



MINISTÈRE DE LA TRANSITION  
ÉCOLOGIQUE ET SOLIDAIRE

MINISTÈRE DE LA COHÉSION DES  
TERRITOIRES

# **CONCOURS POUR LE RECRUTEMENT D'OFFICIERS DE PORT SESSION 2018**

## **ÉPREUVE 2**

## **ANGLAIS**

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

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

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

Ce dossier comprend 4 pages y compris celle-ci

# I – Traduire intégralement le texte ci- dessous

## SOLAS Convention

The **International Convention for the Safety of Life at Sea (SOLAS)** is an international maritime treaty which sets minimum safety standards in the construction, equipment and operation of merchant ships. SOLAS is generally regarded as the most important of all international treaties concerning the safety of merchant ships.

## Provisions

### Chapter I – General Provisions

Surveying the various types of ships and certifying that they meet the requirements of the convention.

### Chapter II-1 – Construction – Subdivision and stability, machinery and electrical installations

The subdivision of passenger ships into watertight compartments so that after damage to its hull, a vessel will remain afloat and stable.

### Chapter II-2 – Fire protection, fire detection and fire extinction

Fire safety provisions for all ships with detailed measures for passenger ships, cargo ships and tanker.

### Chapter III – Life-saving appliances and arrangements

Life-saving appliances and arrangements, including requirements for life boats, rescue boats and life jackets according to type of ship

### Chapter IV – Radio Communications

(GMDSS) requires passenger and cargo ships on international voyages to carry radio equipment, including satellite Emergency Position Indicating Radio Beacons (EPIRBs) and Search and Rescue Transponders (SARTs).

### Chapter V – Safety of navigation

This chapter requires governments to ensure that all vessels are sufficiently and efficiently manned from a safety point of view. Every mariner must take account of all potential dangers to navigation, weather forecasts, tidal predictions, the competence of the crew, and all other relevant factors

### Chapter VI – Carriage of Cargoes

Requirements for the stowage and securing of all types of cargo and cargo containers except liquids and gases in bulk

### Chapter VII – Carriage of dangerous goods

Requires the carriage of all kinds of dangerous goods to be in compliance with the International Bulk Chemical Code (IBC Code) and the International Maritime Dangerous Goods Code (IMDG Code).

Chapter VIII – Nuclear ships

Nuclear powered ships are required, particularly concerning radiation hazards, to conform to the Code of Safety for Nuclear Merchant Ships

Chapter IX – Management for the Safe Operation of Ships

Requires every shipowner and any person or company that has assumed responsibility for a ship to comply with the International Safety Management Code (ISM).

Chapter X – Safety measures for high-speed craft

Makes mandatory the International Code of Safety for High-speed craft (HSC Code).

Chapter XI-1 – Special measures to enhance maritime safety

Requirements relating to organizations responsible for carrying out surveys and inspections, enhanced surveys, the ship identification number scheme, and operational requirements.

Chapter XI-2 – Special measures to enhance maritime security

Includes the International Ship and Port Facility Security Code (ISPS Code). Port facilities must carry out security assessments and develop, implement and review port facility security plans. Controls the delay, detention, restriction, or expulsion of a ship from a port. Requires that ships must have a ship security alert system, as well as detailing other measures and requirements

Chapter XII – Additional safety measures for bulk carriers

Specific structural requirements for bulk carriers over 150 meters in length

Chapter XIII - Verification of compliance

Makes mandatory from 1 January 2016 the IMO Member State Audit Scheme.

Chapter XIV - Safety measures for ships operating in polar waters

The chapter makes mandatory, from 1 January 2017, the Introduction and part I-A of the International Code for Ships Operating in Polar Waters (the Polar Code).

## II – Thème (5 points)

Traduire les phrases ci- dessous

1. La ligne internationale de charge, ou ligne de Plimsoll, ou encore marque de franc-bord est un ensemble de symboles peints sur les flancs des navires indiquant la hauteur maximale de la ligne de flottaison, selon la nature de la cargaison du navire et des propriétés physiques (salinité, température) de l'eau, et de la zone saisonnière dans laquelle il navigue.
2. La convention internationale pour la prévention de la pollution par les navires, dite convention MARPOL (Marine Pollution), est le traité international majeur dans le domaine de la protection de l'environnement marin.
3. L'eau de ballast signifie l'eau chargée à bord d'un navire pour en contrôler l'assiette, la gîte, le tirant d'eau, la stabilité et les contraintes.
4. L'annexe VI de la MARPOL concerne la prévention de la pollution de l'air par les navires en mer et/ou dans les ports, les taux de soufre dans le carburant ("diesel marin") et des restrictions concernant l'incinération à bord des navires.
5. La Convention sur la gestion des eaux de ballast, adoptée en 2004, vise à empêcher la propagation d'organismes aquatiques nuisibles d'une région à une autre, en établissant des normes et procédures pour le contrôle et la gestion des eaux de ballast et sédiments des navires.