



MINISTÈRE DE L'ÉCOLOGIE, DU DÉVELOPPEMENT DURABLE,
DES TRANSPORTS ET DU LOGEMENT

CONCOURS
D'OFFICIERS DE PORT ADJOINTS
SESSION 2012

ÉPREUVE 2

UNE VERSION ET UN THEME

**FAISANT APPEL A DES CONNAISSANCES EN ANGLAIS DE NIVEAU
ELEMENTAIRE, A CARACTERE MARITIME COURANT.**

(durée : deux heures ; coefficient 1)

L'USAGE DU DICTIONNAIRE ENTIEREMENT REDIGE EN ANGLAIS EST AUTORISE.

I - VERSION : Traduire intégralement le texte ci- dessous

ARRIVING AT A PORT

REPORTING - Vessels over 40m LOA or over 50 gt and tugs engaged in towing, must report to the relevant VTS Centre when passing Waypoints as indicated on approved charts. They must also inform London VTS before the vessel navigates the Thames and obtain clearance from the relevant VTS Centre so to do.

PILOTAGE - The requirements for compulsory pilotage in the Port of London are contained in the PLA's Pilotage Directions. The services of a pilot can be obtained through your Agent, or by calling the following pilot stations on VHF Channel 9, NE Spit Pilots (Ramsgate), Sunk Pilots (Harwich), Sheerness Pilots (Warp) and London Pilots.

NAVIGATION WITHIN PORT LIMITS - Masters must advise London VTS which approach channel they intend to use. Vessels with a draught of 6.0 metres or less should use the Barrow Deep or Princes Channel, waiting when necessary for sufficient height of tide to transit these channels. Any vessel uncertain of its position should call the relevant VTS Centre immediately. Large scale charts of the river may be obtained through local Agents.

"SPECIFIED VESSELS" - Are defined in General Directions and covers vessels carrying quantities of explosives, or flammable or toxic substances in bulk or non gas-free following discharge of such cargoes. These vessels are required to display a red flag by day and an all round red light by night. All vessels should maintain a half-mile separation from specified vessels. Permission is required from the Harbour Master before reducing that separation or overtaking a specified vessel.

RESTRICTED VISIBILITY (less than 0.5 nautical mile) - All vessels over 40m LOA must have an operational radar to navigate in restricted visibility. Additionally, all unpowered vessels or vessels without a valid Pilotage Exemption Certificate holder in charge, having a draught in excess of 4.0 metres, are not permitted to navigate in Restricted Visibility. Vessels so prohibited, must proceed to nearest safe anchorage and wait until visibility improves to more than 0.5 nautical mile, or the arrival of a PLA pilot, if so requested.

DANGEROUS NAVIGATION - Masters are advised that navigating without due care and attention, or navigating in a manner liable to injure or endanger persons, other vessels or structures such as berths or jetties (this includes damage caused by wash or draw off due to excessive speed), is an offence liable to prosecution. The Harbourmaster will vigorously investigate any such infringements.

INCIDENTS - Vessels must advise the Harbourmaster immediately (through the relevant VTS Centre) if involved in any of the following incidents: Collision, sinking, fire, grounding, pollution, damage to vessel or structure, foul or lost anchor.

(CONT.)

ANCHORING - Except in an emergency, vessels must only anchor in designated anchorages as shown on approved charts. An effective bridge watch should be maintained whilst at anchor.

DEFECTS - Vessels with structural, mechanical or equipment defects affecting their ability to navigate safely, must inform the Harbourmaster of the defect. Such vessels shall not move without having obtained the consent of the Harbourmaster.

EMERGENCY PROCEDURES - When a Port Emergency or Major Incident is in progress, the Master of every vessel must for the duration of the incident:

- Minimise transmissions on VHF.
- Proceed with caution when near the incident and follow directions as given by London VTS or the on-scene co-ordinating vessel.

Give assistance as required.

II – THEME : Traduire intégralement le texte ci- dessous

Déchargement

Durée du séjour -

Tout navire ou bateau transportant des matières corrosives en vrac est tenu de quitter le port à la fin du déchargement, sauf autorisation particulière donnée par l'Autorité portuaire.

Sécurité des mouvements -

Un remorqueur est obligatoire pour les mouvements d'entrée, déhalage et sortie du port.

Amarrage -

La surveillance constante de l'amarrage devra être assurée afin d'éviter tout déséquilibre des amarres et déplacement des navires.

Point de stationnement -

Le déchargement des matières corrosives en vrac peut se réaliser aux postes 17-18 du bassin du Midi.

Gardiennage - Le gardiennage de tout navire en opération commerciale est obligatoire sauf si des moyens physiques adéquates sont disposés par l'exploitant pour isoler la zone de manutention et ainsi empêcher l'intrusion de toute personne étrangère à l'exploitation.

Liaisons téléphoniques - liaisons radio -

Le poste de manutention devra être équipé d'un moyen de communication direct avec le dépôt et la capitainerie.

Conduite des opérations -

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.