



# **NOTICE TO MASTERS**

## **GENERAL INSTRUCTIONS**

Masters must in all circumstances comply with Port Officer's instructions, whether verbal, written or given through pilots, and in particular, all instructions relating to manoeuvres, towage, berth and mooring.

## **MOORING**

The attention of Masters is drawn particularly to the following provisions of article 6-01 of the Interministerial Order of 26 June 1974:

- 1 – Within port limits, vessels may moor either bow upstream or downstream, unless otherwise instructed by port officers
  - 2 – Vessels must moor with an adequate number of lines. If possible, each mooring line should be made fast to different fixed point
  - 3 – Mooring must be consistent, that is, lines with the same function must have the same mechanical properties
  - 4 – All mooring lines must be in good condition
  - 5 – Mooring lines must be checked constantly, with slack being taken in whenever necessary (e.g. Flood tide, passing vessels). Every effort is to be made to ensure that lines work together
  - 6 – Depending on vessel deadweight and berth location, Masters must take all relevant safety precautions as the tide rises
  - 7 – Vessels which have dropped an anchor to make berthing easier must lift it once they have berthed in dock, unless otherwise instructed by port officers
  - 8 – Vessels must have effective fenders. Fender diameter must be adequate to prevent vessels from rubbing against the quays
  - 9 – It is forbidden to throw used lines or ropes overboard, since there is a risk that these may be caught up in the propellers of other vessels
- Drifting ropes must be reported to the Harbour Master's Office.

## **TIDAL WAVE / BORE**

**The attention of Masters is drawn to the mandatory instructions given by port officers during spring tides. When the tidal coefficient exceeds 85, the tidal wave (corresponding to local low water time) will cause the vessel to shift and may lead mooring lines to break.**

**In that case, lines must be heaved tight half an hour before expected local low water, with the vessel's engine readied for immediate proceeding.**

**The Harbour Master's Office may require the use of shore lines. It is recommended that a pilot be on board. For further details, please contact pilots or port officers.**

## **ACCOMMODATION LADERS**

The link between shore and vessel must comply with International Labour Convention 32 (1932) on the protection of dockers loading and unloading vessels. Masters must take particular care with respect to quayside crane connections.

# EMERGENCY MEASURES

Any person discovering a fire or other accident must immediately give the alarm using one of the following means:

- VHF (channel 73) to Rouen Port (Rouen Harbour Master's Office) or Rouen Port Control (Honfleur Radar station)
- contacting by phone Rouen Harbour Master's Office +33 2 35525400 or Honfleur Radar station +33 2 35529680
- contacting Fire Station directly (dial 18)

At oil terminals, Masters will be given special instructions.

## ACTION TO BE TAKEN ON BOARD VESSELS

While fire fighting will be under Master's supervision, any other assistance teams, and the fire service in particular, will remain under the command of their own chiefs.

The vessel's crew must be in a position to guide assistance teams. Vessel and stowage plans showing in particular any hazardous cargo on board must be made available to assistance teams on their arrival. The Harbour Master may order the shifting of the vessel or neighbouring vessels. No steps such as scuttling, running aground, overload jeopardizing stability and generally any action that may affect normal operation of Port Facilities may be taken without the Harbour Master's consent.

Oil tankers and vessels carrying hazardous cargo must have in place at all times a hanging towing line, fore and aft, ready to be hooked by a tugboat.

## CLEANLINESS

In order to keep the river Seine and our coasts clean, please use the plastic bags for your vessel's domestic waste. These bags are available from your agent, on request.

## INJURY OR SICKNESS ON BOARD

In case of serious personal injury or sickness, call the Harbour Master's Office or Rouen Port Control (VHF 73).

## RADIO COMMUNICATIONS

A compulsory watch is to be kept on VHF 73 between the roadstead and Rouen.

## NOTICE TO MASTERS OF VESSELS BOUND FOR ROUEN AND LE HAVRE

The attention of Masters of vessels bound to or from the port of Rouen and Le Havre is drawn to the requirements laid down by order 9/2007 issued on 5 February 2007 by the Prefecture Authority for The Channel and North Sea Area, relating to navigation in Baie de Seine.