 minutes: Costs about € 10,-.

Car

If you arrive by car, we recommend you to arrive earlier to unload your luggage. You can find more information about parking possibilities at

www.iamsterdam.com

Parking near the mooring place of the barge:

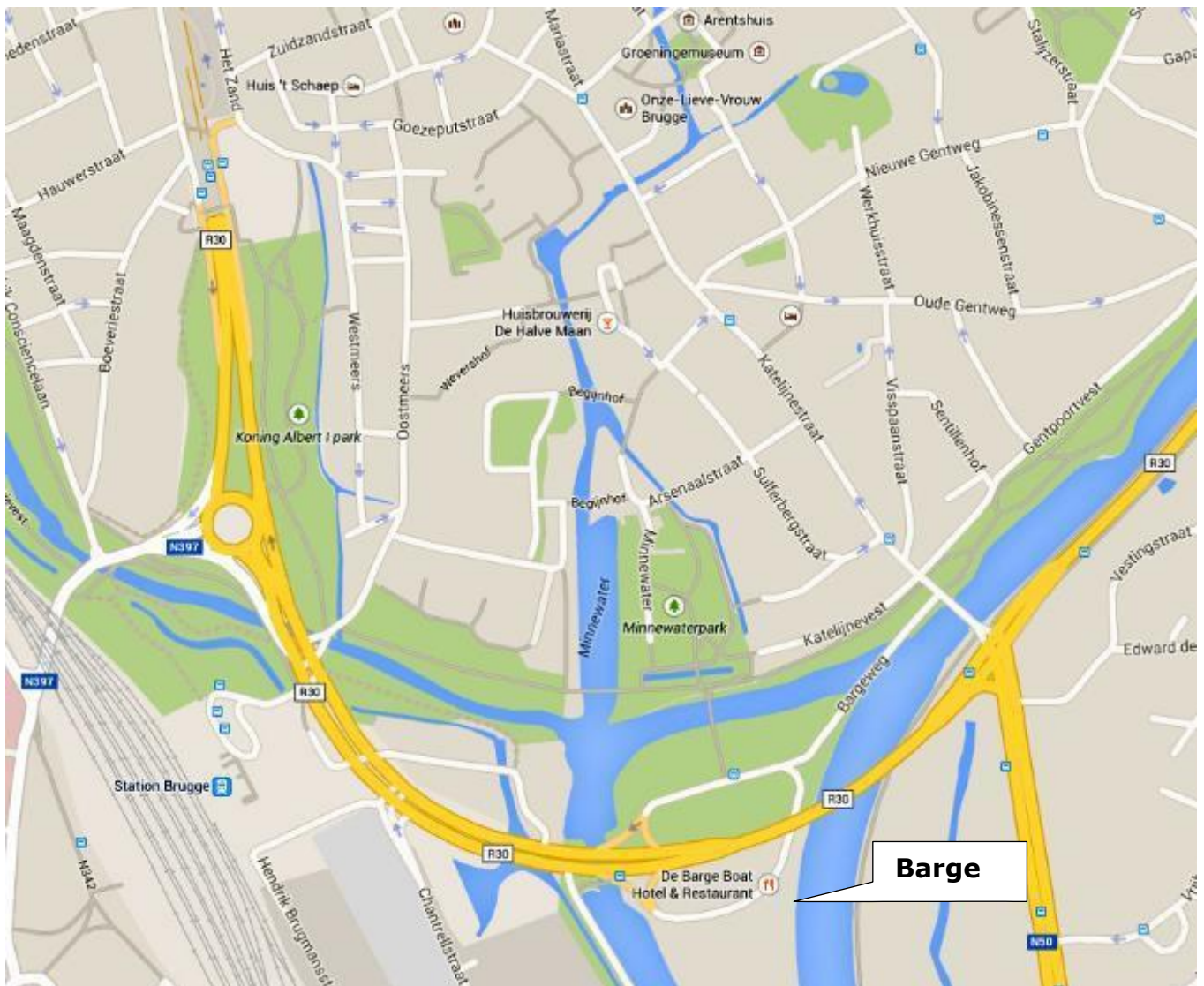
Parking Oosterdok www.parkingcentreamsterdam.com

(about € 150, - per week; 500m walking distance to the barge)

End of the tour

The tour ends one week later in Bruges on Saturday morning after breakfast before 10 AM. You'll spend the night from Friday to Saturday on board.

The mooring place of the barge in BRUGES: near the 'Bargeweg (not far from the train station; about 950 metres)



On foot

On foot it is between 10 to 15 minutes from the barge to the station.

Train

For travel information from Bruges to Schiphol Amsterdam Airport by train:

www.nshispeed.nl/en

Travel time by train: appr. 3 ½ hours.

Taxi

A taxi from the barge to the station in Bruges takes about 5 minutes.

Travel dates 2020

2020	Sailing Home	Liza Marleen	Zwaan	Anna Antal	Season
May					
				9/5/2020	Standard
					Standard
				23/5/2020	Standard
June			30/5/2020		Standard
		6/6/2020		6/6/2020	Standard
	13/6/2020				Standard
				20/6/2020	Standard
July				4/7/2020	Low
	11/7/2020				Low
				18/7/2020	Low
	25/7/2020				Low
August				1/8/2020	Low
	8/8/2020				Low
				15/8/2020	Standard
	22/8/2020				Standard
				29/8/2020	Standard
Sept.					
	5/9/2020				High
				12/9/2020	High
	19/9/2020	19/9/2020			High
				26/9/2020	Standard
Oct.	3/10/2020				Standard
				10/10/2020	Low
	17/10/2020				Low

Prices per person in 2020 (US prices add approx. 14%)

Barge Sailing Home (Comfort DeLuxe)

	Low season	Standard season	High season
Twin cabin	€ 1080,-	€ 1195,-	€ 1310,-
Single use	€ 1560,-	€ 1729,-	€ 1895,-

Barge Zwaan (ComfortPlus)

	All season
Luxury double cabin	€ 1470,-
Twin cabin	€ 1310,-
Triple cabin	€ 1260,-
Smaller double front cabin	€ 1144,-
Smaller front cabin for single use	€ 1675,-

Barge Liza Marleen (ComfortPlus)

	Standard season	High season
Twin cabin	€ 1155,-	€ 1265,-
Single use	€ 1655,-	€ 1815,-
Superior cabin (15 m ²) for 2 pax	€ 1260,-	€ 1370,-
Superior cabin (15 m ²) for 3 pax	€ 1040,-	€ 1140,-

Barge Anna Antal (StandardPlus/Comfort)

	Low season	Standard season	High season
Twin cabin (Comfort)	€ 965,-	€ 1070,-	€ 1175,-
Cabin with bunk bed (StandardPlus)	€ 810,-	€ 900,-	€ 990,-
Cabin bunk bed for single use	€ 1019,-	€ 1145,-	€ 1255,-

Reduction children:

0-2 years*: free of charge

3-11 years*: 30%

*If child is travelling together with at least 1 one full-paying person

Please note that the tour prices are based on the current fuel price.

Should the fuel price increase more than 5% (reference date Oct. 2018), then we need to ask a supplement. Even for reservations already made.

Included

- All nights on board (incl. bedding, towels, soap)
- Breakfast and dinner on board
- Lunch packages when on the road
- Coffee and tea on board
- Tour guide, cycles with the group
- Min. 3 city walks with tour guide
- Free WiFi (limited available in lounge and on deck)
- Road book, 1x per cabin
- Ferry fares on the route
- GPS-tracks (on request)

Not included

- Bicycle rent (see below)
- Bicycle insurance hybrid bike (optional) € 20,- per bicycle
- Bicycle insurance E-bike (optional) € 40,- per bicycle
- Entrance fees to museums; approx. € 15,- per tour
- Personal insurance

Extra

- Bike rental incl. bike helmet: € 92,50
(Hybrid bike with 24 gears, pannier bags, lock, water bottle)
- E-bike rental incl. bike helmet: € 175,- (with 21 gears)
- Child's bike: € 60,- (incl. helmet; with 21 gears; for children from approx. 9 years and older)
- Bike seat: € 15,- (incl. helmet; suitable for children from approx. 11 months until 5 years; max. weight 25 kg)
- Trailer bike: € 55,- (incl. helmet; bike attached to adult's bike; suitable for children from approx. 5 until 9 years; max. weight 35 kg)
- Bike trailer: € 90,- (suitable for babies who can not sit by themselves; a car seat/baby seat not included)
- Set of bike maps: € 52,50 (to be ordered and paid in advance; cannot be purchased on board)

Special details

Please take good notice of our [Terms & Conditions](#) on our web site.

If you have special meal requirements (vegetarian meals, or if you are on a diet), we ask you to mention this when booking.

In case of **gluten free and vegan** diet there is an additional charge of € 50,- per week.

Cycletours Holidays reserves the right to cancel tours with fewer than 12 participants up to 21 days prior to the date of departure.

Contact us for booking and more information

