



MINISTÈRE DE L'ENVIRONNEMENT,  
DE L'ÉNERGIE ET DE LA MÈR

MINISTÈRE DU LOGEMENT  
ET DE L'HABITAT DURABLE

# **CONCOURS POUR LE RECRUTEMENT D'OFFICIERS DE PORT SESSION 2017**

## **ÉPREUVE 2**

### **ANGLAIS**

**(durée : 2 heures - coefficient 1)**

**Version et thème faisant appel à des connaissances en anglais de niveau  
élémentaire à caractère maritime**

**L'USAGE D'UN DICTIONNAIRE ENTIÈREMENT RÉDIGÉ EN ANGLAIS  
EST AUTORISÉ**

Ce document comprend 3 pages y compris celle-ci

## Traduire intégralement le texte ci- dessous

### Dry-Dock Safety

When a ship goes into dry-dock for survey and repair, the established routines of life at sea change. Faced with many hazards different to the ship's normal business, a ship's master will need to work in partnership with the yard to ensure the crew stays safe.

Inherent hazards of the Repair Process Repair processes can generate many hazards and the need for additional risk assessments, these may include:

- Ultra high pressure water plate blasting operations
- Generation of heat, fumes and noise
- Scaffold structures with temporary walkways and lighting
- Restricted access due to open tanks and compartments
- Further restriction due to equipment and trip hazards generated by stripped down machinery
- Vehicles such as fork lift trucks;
- Confined spaces where entry risks have changed;
- Grit blasting;
- Hot work and the precautions necessary to ensure safe working;
- Guarded openings;
- Industrial radiography

To maintain a level of hazard control, the shipyard needs to provide information and instruction to all persons who will be directly or indirectly exposed to potential dangers. The master and owners of a vessel undergoing repairs and refit work in dock should expect the yard to have an accredited safety management system.

There exists an interesting overlap of responsibilities between the UK Maritime and Coastguard Agency (MCA) and the Health and Safety Executive when it comes to enforcement of legislation for ships under repair in the UK. The memorandum of understanding between the MCA and HSE calls for the HSE to be the lead enforcing authority for all works carried out in dry docks. The MCA is expected to lead when minor or routine voyage repairs are undertaken by ships crew in wet dock, at sea and during trials.

### Conclusions

The Ship's Master remains responsible for the safety of his crew at all times. • A comprehensive ship's safety management system should be in place, as there will probably be a need for the master to comply with the yard requirements.

The yard safety manager should arrange for safety training as soon as possible after the vessel docks.

The ship repair company is to ensure that the master and his crew have relevant safety information and identified yard contacts for personnel with health and safety responsibilities.

Risk assessments should be provided by the yard, contractors and also the Master if his crew are to undertake any repair and maintenance tasks whilst at the yard/ repair berth.

Communication is key to ensuring that the activities of the yard, its subcontractors and ship's crew do not increase the risks to persons on board.

## THEME (5 POINTS)

Traduire les phrases ci- dessous

### **Les missions du Grand Port Maritime de Rouen.**

Dans les limites de sa circonscription, le grand port maritime veille à l'intégration des enjeux de développement durable dans le respect des règles de concurrence et est chargé, selon les modalités qu'il détermine, des missions suivantes :

- 1 - La réalisation, l'exploitation et l'entretien des accès maritimes ;
- 2 - La gestion et la valorisation du domaine dont il est propriétaire ou qui lui est affecté ;
- 3 - La gestion et la préservation du domaine public naturel et des espaces naturels dont il est propriétaire ou qui lui sont affectés ; il consulte le conseil scientifique d'estuaire, lorsqu'il existe, sur ses programmes d'aménagement affectant les espaces naturels ;
- 4 - La construction et l'entretien de l'infrastructure portuaire, notamment des bassins et terre-pleins, ainsi que des voies et terminaux de desserte terrestre, notamment ferroviaire et fluviale ;
- 5 - La promotion de l'offre de dessertes ferroviaires et fluviales en coopération avec les opérateurs concernés ;
- 6 - L'aménagement et la gestion des zones industrielles ou logistiques liées à l'activité portuaire ;
- 7 - Les actions concourant à la promotion générale du port.

