

BACCALAUREAT PROFESSIONNEL
Etude et Définition de Produits Industriels
Epreuve E3 - Unité : U 32

BREVET D'ETUDES PROFESSIONNELLES
Représentation Informatisée de Produits Industriels
Epreuve EP2 - Unité : UP 2-2

Elaboration de documents techniques

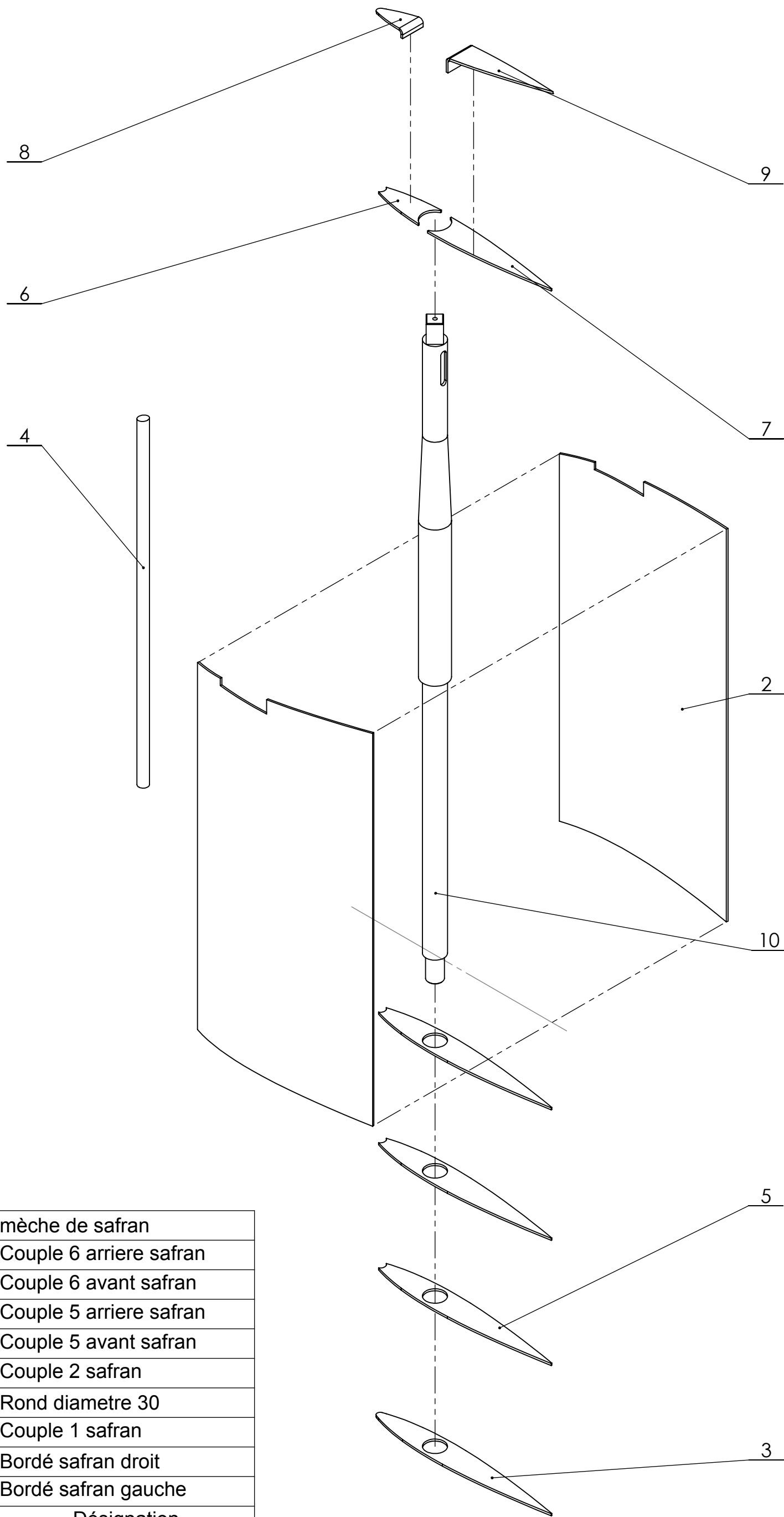
Compétences et connaissances technologiques associées sur lesquelles porte l'épreuve :

C 11 : Décoder un CDCF
C 14 : Collecter les données
C 21 : Organiser son travail
C 33 : Produire les documents connexes

S 3 : Représentation d'un produit technique

CORRIGÉ

BAC PRO E.D.P.I. / BEP RIPI	1406-EDP P 32	Session 2014	CORRIGÉ
Élaboration de documents techniques	Durée : 4 heures	Coefficient : Bac Pro 1 BEP 4	Page 1/3



10.	1	mèche de safran
9	1	Couple 6 arriere safran
8	1	Couple 6 avant safran
7	1	Couple 5 arriere safran
6	1	Couple 5 avant safran
5	3	Couple 2 safran
4	1	Rond diametre 30
3	1	Couple 1 safran
2	1	Bordé safran droit
1	1	Bordé safran gauche
Rep.	Nbr.	Désignation

1 Heavy-duty propulsion



The 3056 Caterpillar engine is designed for professional marine applications such as commercial transport or deep-sea fishing.

This engine is made for continuous use to ensure trouble-free ocean passages.

Since it operates at low load, the engine is particularly quiet, economical, reliable and easy to maintain.

Designed to run for at least 20,000 hours, your engine will easily take you six times around the world!

2 Take-me-home-engine

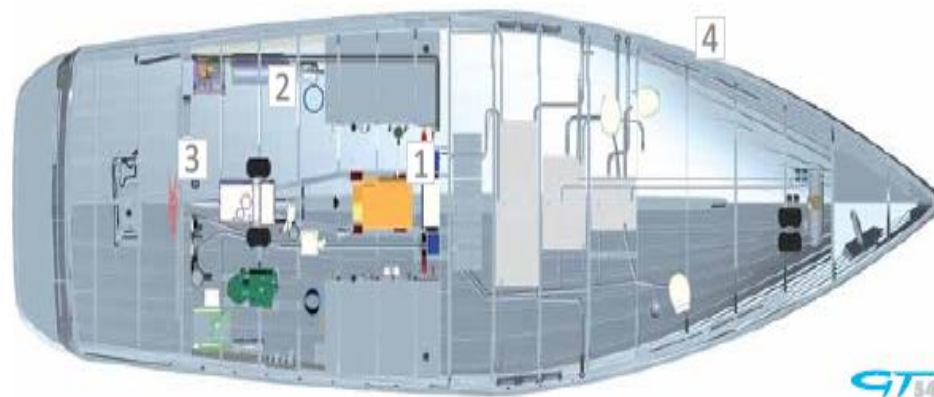


The single-engine configuration is the one which offers the best fuel efficiency and moderate consumption per distance covered. The propeller has been located amidships to ensure it is always submerged and fully operational whatever the sea state.

For this reason, this type of propulsion system is fitted on most deep-water fishing boats and their reliability is guaranteed by their heavy-duty classification.

However, to ensure your safety in the unlikely event of a mechanical breakdown, we offer to fit a backup engine, lighter than the main engine.

This way, you get the best of two configurations: the performance of a single-engine propulsion system with a redundant setup.



3 Tailor-made propeller



On the basis of data obtained from trials in a virtual testing tank, we have created a propeller specifically designed to optimise performance.

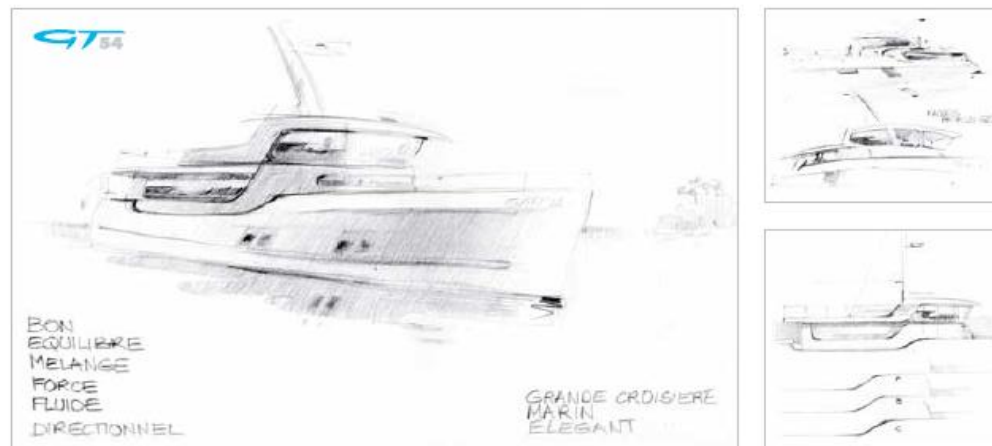
The propellers are individually built by specialists in New Zealand; their efficiency has been improved by 36%, the fuel consumption being therefore greatly reduced.

4 Optimised hull shape



Naval architect, Guy Saillard, has applied his vast experience in designing trawlers, to design the hull lines to carry a full load of 32 tonnes, while reducing drag and fuel consumption to a minimum.

The long keel offers stability and manoeuvrability. The antiroll hull strakes ensure comfort at sea and at anchor.



Building passagemakers since 1974

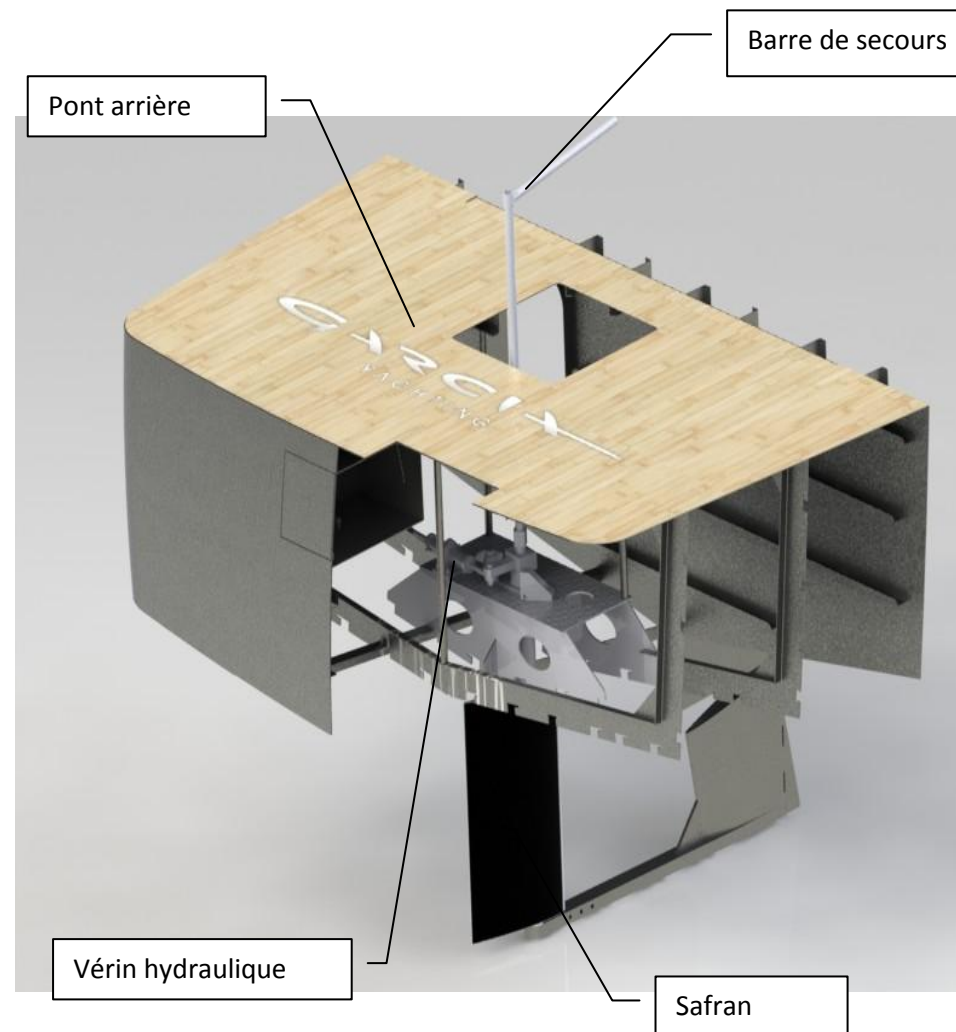
"Hand-made" quality

The Garcia shipyard is proud of its tradition of building quality yachts.

The shipyard craftsmen have built more than 300 aluminium ocean-going boats and racing yachts (as for the Vendée Globe round the world race). You will come across Garcias wherever you sail in the world, from the South Seas to the Arctic.

The shipyard has been awarded the prestigious 'International Superyacht Design Award' for the quality of their work.

Gouvernail avec sa barre de secours



A boat with a pedigree

Skilled men have designed this new trawler with passion



Jean-Louis Garcia
Founder of the Garcia shipyard

"For years I had this idea at the back of my mind - How would you propel a 30-tonne boat at 8 knots using less than 10 litres of fuel per hour - a real challenge! I am very proud to introduce the latest product of the Garcia Yachting shipyard: the GT54 - the result of 40 years of experience, a fruitful collaboration with the new management team, a close working relationship with architects, designers, old hands and promising young shipwrights." www.garcia-bateaux.com



Franck Darnet
Designer

For more than 12 years, Franck Darnet has been the head of an agency specialized in the interior design of pleasure boats and yachts. His associates, designers and architects are all sailors. Franck studied at the Boule School, his expertise has been acclaimed throughout the yachting world and with his profound knowledge of the sea, he has been able to maximise the potential of the GT54, both below and on deck.

"For me, the GT54 is the realisation of a bold concept, which shows its true worth in today's world." www.franck-darnet-design.com



Guy Saillard
Naval Architect

"For more than 25 years, I have been well aware of the great importance of energy conservation."

Designing and building of energy independent boats with low fuel consumption has become a way of life for me. I am grateful to Garcia Yachting for having applied themselves to complete this 54-foot trawler style yacht, an environmentally friendly way to explore the world." www.saillard-guy.com



Patrick le Quément
Industrial Design Consultant & Exterior Designer

Patrick le Quément enjoyed an international career in automotive design, first with Ford, where he was responsible for European Exterior Design and then Director of Advanced Design for Volkswagen-Audi. He spent 22 years as Senior Vice President of Renault Design, including four years in charge of Corporate Quality. He was named European Designer of the Year six times and was awarded the Raymond Loewy Foundation Prize.

"I felt as passionate about the design of this yacht as I did for my finest automotive projects." patrick.lequement@gmail.com

