

MINISTÈRE DU LOGEMENT
ET DE L'ÉGALITÉ DES TERRITOIRES

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

CONCOURS
D'OFFICIERS DE PORT ADJOINTS
SESSION 2014

ÉPREUVE 2

ANGLAIS
(durée : deux heures ; coefficient 1)

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

**L'USAGE D'UN DICTIONNAIRE ENTIEREMENT REDIGE EN ANGLAIS
EST AUTORISE.**

SHIP MOORING SAFETY

The Master of the vessel has the overall responsibility for the safe mooring of his ship, safety of his crew and safety of shore-side workers. Included in this is the risk assessment of the ship's operation, condition of the vessel's equipment, including mooring lines, competence of the vessel's crew and co-operation with other shore side organisations which may be involved in mooring.

The employer of the shore mooring team, is responsible for the mooring workers, their competence, number and the working risks. This also includes co-operating with the Master & crew of the vessel and those engaged in other port operations.

The owner of the shore fixtures, equipment or buoys for use in mooring should ensure that they are suitable for their intended use and of sufficient strength and well maintained, as well as providing a safe berth for the vessel.

providing
A work boat used in mooring operations must be fit for purpose, suitably equipped, maintained and operated in accordance with any requirements imposed by the Harbour Authorities.

The Port Marine Safety Code places a duty on Harbour Authorities to provide a safe harbour and competent personnel to undertake marine duties.

Harbour authorities may also determine the number of personnel within mooring teams for a given vessel.

The berth operator must ensure that the intended berth is safe and suitable for the vessel to be moored. This should include ensuring that the berth is of suitable size to accommodate the vessel. All hazards and obstructions should be cleared, including: cranes, ship loaders or un-loaders, grabs or any other equipment. There should be no activity that could present a hazard to the vessel, such as hot work or other maintenance/repair work.

The berth must be clear of any other vessels in plenty of time so as to not impede the approach of a vessel onto that berth.

Shore moorings should be in good condition and ready for use.

Lighting should be such as to not impact on the night vision of the Master and/or Pilot as the vessel approaches the berth.