



MINISTÈRE DE LA TRANSITION  
ÉCOLOGIQUE ET SOLIDAIRE

MINISTÈRE DE LA COHÉSION DES  
TERRITOIRES ET DES RELATIONS  
AVEC LES COLLECTIVITÉS

**CONCOURS POUR LE RECRUTEMENT  
D'OFFICIERS DE PORT  
SESSION 2019**

**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 ENTièrement RÉDIGÉ EN ANGLAIS  
EST AUTORISÉ**

Ce document comprend 3 pages y compris celle-ci

## 1<sup>er</sup> QUESTION (12 marks)

### Translate into French:

Some time ago, a bulk carrier was sailing up the St. Lawrence River bound for Montreal, Québec, with a cargo of manganese. While the vessel was in the approaches to harbour, the steering gear failed. The vessel yawed to port and grounded on the south edge of the channel. There was no injury or pollution as a result of this occurrence, but the vessel sustained hull damage.

It was determined that the "JEANNIE" ran aground because a steering gear hydraulic hose failed and the crew of the vessel could not intervene and regain steering control before the two power units became inoperative.

The vessel is strengthened for heavy cargoes, and the main deck is equipped with four cranes. The accommodation and machinery spaces are aft.

The vessel was under the conduct of a pilot when the bridge watch realized that the rudder angle indicator was hard-a-port. They tried in vain to bring the vessel back on course by changing the steering gear mode from the steering position on the bridge. At approximately 2255, the "JEANNIE" grounded on the south edge of the channel, before the anchor could be let go or the main engine put astern.

After the grounding, the tanks were sounded and it was found that only the forepeak was holed. The vessel's pumps were unable to reduce the level of water in the tank below the waterline forward.

Then, two tugs departed the Port of Québec to assist the bulk carrier. As the tugs arrived on the scene, the vessel refloated herself on the rising tide. Soon after, the vessel advised the Traffic Services that she had refloated and was anchored on the north side of the channel.

As a result of the grounding, the forepeak was holed and the hull plates and internal structure of the forepart sustained significant deformation. The repairs to the structure required nearly 43 tons of steel.

Inspection of the steering gear compartment revealed that a hydraulic system hose separated from the coupling and that the hydraulic fluid reservoir emptied onto the deck of the compartment.

Visual inspection of the hydraulic hose showed that it was hardened and cracked and that it had separated from the coupling. The deterioration of the hose is attributable to the surrounding sources of heat and wear. When a break occurs on a hydraulic component, the single reservoir quickly empties its contents because of the constant-speed pumps.

When the amount of hydraulic fluid in the reservoir drops to a predetermined level, an alarm sounds in the engine control room. A crew member has to go into the steering gear compartment, identify the problem, shut off four valves using a special wrench, and then open two other valves to isolate the unit in trouble and thereby restore steering capability to the vessel. When the first person arrived in the steering gear compartment, the hydraulic fluid reservoir was already empty; thus, nothing could be done to counter the failure.

The low-level alarm apparently sounded in the engine control room. On the bridge, it was noticed that something was wrong when the rudder-angle indicator read hard-a-port and the helmsman could not return the helm amidships despite his efforts. The alarm was apparently not heard by the personnel on the bridge.

## 2° QUESTION (8 marks)

### Translate into English:

1. Nous souterons lors de la prochaine escale à Rotterdam.
2. Ce commandant de paquebot a l'habitude de manœuvrer son navire.
3. Bosco, vous mouillerez quatre maillons à bâbord.
4. Ce pétrolier est deux fois plus gros que ce porte-conteneurs.
5. Lorsque je suis monté à la passerelle, le lieutenant portait un point sur la carte.
6. Il y a trois ans que la coque n'a pas été peinte.
7. Le navire sera autorisé à entrer au port si les certificats sont à jour.
8. Le guindeau vient juste de casser par surcharge. Il a besoin d'une réparation.

