



MINISTÈRE DE LA TRANSITION
ÉCOLOGIQUE ET SOLIDAIRE

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

ÉPREUVE 2

CONCOURS D'OFFICIERS DE PORT (CONCOURS INTERNE ET EXTERNE)

SESSION 2020

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 À L'ENCRE BLEUE OU NOIRE EXCLUSIVEMENT

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

Ce document comprend 3 pages y compris celle-ci

1^{er} QUESTION (12 marks)

Translate into French:

CMA CGM LAPEROUSE had been built in 2010 at the Daewoo shipyard in Okpo South Korea. She is part of the ULCS new generation of vessels, with a capacity to carry 13,344 TEU. She benefits from the green ship technological breakthrough.

The bridge is fitted with all the equipments and aids to navigation allowing to practice E-navigation, according to IMO terminology, and in particular it is possible to overlay selected ECDIS and AIS data on the radar display, depending on the operator's choice.

Special characteristics of the vessel :

While the vessels of the previous class have only one bridge castle located at about 240m from the bow and at 120 m of the stern, the vessels of the new generation, have a bridge castle afore at 145 m from the bow and at 220 m from the stern. A block abaft is located above the engine room.

This design improves the visibility afore and thus the blind distance is reduced to 330 m (the maximum allowed is 500 m), but as the major part of the length of the vessel is located abaft, it is a parameter to take into account for manoeuvres and evolutions.

THEBE had been built in 2000 by the Tulcéa shipyard, in Romania. She flies the Antigua & Barbuda flag.

The vessel is fitted with only one hold capable of 52 TEU. The hold is closed by two folding covers able to receive 72 TEU. The ballasting capacity is 1112 m³.

The bridge, located abaft above the engine room and the accommodations, is fitted with tilt cylinders in order to go under bridges during river navigation. As it is a wrap-around type bridge the visibility at sea is good all-around.

SEQUENCE OF EVENTS (Time : UTC +1)

On 23 December,

Weather conditions : North-north-easterly wind force 8 to 9 Beaufort; heavy sea.

Visibility around 6 miles.

At 3.50 pm, the Fourth officer came to the bridge to take over his second watch at sea since the departure from Le Havre.

At 4.00 pm, after the hand over, he was on his own on the bridge where he would be soon joined by a cadet.

At 6.00 pm, CMA CGM LAPEROUSE was in the off Vlieland TSS northeast bound lane. She was heading 023° at 22 knots. Both radars were on and were monitoring two northeast bound vessels and a crossing vessel on starboard. One of the northeast bound vessels (call sign V2OS, THEBE) was at 7.2 miles ahead hardly on port. She was doing 15° sheers and her speed was varying from 2 to 4 knots.

Between 4.00 pm to 6.00 pm, the master came several times on the bridge to check the situation and he assessed it was perfectly under the OOW's control.

At 6.06 pm, THEBE had been taken over on her starboard by the other northeast bound vessel (call sign OJKT), whose speed was 12 knots.

At 6.06.24 pm, THEBE call sign appeared in red in the ARPA Target Data window.

At 6.08 pm, THEBE was at 4.5 miles in the middle of the northeast bound lane. Her CPA was 0.1 mile and her TCPA was 13 min 19 sec. Her stern light was visible to the naked eye.

The OOW compared and contrasted the 2 available solutions to take over THEBE :

- taking over on starboard : THEBE being hardly on the port bow, this option would limit the extend of the alteration of the course, but the downside was the resulting close situation with the crossing vessel on starboard ;

- taking over on port : the important top hamper of the vessel would be under the wind impact and the alteration of the course would be more important.

Until 6.18 pm, THEBE CPA remained around 0.2 mile (the CPA variations were generated by the yawing course of THEBE ;

At 6.18 pm, after he had been hesitating, the OOW decided to come on the left in order to leave THEBE clear on starboard. He used the gyro-pilot control to monitor a 8° to 10° alteration of the course.

Situation at 6.18 pm

CMA CGM LAPEROUSE came very slowly to the set course, which the OOW put down to the 3° per minute limitation of the course alteration by the gyro-pilot or to the fact that he forgot to confirm the new course set.

At 6.22 pm, CMA CGM LAPEROUSE was then heading 005° after the OOW had shifted to manual steering for a faster course alteration.

At 6.22.15 pm, CMA CGM LAPEROUSE bow collided THEBE stern without any impact had been sensed on the bridge.

The OOW anxious to know if there was room enough for the stern to keep clear from THEBE during the swing, went on the starboard wing. He saw THEBE very close but still on the bow, then he came back immediately to meet the helm.

But CMA CGM LAPEROUSE stern collided THEBE.

2^e QUESTION (8 marks)

Translate into English:

1. Les barres de saisissage ne sont pas en nombre suffisant. Il faudra en commander une centaine.
2. Le navire dispose de deux détecteurs d'incendie, l'un de fumée, l'autre thermo-vélocimétrique, situés de part et d'autre du moteur diesel semi-rapide.
3. La coque sera sablée et repeinte lors de la prochaine cale sèche.
4. Le stoppeur du guindeau tribord doit être changé rapidement.
5. Le maître mécanicien dormait quand l'alarme machine a sonné.
6. Tous les pétroliers et chimiquiers de 8000 tonnes de port en lourd et plus doivent être équipés d'un système fixe de gaz inerte.
7. Nous entrerons en cale sèche dès que tous les ballasts seront vides.
8. Le pont de franc bord est le pont complet le plus élevé muni de moyens de fermeture efficaces et étanches.

