CONCOURS EXTERNE ET INTERNE

D'INSPECTEUR DES AFFAIRES MARITIMES

Option technique

SESSION 2014

EPREUVE 3

Epreuve écrite de langue étrangère consistant en la traduction, sans dictionnaire, d'un texte rédigé en ANGLAIS

(durée : deux heures ; coefficient : 2)

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Ce document comporte 2 pages y compris celle-ci
Mitsui OSK Lines is urgently looking into what caused container ship MOL Comfort to suddenly snap in two off the coast of Oman. The 8,110 TEU vessel split in poor weather about 430 nm south-east of the port of Salalah on 17th June en route from Singapore to the Arabian port of Jeddah with 4,382 containers on board. The crew of 14 Filipinos, 11 Russians and one Ukrainian abandoned ship and were eventually rescued by passing German cargo ship Yantian Express.

Following the accident, MOL, conducted thorough checks on Comfort's six sister ships: MOL Creation, MOL Charisma, MOL Celebration, MOL Courage, MOL Competence and MOL Commitment. A MOL representative explained that the aim of the investigation was "to determine the cause and take company-wide measures aimed at preventing a re-occurrence of such an incident in the future".

IHS Fairplay data analyst Xavier Kwok said, based on pictures taken by the MRCC Mumbai, that the breakage that ripped through the midship section looked like it was "neatly sliced by a knife". This may indicate a huge amount of tension acting on some angles along the midship section and that the frequency of hogging and sagging due to adverse weather may have contributed to the structural weak point along the welding line, he added.

Comfort, with an overall length of 316m, was a post-Panamax container ship of 86,692 gt and 90,613 dwt. The vessel, together with its sisters, was one of the first box ships classified by ClassNK to use ultra-high-strength steel to boost longitudinal strength by 20%.

 Salvors only reached the wreckage a week after the incident, delayed by adverse weather. The aft section of the wreck sank on 27th June during continued stormy conditions, taking about 1,700 containers with it. Efforts to tow the fore section towards the Arabian Gulf were also hampered when a fire broke out on 6th July. This section also sank on 11th July, taking an unknown number of containers with it and causing an oil slick.

Safety at Sea, August 2013