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RÉPUBLIQUE FRANÇAISE

MINISTÈRE DE L'ÉGALITÉ DES TERRITOIRES
ET DU LOGEMENT

MINISTÈRE DE L'ÉCOLOGIE,
DU DÉVELOPPEMENT DURABLE ET DE L'ÉNERGIE

CONCOURS POUR LE RECRUTEMENT DES OFFICIERS DE PORT ADJOINT

SESSION 2013

ÉPREUVE N° 2 : ANGLAIS

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

(durée : deux heures ; coefficient 1)

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

Toute note égale ou inférieure à 8 sur 20 à cette épreuve est éliminatoire.

1- VERSION : traduire intégralement le texte ci-dessous

HARBOUR MASTER

Harbour Masters use "local knowledge" to influence their decision-making regarding the circumstances in which commercial vessels are permitted to enter and leave their ports. Geographical configurations of the port, prevailing weather conditions, port water depths, and the height and strength of the local tides are some of the factors that a Harbour Master considers whilst assessing admission for commercial vessels wanting to enter and leave the port.

de quitter

pour l'entrée de commerce

Harbour Masters specify their entry requirements, which include the safest approaches to a port, pilot boarding and details of advance notifications to be given to the port prior to arrival.

les approches les plus sûres

être donné l'avance à l'arrivée

The arrival of a commercial vessel into a port anywhere in the world is always a planned event. Notification of the vessel's arrival sometimes begins weeks before the actual arrival.

toujours

demande l'avance

Harbour Masters normally designate a safe pilot boarding area where the pilots can board vessel and then communicate with the Port Authority Shipping Control Office or VTS while proceeding towards her intended berth.

A prime consideration for any Harbour Master is safety of navigation for any vessel that is using the port and its approaches.

est de garantir la navigation pour les navires

les approches

Harbour Masters regulate the way in which vessels conduct their navigation in port. Most regulatory requirements are clearly set out in the form of Port Bye-Laws, General Directions, Pilotage, etc. and these clearly define what the "Rules of the Road" are in terms of safe navigation.

From the initial information provided by the ship on draft, length overall and displacement, the Harbour Master will allocate a suitable berth and apply any restrictions he may feel necessary for the safe passage of that particular vessel in his port.

que l'ensemble

A passage plan with the detailed information of what the ship intends to do at every stage of its passage is agreed when arriving at a port. Any subsequent movement of the vessel, a berth shift for example, will also be subject to strict passage planning criteria.

The Harbour Master has a duty to inform any vessel about any hazards or problems that may affect safe navigation, for example; any obstructions in channels or alongside berths; limitations of tugs; weather restrictions in the harbour or at berths; in addition to any failure of any aids to navigation such as lights or buoys.

quand l'arrivée au port.

The role in which a Harbour Master in the U.K. is involved directly in terminal and cargo operations is disappearing with the process of privatising terminals. However, there are plenty of occasions during a ships' stay in port, when advice from Harbour Masters is sought.

This will be the case with services delivered by companies, organisations or government officials such as fuel bunkering, tank cleaning and the delivery of stores, water and crew.

Nevertheless the Harbour Master still have a role to play for determining the berth of ships and controlling the quay or ship-shore interface, such as the direct removal of dangerous goods or stocking for a determined period in the terminal, the measures to be taken by stevedores and dockworkers to prevent environmental pollution and access to ship or port areas by unauthorized persons.

The Harbour Masters' expertise is also required during emergency incidents such as cargo handling accidents and other ship or cargo accidents as well as overseeing safe practice during operations such as repairs, dry-dock and hotwork.

2- THEME : Traduire en utilisant les "phrases normalisées de l'OMI pour les communications maritimes SMCP"

1) Avez-vous une hélice à pales orientables ou fixes ?

2) Oui, il y a des défenses à poste le long du quai.

3) Vous devez mouiller en attendant l'arrivée du pilote.

4) Veillez à ce que tous vos instruments de navigation soient en fonctionnement avant d'entrer dans cette zone.

5) Je vous conseille de maintenir votre route actuelle.