

Before entering the Seine River, ship's masters are invited to review the following information:

Pilot Schedule and Accesses

“Senior Pilot” daily **determine the access and departure time slots**, according to local hydrographic conditions, berths availabilities, traffic, draughts, and speed declared by the vessels.

Sounding charts are frequently updated and available from port services on your agent's request.

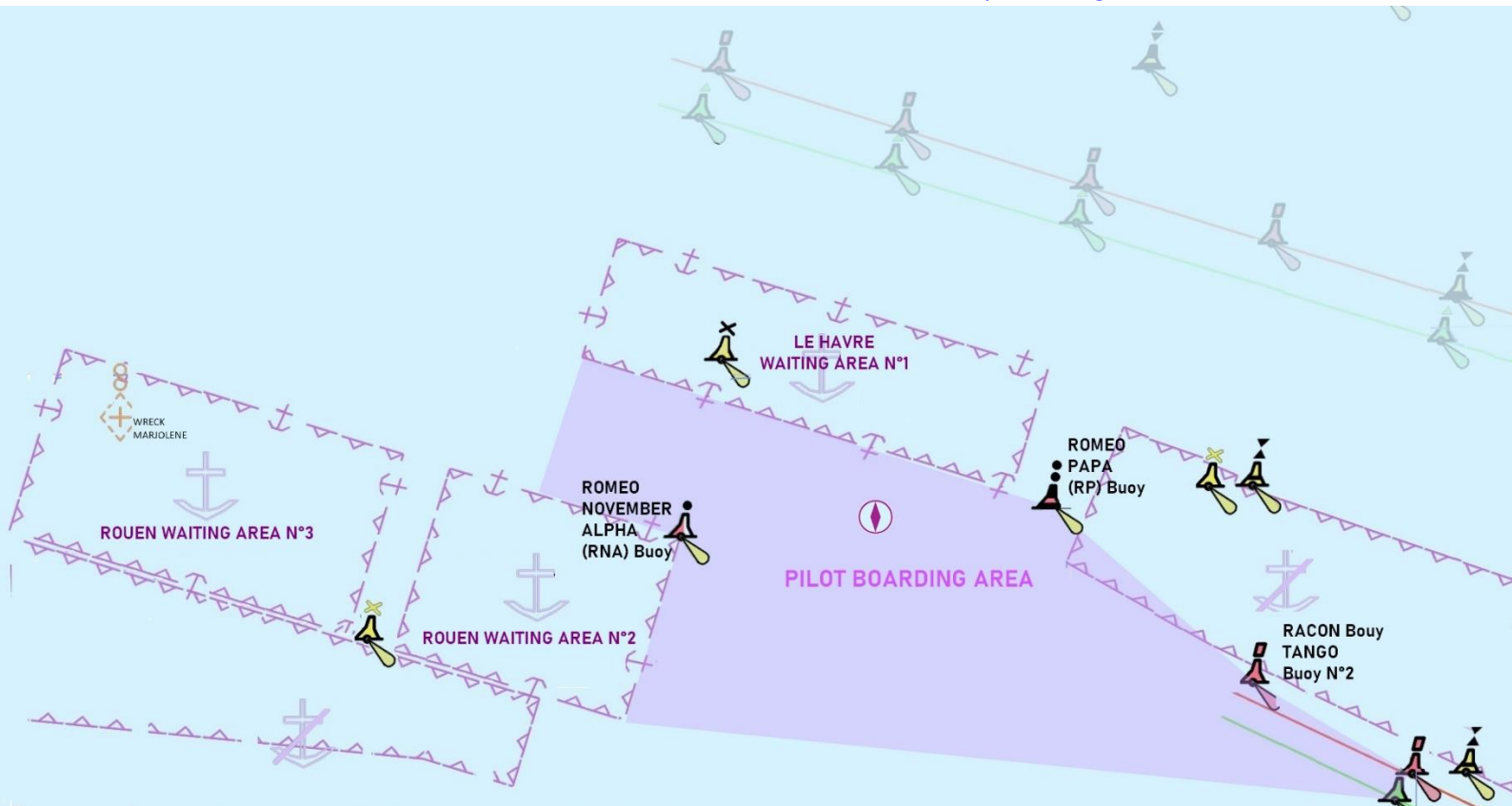
Pilot Boarding Arrangement

Boarding launches are speedboats, whose AIS name begins with « ROUEN PILOT ... » and based in Le Havre port, 7 nautical miles from pilot boarding point.

Boarding arrangement instructions will be provided 2 hours before by “ROUEN PILOT STATION” on VHF channel 73:


- Pilot ladder must be rigged **2 meters above water level**.
- Boarding side depends on weather conditions. In adverse weather conditions both sides should be prepared (if such, instructions will be provided).
- Boarding area is shown in the figure below. Precise boarding position will be given by Pilot station.

IMPORTANT NOTE: Pilots may decline to board vessels offering defective boarding arrangements and are required to report such deficiencies to port state control authorities. To avoid such situations please refer to the attached form: “HOW TO RIG IT RIGHT”. [Pilotladder Safety - Do it right the first time](#)






PILOT BOARDING ARRANGEMENT SAFETY CAMPAIGN 2025

We kindly ask you to check and to remain alert on:

PILOT LADDER  Integrity and general rigging and lightning.

SAFETY  **EQUIPMENT** Lifebuoy & Self-ignition light.

ATTENDANCE  Responsible officer and check conformity with IMO Resolution A1045.

 <p>NOT SAFE</p> <p>Changing course on opposite side of the pilot boat.</p> <p>Speed too low or excessive.</p> <p>No lookout</p> <p>ROT not under control.</p>	<p>SAFE</p> <p>Steady on course if requested according to surrounding traffic. Inform Pilot boat in case you need to alter course or speed for safety reasons.</p> <p>ROT under control.</p> <p>Keep the speed.</p> <p>Lookout from bridge wing and watch on VHF 73.</p> <p>Wait pilot boat clear from shipside before altering to your intended transit course.</p> 
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NOTE: Pilots will refuse to board or disembark at the dock using equipment that does not comply with operational standards (gangway too steep...).

Speed

Declared manoeuvring (harbour) speeds (on the surface, through the water, no current) are deemed to be real, accurate, available without notice. They must not be affected by torque limiter (if applicable), or the use of a fuel compatible with a Sulphur Emission Controlled Area.

Engine cooling system: Special attention should be given to cooling water filters and engine cooler cleanliness as the river carries a lot of materials (leaves, mud, soil).

Maintenance: If any heavy engine maintenance operations are planned or have been carried out when alongside, the Master must inform Senior pilot.

NOTE: Declared speeds affect the entrance and departure windows **due to ship's draft limitations**.

Draft

The Master is kindly requested to declare the current Sea Water and Fresh Water drafts as accurate as possible.

Maximum drafts allowed on the river are updated daily by the Senior Pilot.

Draft and speed determine the access and departure time slots.

Steering & Trim

Rudder spade area: Masters are asked to communicate the rudder spade area to the Senior Pilot.

Steering and manoeuvring abilities:

- The propeller should be fully immersed (as well as the bow thruster tunnel, if applicable).
- A minimum bow draught may be required by the Senior Pilot.
- Any specific vessels' steering ability must be reported.
- Frequent rotation of helmsmen is recommended.

Navigational bridge equipment

Gyrocompass: Any deficiency of gyrocompass must be reported as soon as possible. In the case of excessive gyrocompass error or precession, the pilot may postpone a vessel's entrance or departure.

Radars: If the radar does not work properly (e.g. excessive leading line offset, unexploitable image etc...), the pilot may postpone a vessel's entrance or departure.

The following radar images are not suitable for navigation in reduced visibility:



Range 0.75 NM



Range 0.50 NM