



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

MINISTÈRE DU LOGEMENT  
ET DE L'HABITAT DURABLE

**CONCOURS POUR LE RECRUTEMENT  
D'OFFICIERS DE PORT ADJOINTS  
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 ENTIEREMENT REDIGE EN ANGLAIS  
EST AUTORISE**

Ce document comprend 3 pages y compris celle-ci

## I- VERSION : 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 entering the port or remove pilots from vessels going from port to sea. The pilot assists 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 to discharge and or load cargo.

The vessel then proceeds to the inner harbour and is 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 on if the ship must be turned, backed, or manoeuvred safely to its berth.

Line handlers are on the dock to assist in mooring the ship. Once the vessel is safely moored it can begin cargo operations.

If arriving from a foreign port, the ship's master must receive official clearances before cargo operations begin or the crew can leave ship. These clearances include approval by port officers who ensure safety and procedures are respected while in the port. There is also a clearance procedure with customs officials before cargo can be discharged. The customs officials inspect the ship's manifest.

On vessels other than tankers, stevedores are hired for loading or discharging the cargo. On tankers the crews handle cargo-pumping operations. This 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, shipping agents handle 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.

Besides port authorities who control the port's facilities, there are those who monitor the movement of merchant vessels within harbours and along coasts. They are known as the Coast Guard and are responsible for such things as aids to navigation, vessel traffic control, rules and regulations to prevent collisions, pollution abatement, and environmental control.

A maximum of inter-agency 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.

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## II- THEME : (5 POINTS) : Traduire les phrases ci- dessous

1. La liste de contrôle est applicable aux opérations de chargement, déchargement ou de transfert de liquide en vrac
  2. Sécurité des mouvements - Un remorqueur est obligatoire pour les mouvements d'entrée, déhalage et sortie du port.
  3. Amarrage - La surveillance constante de l'amarrage devra être assurée afin d'éviter tout déséquilibre des amarres et déplacement des navires.
  4. Liaisons téléphoniques - liaisons radio - Le poste de manutention devra être équipé d'un moyen de communication direct avec l'entrepôt et la capitainerie.
  5. L'accord de la capitainerie est obligatoire avant de commencer les opérations de déchargement. Cet accord sera donné lorsque l'officier de port de service aura vérifié que la check-list est bien renseignée.
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