



**MINISTÈRES
TRANSITION ÉCOLOGIQUE
COHÉSION DES TERRITOIRES
MER**

*Liberté
Égalité
Fraternité*

CONCOURS INTERNE ET EXTERNE D'OFFICIERS/ÈRES DE PORT

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ÉPREUVE N°2

ANGLAIS

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

(durée : 2 heures – coefficient : 1)

**RAPPEL AUX CANDIDATS : AUCUN SIGNE DISTINCTIF NE DOIT APPARAÎTRE
SUR LA COPIE ET LES INTERCALAIRES**

ÉCRIRE A L'ENCRE BLEUE OU NOIRE EXCLUSIVEMENT

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

Ce document comporte 3 pages y compris celle-ci

Version

In 1972, IMO adapted international regulations to prevent collisions at sea, known as COLREG. IMO also regulates the extensive equipment fitted on a ship's bridge to help it navigate safely, to avoid collisions and running aground. There's a special chapter in the Safety Of Life at Sea convention (SOLAS), detailing requirements for radar, GPS, depth sounders, electronic charts and many others.

It's regularly updated and amended by the Maritime Safety Committee to ensure ships continually benefit from the latest technology. When ships come into or leave ports, they often engage the services of a marine pilot with local knowledge of the channels and the tides, to help the ship navigate safely into or out of open waters.

The Maritime Safety Committee sense the international rules for physical navigation aids, like buoys and channel markers. And, if a government wants to establish or change a ship routing channel, it does that through the MSC too. The MSC has developed comprehensive operational safety rules for specific ship types and cargoes. For example, in 1972, the international Convention for Safe Containers (CSC) was adopted, with a range of other measures dedicated to safe packing, weighing and stowage of containers.

Almost every aspect of tanker operation is subject to MSC regulations.

New international standards for passenger ships were adopted in 2006, to enable a passenger ships safe return to port under its own power, even after sustaining major damage.

There are markings on the side of a ship's hull, ensuring it's been loaded to a predefined safe depth, following the much amended and updated 1966 Load Lines convention. Fundamentals of ship design, like internal subdivision, maintaining stability and watertight integrity, are covered in the codes adopted by the MSC. These cover ship stability, both in normal state and if a ship should suffer damage. Fire prevention and extinction are covered in a special chapter of the SOLAS convention to prevent fires from occurring. Materials, such as carpets and wall coverings, are strictly controlled, so in the event of a fire it is rapidly detected, contained and extinguished. Easy evacuation routes for crew and passengers is another key element in recent years.

The Safety Of Life At Sea convention enforces an age-old maritime tradition that ships will assist people in distress at sea and, in 1979, the convention on Search And Rescue (SAR), was adopted to establish an international Search And Rescue plan.

Since 1999, under the Global Maritime Distress and Safety System, all ships above a certain size must carry specific satellite and terrestrial communication equipment for sending and receiving distress alerts and maritime safety information.

All the life-saving and rescue equipment on board a ship is strictly regulated by IMO's Life- Saving Appliances code (LSA). This covers everything, from what a ship must carry on board to requirements for testing, repair and maintenance. It has long been recognized that it is ships crews and their supports ashore who hold the key to safety within the industry.

All of this can significantly affect seafarers' well-being and their ability to perform effectively and safely. Shoreside safety management structures within shipping companies are covered by the International Safety Management code (ISM), the international standard for shoreside management structures in shipping companies, for safe ship operation.

IMO and its Maritime Safety Committee develop and maintain all safety rules and regulations for international shipping. Member governments actually adopt these various measures.

They are helped by industry bodies and other NGOs representing a wide range of interests, from shipowners and operators to seafarers and environmentalists. The MSC addresses a widerange of subjects already covered, including maritime crime and security, fishing vessels' safety, with the lessons to be learned from individual accidents and incidents.

And, in the future, its workload will continue to be just as busy. Issues like cyber security, and automation, and in particular autonomous ships are already on the agenda as IMO and the Maritime Safety Committee prepare to meet the challenges of the future.

Thème

- 1) En tant qu'aide externe, le pilote n'endosse pas la responsabilité d'une erreur en cours de manœuvre.
- 2) L'avarie commune, une forme d'assurance mutuelle, répartit les dépenses qui ont permis d'éviter ou minimiser une perte en mer, entre l'armateur, le propriétaire de la cargaison et, derrière eux, leurs assureurs.
- 3) Le port en lourd d'un navire exprime le poids de marchandise que ce navire peut transporter.
- 4) L'État possède autorité et devoir de contrôle sur le navire immatriculé à son pavillon.
- 5) Le Code IMDG encadre de manière stricte l'emballage, l'arrimage et la répartition des différentes marchandises classifiées comme dangereuses par les standards logistiques internationaux.

