



**Ministère de l'écologie, de l'énergie,  
du développement durable et de la mer,  
*en charge des technologies vertes et des négociations sur le climat***

## **CONCOURS EXTERNE ET INTERNE POUR LE RECRUTEMENT DES OFFICIERS DE PORT**

**- SESSION 2010 -**

### **EPREUVE N° 4**

**Version et thème faisant appel à des connaissances en anglais courant  
mais à caractère maritime.**

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**Durée : 2 H 00 - Coefficient 3**

## **VERSION (15 POINTS)**

**(Traduire intégralement le texte ci- dessous)**

### **PORT OPERATIONS**

The voyage of a merchant ship into a major port begins when the vessel arrives near the coast. The entrance to port is usually clearly indicated for the navigator by a lighthouse, or large marker known as a sea buoy. A pilot launch will take pilots to ships proceeding into port or remove pilots from vessels proceeding from port to sea. Each pilot boards a merchant ship and proceeds to the bridge to assist the ship's master through the channel or breakwater.

As the merchant ship proceeds into the harbour, it may be necessary for it to anchor temporarily while waiting for a berth at which to discharge and or load cargo.

The vessel then proceeds to the inner harbour and is slowly guided to its berth. One or a number of tugs (depending upon the size of the ship and weather conditions) is usually needed to assist the ship to its dock. The number of tugs necessary also depends upon whether or not the ship must be turned, backed, or manoeuvred safely to its berth.

Line handlers are on the dock to assist in securing the ship. Once the vessel is in its assigned berth, the ship's crew secures the navigational gear and makes the vessel ready in all respects to begin cargo operations.

If arriving from a foreign voyage, the ship's master must receive official clearances from shore personnel before cargo operations begin or the crew leaves ship. These clearances include approval by port officers who ensure safety and procedures to follow while in the port, by public health doctors to ensure that no infectious diseases are brought into the country from abroad. There is also a clearance procedure with customs officials before the crew can take its personal belongings ashore or cargo can be discharged. The customs officials inspect the ship's manifest. After all clearances have been obtained from appropriate officials, the work of discharging/loading the ship's cargo can begin.

On vessels other than tankers, stevedores are hired for loading or discharging the cargo. On tankers there are assigned personnel in a tanker crew to handle cargo-pumping operations. This group includes deck officers, especially the chief mate, and crew members. Shoreside workers handle the valves, pumps, and tanks necessary to load or discharge an oil tanker.

When a ship is approaching port and while it is in harbour, certain personnel in the handle its needs. These persons work out of an agency and do a wide range of tasks involved with the operation of the vessel. When the ship approaches port, it advises the agent by radio of its E.T.A., The agent then arranges for pilots, tugboats, line handlers and stevedores.

Probably the ship will require stores while berthed in port. These supplies may be fresh provisions, tools and spare parts for the engine or ropes and paint for the deck crew.

The agent also assists if a member of the crew should require medical attention, If replacement crew members are required, the agent organises the required official clearances for signing on or signing off. If currency is needed by the ship, the agent procures and delivers it. For all these services, the agent is reimbursed by the shipowner.

Besides port authorities who control the port's facilities, there are those who monitor the movement

A maximum of interagency liaison is essential for the movement of a merchant vessel into, through, and out of a major port in a minimal amount of time. Merchant ships earn their pay carrying cargo over oceans. They are not productive while secured to docks or wharves.

## **THEME (5 POINTS)**

### **PORT du HAVRE - Les orientations stratégiques du port**

Le projet stratégique du Grand Port Maritime du Havre a été adopté par le Conseil de Surveillance du GPMH en avril 2009. Il se décline en 8 volets :

- Analyse des trafics actuels et de leurs perspectives et détermination des efforts particuliers à réaliser sur le trafic de conteneurs, de produits énergétiques et le trafic roulier,
- Développement de la multimodalité et des modes massifiés,
- Définition des grands investissements sur la période 2009-2013,
- Mise en œuvre locale de la réforme portuaire pour ce qui concerne l'outillage et la manutention,
- Précision des mesures sociales d'accompagnement de la réforme portuaire,
- Affirmation de la vocation des territoires et d'une politique de développement durable dans l'Estuaire de la Seine partagée avec le Grand Port Maritime de Rouen,
- Garantie de la trajectoire financière et des équilibres financiers de l'établissement,
- Mise en place d'une nouvelle dynamique.