

**PROCESO SELECTIVO PARA INGRESO, POR EL SISTEMA GENERAL DE ACCESO LIBRE Y PROMOCIÓN INTERNA, EN EL CUERPO ESPECIAL FACULTATIVO DE MARINA CIVIL, CONVOCADO POR RESOLUCIÓN DE 22 DE ENERO DE 2019, DE LA SUBSECRETARÍA.**

**SEGUNDO EJERCICIO. PARTE A. PRUEBA ESCRITA – TRADUCCIÓN**

**LESSONS LEARNED FOR PRESENTATION TO SEAFARERS: A collision.**

**What happened?**

A ro-ro passenger vessel was en route with about 90 passengers on board. The weather was calm with intermittent fog. At about 04:30 hours in the morning, a dry cargo vessel approached from port side and crossed the bow of the ro-ro ship from a close distance. Both ships tracked each other with radar. There was no visual sight as visibility was down to about 0,1 nautical miles. Right after crossing the bows, the dry cargo vessel made a violent turn to her starboard and collided with the ro-ro ship. The stem of the dry cargo vessel penetrated the plating of the ro-ro ship and tore a hole in the cargo deck space and engine rooms.

Water poured into the engine rooms of the ro-ro ship and since many watertight doors were open, large parts of the engine area were filled with water. Her power supply and propulsion machinery were put out of action. Passengers and the majority of the crew abandoned the ship by master's orders.

The ro-ro ship was towed into the port. She continued taking in water and was hardly saved from capsizing and sinking with extensive work, which took several days. The ro-ro ship sustained extensive damage resulting both from the collision and the flooding afterwards. There were no injuries and no long-term or permanent pollution. All her cargo was saved.

The dry cargo vessel was able to continue her voyage with a fairly small leak in the stem. She had comparatively minor damage.

**Why did it happen?**

Although there was fog, none of the ships took steps to avoid development of a close quarters situation in time. The master of the dry cargo vessel misjudged the ro-ro ship's position, course and speed and changed course far too late. Actually this change resulted in the collision. Nothing would have happened if he simply kept his course and speed. The officer on watch of the ro-ro ship apparently did not assume that the dry cargo vessel would make the turn.

He was apparently relying that he had right of way and therefore did not feel the need to keep well clear. Moreover, the officer on watch of the ro-ro ship was grown used to accepting meetings in close quarters situations. It is found that he did not receive special instructions regarding minimum distances allowed. By neglecting to avoid a close quarters situation, the officer on watch faced a situation from which he could not escape by his own action when the dry cargo vessel made the unexpected manoeuvre.

The reason that the ro-ro ship became flooded and nearly sunk was because several watertight (WT) doors were open beforehand and were not closed in time after the collision. In this aspect, the shipping company lacked a sufficiently thought-out and implemented safety policy. Electrical systems for closing of watertight doors were not watertight and became inoperational during flooding. The crew's skills in closing the watertight doors in a dangerous situation were not sufficiently increased with drills.

### **What can we learn?**

In this case, the master of the dry cargo vessel made a mistake, which resulted in a collision. However, both vessels took insufficient action to avoid a close quarters situation. Remember, Rule 19 applies in restricted visibility and not the rules for vessels in sight of one another. Both vessels therefore had an obligation to avoid the close quarters situation.

Watertight (W/T) subdivision of compartments exists to increase the survivability of a vessel in the event of flooding, however it is caused. Watertight integrity should be maintained at all times.

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**SEGUNDO EJERCICIO. PARTE A. PRUEBA ESCRITA – REDACCIÓN**

Redacción en inglés, sin diccionario, durante un tiempo máximo de treinta minutos, del siguiente tema:

**“ENCLOSED SPACES ENTRY”**