



MINISTÈRE DE L'ÉCOLOGIE, DE L'ÉNERGIE,
DU DÉVELOPPEMENT DURABLE ET DE LA MER
en charge des technologies vertes et des négociations sur le climat

CONCOURS POUR LE RECRUTEMENT D'OFFICIERS DE PORT ADJOINTS

- SESSION 2010 -

ÉPREUVE N° 4

VERSION ET THEME

**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.
Toute note égale ou inférieure à 5 sur 20 à cette épreuve est éliminatoire**

Durée : 2H00 - Coefficient 3

VERSION (15 POINTS)

(Traduire intégralement le texte ci- dessous)

THE WRECK OF THE 'AMOCO CADIZ' ***Sequence of events***

En route from the Persian Gulf to Rotterdam, the Netherlands, via a scheduled stop at Lyme Bay, Great Britain, the ship encountered stormy weather with gale conditions and high seas while in the English Channel.

At around 09:45 a.m., a heavy wave hit the ship's rudder and it was found that she was no longer responding to the helm. This was due to the shearing of bolts in the steering gear, built under licence in Spain, causing a loss of hydraulic fluid. Attempts to repair the damage were made but proved unsuccessful.

While the message "not under command" and asking other vessels to stand by was transmitted at 10:20 a.m., no call for tug assistance was issued until 11:20 a.m.

The German tug *Pacific* responded and contacted the *Amoco Cadiz* at 11:28 a.m., offering assistance. It arrived on the scene at 12:20 p.m., but because of the stormy sea, a tow line was not in place until 2 p.m. and snapped at 4:15 p.m.. Several attempts were made to establish another tow line and the *Amoco Cadiz* dropped its anchor trying to halt its drift. Finally a successful tow line was in place at 8:55 p.m. Yet these measures proved incapable of preventing the supertanker from drifting towards the coast because of its huge size and the Force 10 storm winds.

The ship was a VLCC, built in Spain for the owners Amoco, registered in Liberia and launched in 1974.

It had a deadweight tonnage of two hundred and thirty-three thousand, six hundred and ninety tons. A gross registered tonnage of 109,700 T.

It's length overall was three hundred and thirty-four metres and had a beam of fifty-one point oh six metres. It had a draft of sixty-five feet.

The vessel had an operating speed of fifteen knots , propulsion was from a single screw powered by 30,400 horse power.

The ship was manned by a crew of forty-four.

At 9:04 p.m., the *Amoco Cadiz* hit the bottom for the first time, flooding its engines. It grounded again at 9:39 p.m., this time ripping the hull and starting the oil spill. Its crew was rescued by helicopters of the French Navy at midnight, except the captain and one officer who remained on board until 5:00 the next morning.

At 10 a.m., 17 March, the supertanker broke in two, releasing its entire cargo of 1.6 million barrels (250,000 m³). Because of the ongoing storm, it broke again on 28 March and the wreck was later completely destroyed by depth charges from the French Navy.

THÈME (5 POINTS)

1. La liste de contrôle est applicable aux opérations de chargement, déchargement ou de transfert du liquide en vrac.
2. Sécurité des mouvements - Un remorqueur est obligatoire pour les mouvements d'entrée, déhalage et sortie du port.
3. Amarrage - La surveillance constante de l'amarrage devra être assurée afin d'éviter tout déséquilibre des amarres et déplacement des navires.
4. Liaisons téléphoniques - liaisons radio - Le poste de manutention devra être équipé d'un moyen de communication direct avec le dépôt et la capitainerie.
5. L'accord de la capitainerie est obligatoire avant de commencer les opérations de déchargement. Cet accord sera donné lorsque l'officier de port de service aura vérifié que la check-list est bien renseignée.