



GRAND PORT FLUVIO-MARITIME DE L'AXE SEINE – Direction Territoriale de Rouen
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NOTICE TO MASTERS / NOTE AUX CAPITAINES FLOOD TIDE / RENVERSE DE BASSE MER

Vessel's name : Berth : (T+)

Nom du navire : Poste du navire :

Masters are advised that the flood tide (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 THE LOCAL LOW TIDE TIME,**
- ☞ **THAT PIPES AND MANIFOLDS ARE DISCONNECTED, GANGWAY BE HEAVED UP AND BOOMS, DERRICKS, GANGWAY LIGHTS (whatever equipment outside plating) BE PULLED INSIDE.**

Les Capitaines sont informés qu'à la renverse de basse mer (qui correspond à l'heure de la basse mer locale), le phénomène 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 DE LA RENVERSE ;**
- ☞ **DE DEBRANCHER LES COLLECTEURS, REMONTER LA COUPEE ET RENTRER MATS DE CHARGE, PROJECTEURS DE COUPEES, (tout ce qui déborde la muraille),**

➔ *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	Thursday Jeudi	14	December Décembre	2023	at à	10:55	and et	23:20	coefficient	85	/	86
On Le	Friday Vendredi	15	December Décembre	2023	at à	11:38	and et	&	coefficient	85	/	&
On Le	Saturday Samedi	16	December Décembre	2023	at à	0:04	and et	12:23	coefficient	84	/	83

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

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).

