



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 ADJOINTS (CONCOURS 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  
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Ce document comprend 3 pages y compris celle-ci

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

### Translate into French:

On Saturday 31 May 2014 in the early afternoon, at the port of L'Île-Rousse, after a less than one hour call for disembarking and embarking passengers and vehicles, the passenger ferry MEGA EXPRESS FIVE embarked her pilot, closed her stern door and sailed at 2.40 pm. She pulled away from the quay then backed out of the port. Then, once outside the western jetty, the vessel swung to starboard and began to run up to speed. Around 2.47 pm, the pilot left the bridge, then was dropped on the port side, sheltered from the north-easterly wind by the vessel. A few minutes later, an abnormal vibration was felt by the crew. It corresponds, after investigation, to the grounding on the shoal called "Danger de L'Île-Rousse". At 8.45 pm, the vessel arrived at Toulon from where she sailed at 10.25 pm bound to Bastia. On the day after, 1<sup>st</sup> June at 6.50 am, shortly before the boarding of the pilot of the port of Bastia, a loss of electric power and propulsion occurred. The technical issue was sorted out in about thirty minutes and the vessel came alongside at 8.25 am. During the next crossing, further to abnormal water ingresses, supposed to be related to the grounding, the company decided a survey with the help of divers. Upon arrival, the divers intervened, observed the damages and made a temporary repair. The classification society required repairs before resuming the commercial activity

The passengers had been transported to Bastia by another company and MEGA EXPRESS FIVE had been temporarily replaced by SARDINIA VERA. One week later, on 9 June at 11.00 pm, the vessel resumed her service on the line Toulon / Corsica. The investigation found a lack of vigilance in the handling of the vessel in the vicinity of a danger, outside the port.

### Ship particulars

Built in 1993 at the Japanese shipyard Shimonoseki from Mitsubishi Heavy Industries, Ltd group, MEGA EXPRESS FIVE registered at Genoa (Italy) is a class A passenger ferry allowed to operate in category 1.

### The voyage

The vessel has been operated since 2007 for the service Toulon / Bastia / L'Île-Rousse at a rate of 25 voyages a month during the season and 12 voyages out of season.

On the day of the grounding, the vessel was drawing 6.41 m. The vessel was coming from Toulon from where she sailed that morning and she was sailing back to Toulon.

### The crew

The master was 64 years old. He holds a certificate granting him the right to be in command of vessels with a gross tonnage of more than 3 000 gross tonnes, lastly validated in June 2011. He has a specific competency in roll-on/roll-off passenger ferries, extended also in June 2011. He has been going to sea with the Corsica Ferries Company since May 2000 and he has been in a master position since May 2001. His medical fitness visit certificate was up to date.

The master declared that at the time of the incident, he had a good sleep pattern during the previous nights and he did not suffer from fatigue.

### Marine casualty information

The 31 May event has been classified as « serious » as defined by the IMO. On 31 May at 2.40 pm, the vessel sailed from the port of L'Île-Rousse, bound to Toulon with a 6.41 m draught. On the bridge, the shiphandling team is usually made of the master, the first officer, a helmsman



and a hand. They are generally supported by one or two cadets. At the beginning of the manoeuvre, the deck officer is the first officer, the officer of the watch takes over as soon as he leaves the forward or aft station. This work organisation is in compliance with the ISM code. The master declared that the unberthing manoeuvre on 31 May was done in these conditions. MEGA EXPRESS FIVE performed her unberthing manoeuvre as usual, sheering off the quay with the help of her machinery, differing propeller pitches and using her bow and stern thrusters, then she went past the harbour northern jetty. After that she swung to starboard. As soon as the swinging was achieved, and the jetty cleared, she established on a heading of approximately 330° in order to drop the pilot on the port side so that he would be sheltered from the north-easterly wind. The grounding occurred around 2.49 pm, at position 48°38,89 North and 008°56,19 East on a shoal identified by the wording « Danger de L'Île-Rousse ». The vessel was heading 330° at 16.3 knots. On the chart covering the approaches of L'Île-Rousse, this shoal is indicated with a 6.50 m sounding mark surrounded by an depth contour of 10 m. As the investigations done immediately by the chief engineer, on the master's request, did not show evidence of damage to the hull integrity, the vessel continued on her voyage.

#### Shore authority involvement CROSS MED La Garde

Most of the operations (about ten) coordinated by CROSS MED La Garde involving this vessel since 2010 until June 2014, were medical evacuation operations. During this period of time, only one operation had been launched on 21 January 2012 after the reporting by the vessel of an engine failure (failure of a piston).

On 31 May 2014, CROSS MED La Garde was not informed of any event involving the vessel. When, on Sunday 1st June 2014 at 7.01 am, CROSS MED La Garde was informed by Sagro (Bastia) signal station of MEGA EXPRESS FIVE's electric power failure, it monitored it until the completion of the sea trials about half an hour later, when she was able to sail safely into the port of Bastia.

The port of Bastia had, therefore, immediately informed that a tug was ready to assist the vessel.

### 2<sup>e</sup> QUESTION (8 marks)

#### Translate into English:

1. Ce navire transbordeur appareille toujours à l'heure.
2. Cette varangue fait de plus en plus de bruit ; il faut la réparer.
3. Si le débit de la pompe de chargement est trop important, la citerne risque de dépasser la limite des 98%.
4. Ce remorqueur portuaire est deux fois plus petit que ce transporteur de colis lourd.
5. Remontez l'ancre immédiatement.
6. Ce navire possède une hélice pas à droite et un propulseur d'étrave.
7. Dites à l'élève officier de lire les tirants d'eau à l'avant et à l'arrière.
8. L'accident s'est produit au poste d'amarrage MPCT alors que le navire se trouvait à tribord à quai.

