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| par fax ou par email : | | | | | | | | | | | | | | **Pour PAPEETE et MOOREA :** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | **Pour UTUROA :** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Transmission : | | | | | | | | | | | | | | **min. avant départ du dernier port précédant l’escale** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | **dès que possible, min. 72 heures avant l’escale** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| confirmation : | | | | | | | | | | | | | | **min. 24 heures avant l’escale** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | **min. 72 heures avant l’escale** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| modification ultime d’horaires : | | | | | | | | | | | | | | **min. 2 heures avant le nouvel horaire prévu** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | **Min. 48 heures avant l’escale** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **nom navire** | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | **n° omi / immat** | | | | | | | | | | | |  | | | | | | | | | | | | |
| ***Compagnie maritime (coque)*** | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ***Armement / Agent maritime*** | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ***Agent en charge – tél - fax*** | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ***ETA Station Pilote*[[1]](#endnote-1)** | | | | | | | | | | **Date[[2]](#endnote-2)** | | | | | | | | | | |  | | | | | | | | | | | | | **heure2** | | | | | | | | | |  | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Prévision** | | | | | | **Date2** | | | | | | | | | | | | | | | | | **heure (pilote)[[3]](#endnote-3)** | | | | | | | | | | | | **heure (remorquage)[[4]](#endnote-4)** | | | | | | | | | | | | | | | | | | | | | | | | **quai ou mouillage** | | | | | | | | | | | | | | | | | | | **bord** | | | | |
| **ENTREE** | | | | | |  | | | | | | | | | | | | | | | | |  | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | |  | | | | |
| **mouvement 1** | | | | | |  | | | | | | | | | | | | | | | | |  | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | |  | | | | |
| **mouvement 2** | | | | | |  | | | | | | | | | | | | | | | | |  | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | |  | | | | |
| **SORTIE** | | | | | |  | | | | | | | | | | | | | | | | |  | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | |  | | | | |
| **Type d’Escale** | | | | | | | commerciale | | | | | | | | | | | | | | | | | | | |  | | | | |  | | | | | | | | | | | | | | | |  | | |  | | | | | | | | | | | |  | | | | | | | | | | | |  | | | | |  | | |
| soutage par camion | | | | | | | | | | | | | | | | | | | |  | | | | | type | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | volume | | | | | |  | | | | | m3 | | |
| soutage par pipeline | | | | | | | | | | | | | | | | | | | |  | | | | | type | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | volume | | | | | |  | | | | | m3 | | |
| vivres | | | | | | | | | | | | | | | | | | | |  | | | | |  | | | | | | | | | | | | | | | |  | | |  | | | | | | | | | | | |  | | | | | | | | | | | |  | | | | |  | | |
| eau *(tél. 87 27 77 99)* | | | | | | | | | | | | | | | | | | | |  | | | | | quantité | | | | | | | | | | | | | |  | | | | | | | | m3 | | | | | | |  | | | | | | | | | | | | | |  | | | | |  | | |
| travaux | | | | | | | | | | | | | | | | | | | |  | | | | |  | | | | | | | | | | | | | | | |  | | |  | | | | | | | | | | | |  | | | | | | | | | | | |  | | | | |  | | |
| **Déclaration maritime de santé6 :** | | | | | | | | | | | | | | | | | | | DMS (F19.26.01 ou F19.26.02) | | | | | | | | | | | | | | | | | | |  | | | | | Exemption | | | | | | | | |  | | | | | | **Déclaration déchets6**: | | | | | | | | | | | | | | | Oui | | |  | | | non | | |  |
| **Listes nominatives à fournir pour :** | | | | | équipage | | | | | | | | | | | |  | | | | | | | **nombre** | | | | **à l’arrivée** | | | | | | | | | | | | | **en transit** | | | | | | | | | | | | | **au départ** | | | | | | | | | | | | **embarquant** | | | | | | | | **Débarquant** | | | | | | | | |
| passagers | | | | | | | | | | | |  | | | | | | | **Passagers** | | | |  | | | | | | | | | | | | |  | | | | | | | | | | | | |  | | | | | | | | | | | |  | | | | | | | |  | | | | | | | | |
| visiteurs | | | | | | | | | | | |  | | | | | | | **Équipages** | | | |  | | | | | | | | | | | | |  | | | | | | | | | | | | |  | | | | | | | | | | | |  | | | | | | | |  | | | | | | | | |
| prestataires | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **fournir le planning des escales dans les îles [île, date d’entrée (eta), zone de mouillage, quai, date de sortie (etd)]** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **dernier port étranger :** | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | **Prochain port étranger :** | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | |
| **dernier port local :** | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | **Prochain(s) port(s) local(ux) :** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | |
| **Passage en Port infesté :** | | | | | | | | | | | | | | |  | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Type de Navire[[5]](#endnote-5)** | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | **Pavillon** | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Port d’attache** | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Longueur hors tout** | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | *(format requis : 000,00)* | | | | | | | | | | | | | | | |
| **Largeur hors membres** | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | *(format requis : 00,00)* | | | | | | | | | | | | | | | |
| **Tirant d’eau arrivée** | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | *(format requis : 00,00)* | | | | | | | | | | | | | | | |
| **Tirant d’air arrivée** | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | *(format requis : 00,00)* | | | | | | | | | | | | | | | |
| **POUR LES PAQUEBOTS DE LONGUEUR SUPERIEURE A 215 M : Fournir les prévisions météorologiques durant l’escale et réaliser un suivi des mesures de vent, en alertant la Capitainerie en cas de dépassement du seuil indiqué sur les courbes de limites d’exploitation de l’Epi Sud 3.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Manutentionnaire5** Manutentionnaire principal**6** : | | | | | | | | | | | | |  | | | **terminal de commerce international[[6]](#endnote-6)** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | **terminal paquebot6** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **grue bord6** | | | | | | | | | | | |  | **grue terre6** | | | | | | | | | | |  | | | | | | | | | | | | | | | |  | | |  | | | | | | | | **conteneur** | | | | | | | **nombre** | | | | | | | | | | | |
|  | | **cowan** | | | | | | | | | | | **nombre de vacation(s)** | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | |  | | |  | | | | | | | | **conteneur** | | | | | | | | | | | |
|  | | **cotada** | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | **dates2** | | | | | | | | | | | **heures2** | | | | | | | | | | |  | | | **cowan** | | | | | | | |  | | | | | | |  | | | | | | | | | | | |
|  | | **sat nui** | | | | | | | | | | | **ouvertures des grilles** | | | | | | | | | | | | | | | | | |  | | | | | | | | | | |  | | | | | | | | | | |  | | | **cotada** | | | | | | | |  | | | | | | |  | | | | | | | | | | | |
|  | | | | | | | | | | | | | **début manutention** | | | | | | | | | | | | | | | | | |  | | | | | | | | | | |  | | | | | | | | | | |  | | | **sat nui** | | | | | | | |  | | | | | | |  | | | | | | | | | | | |
| **fin manutention** | | | | | | | | | | | | | | | | | |  | | | | | | | | | | |  | | | | | | | | | | |  | | | | | | |  | | | | |  | | |  | | | |  | | | | | | | | | | |
| **Nom du Capitaine** | | | | | | | | | | | **à l’arrivée** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | **au départ** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **signatures et cachets** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Armement / Agent maritime** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | **Capitainerie** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Papeete le2** | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | **Papeete le** | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | **validation** | | | | | | | | | | **Date** | | | | | | | | **heure (pilote)** | | | | | | | | **heure (remorquage)4** | | | | | | | **quai** | | | | | **ISPS** | | | | | |
| Oui | | | | Non | |
|  |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | **Entrée** | | | | | | | | | |  | | | | | | | |  | | | | | | | |  | | | | | | |  | | | | |  | | | |  | |
|  |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | **Sortie** | | | | | | | | | |  | | | | | | | |  | | | | | | | |  | | | | | | |  | | | | |  | | | |  | |

1. ETA Station Pilote : Date et heure prévue arrivée navire à 2 nautiques (2 milles marins) des côtes [↑](#endnote-ref-1)
2. Les formats requis pour les dates sont : « dd/MM/aaaa » et pour les heures : « HH:mm» [↑](#endnote-ref-2)
3. Heure Pilote à bord, le format requis pour les heures : « HH:mm» [↑](#endnote-ref-3)
4. Heure départ de la station de remorquage, le format requis pour les heures : « HH:mm» - **Précisions** : **Entrée et Mouvement(s)** = Heure Pilote à bord, **Sortie** = (Heure Pilote à bord – 15 minutes) [↑](#endnote-ref-4)
5. Navires internationaux [↑](#endnote-ref-5)
6. Cocher le choix par une croix [↑](#endnote-ref-6)