



GRAND PORT FLUVIO-MARITIME DE L'AXE SEINE – Direction Territoriale de Rouen
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NOTICE TO MASTERS / NOTE AUX CAPITAINES BORE / PASSAGE DU FLOT

Vessel's name : Berth : 1. (T+ min.)
 Nom du navire : Poste du navire : 2 (T+ min.)
 3 (T+ min.)

Masters are advised that bore arrival (at time of local low tide) makes a ship to move along her berth and can break ropes. Therefore it is necessary :

- ☞ **THAT ALL ROPES BE STRONGLY TIGHT HALF AN HOUR BEFORE EXPECTED TIME OF BORE.**
- ☞ **THAT PIPES AND MANIFOLDS BE DISCONNECTED, GANGWAY BE HEAVED UP AND BOOMS, DERRICKS, GANGWAY LIGHTS (whatever equipment outside plating) BE PULLED INSIDE.**
- ☞ **TO WATCH ON CHANNEL VHF 73, HALF AN HOUR BEFORE EXPECTED TIME OF BORE AT LA BOUILLE,**
- ☞ **TO GET ENGINE READY HALF AN HOUR BEFORE BORE ARRIVAL.**
- **Pilot and/or tug(s) may be imposed by the Harbourmaster (high coefficients)**

Les Capitaines sont informés que le passage du flot (qui correspond à l'heure de la basse mer locale) entraîne le déplacement du navire le long de son poste et peut occasionner des ruptures d'amarres. Il convient donc :

- ☞ **QUE LES AMARRES SOIENT BIEN RAIDES 1/2 HEURE AVANT L'HEURE PREVUE DU PASSAGE DU FLOT,**
- ☞ **DE DEBRANCHER LES COLLECTEURS, REMONTER LA COUPEE ET RENTRER MATS DE CHARGE, PROJECTEURS DE COUPEES, (tout ce qui déborde la muraille),**
- ☞ **DE PRENDRE LA VEILLE SUR CANAL 73 UNE 1/2 HEURE AVANT L'HEURE PREVUE DU PASSAGE DU FLOT A LA BOUILLE, QUI EST ANNONCE EN CLAIR SUR CE CANAL,**
- ☞ **DE TENIR LA MACHINE PAREE A MANOEUVRER UNE 1/2 HEURE AVANT LE PASSAGE DU FLOT**
- **l'assistance d'un pilote et/ou de remorqueur(s) peut être imposée par la Capitainerie (forts coefficients).**

➔ *For next days, bore is expected at LA BOUILLE at following "T" hours (up to 20 mn earlier or later) :*

➔ Pour les prochains jours, les horaires des renverses « T » prévues à LA BOUILLE (avance ou retard possible jusqu'à 20 minutes) sont les suivants :

On Le	Sunday Dimanche	5	October Octobre	2025	at à	& and et	22:01	coefficient	& /	84
On Le	Monday Lundi	6	October Octobre	2025	at à	10:24 and et	22:49	coefficient	91 /	98
On Le	Tuesday Mardi	7	October Octobre	2025	at à	11:11 and et	23:35	coefficient	103 /	107
On Le	Wednesday Mercredi	8	October Octobre	2025	at à	11:55 and et	&	coefficient	109 /	&
On Le	Thursday Jeudi	9	October Octobre	2025	at à	0:17 and et	12:37	coefficient	110 /	109
On Le	Friday Vendredi	10	October Octobre	2025	at à	0:58 and et	13:15	coefficient	106 /	102
On Le	Saturday Samedi	11	October Octobre	2025	at à	1:36 and et	13:52	coefficient	96 /	89

Rouen, le / /
The Port officer

Reçu du Commandant du navire (1)
 Receipt by the vessel's Captain (1)
 NOM/NAME

Signature/Visa

(1) As master of the vessel, I acknowledge that I have read this notice about bore for next days.

(1) je soussigné, capitaine du navire, reconnais avoir pris connaissance de la présente note relative au passage du flot pour les prochains jours.

NOTICE TO MASTERS / BORE

2/2

In the river Seine, the tidal bore, which is a body of water rushing up the river, occurs at spring tides and at several tides preceding and following spring tides.

For the river Seine, it means that bore occurs when the height of the high tide in Le Havre is more than 7.60 meters or when the French tide coefficient is higher than 85 (see tide tables).

The greater this height or this coefficient is, the stronger the bore is.

This phenomenon is characterised by a kind of wave, more or less visible, sometimes even difficult to see, which goes up the river and whose power varies according to the height of the tide and the flow of the river. The strength of the bore is very difficult to foresee.

The bore's arrival, corresponding with the local low tide time, can make vessels move and can even lead to the breaking of moorings when it is strong enough, or when ropes are not securely fastened.

During a period with bore, a forecast sheet, called "notice to masters", is given by port officers to all present vessels likely to be affected by the phenomenon. If you don't have it on board, ask for it from your agent.

Therefore, it is essential :

- that all ropes are securely fastened half an hour before the expected time of the bore's arrival at the berth.
- that the gangway is raised up, pipes and manifolds are disconnected, booms, derricks, gangway lights and so on, are pulled inside.
- that engines are ready half an hour before the bore's arrival.
- to monitor VHF channel 73 (listening to "Rouen Port" station) half an hour before scheduled time at "La Bouille". The bore is announced on VHF channel 73 when passing "La Bouille".

Please, note also that :

- the bore can be up to 20 minutes earlier or later than the scheduled times at "La Bouille"
- all vessels must be careful of the bore, but vessels berthed heading upstream and/or vessels with a deep draught (regardless of the heading) are usually more sensitive to the bore.
- all schedules are given in local time at "La Bouille" and must be increased by the time indicated for your berth.
- for safety reasons, and pursuant to French Law, the use of a pilot and/or tug(s) and/or boatmen and/or shore lines may be imposed by the Harbour Master's office, at the expense of the vessel.
- If desired, pilot and/or tug and/or boatmen assistance can also be directly requested by the Captain (pilot is mandatory when a tug is to be used).

