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17/01/1976 (48 ans)  
Nationalité Français  
Marié, 5 enfants  
Permis B, C, EB

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Vannes (56000)  
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## Captain unlimited, Confirmé

### EXPERIENCES PROFESSIONNELLES

- nov. 2020 / aujourd'hui**    **Captain - owner**  
PENFEN nautique  
*Captain and Chief Engineer, responsible for monitoring accounting, marketing, communication and customer reception. Nautical events in the Gulf of Morbihan for up to 60 people on board.*
- déc. 2021 / févr. 2022**    **Chief Mate**  
Sogestran / CMN - Nantes  
*On board as Second Captain for a 2 months-contract, I was in charge of the entire deck team, commercial operations and ballasting.*
- déc. 2020 / févr. 2021**    **Captain - instructor**  
Peschaud - Gabon  
*Substitute for the Marine manager. Training of new surfer pilots for Peschaud Gabon. Assistance and rescue missions (remove a 50m landing barge from the beach, assistance to platforms), putting Clémentine back into service, fast catamaran (45 knots) in the Gabon rivers.*
- sept. 2019 / août 2020**    **Master**  
OFW Ships  
*190 m long train-ferry transformed into a bottling plant for desalinated seawater. Management of the end of the shipyard, delivery of the vessel from Gdansk (Poland) to Sète (France), management of the crew and supervision of the 3 services on board: Deck, Engine and Factory.*
- déc. 2017 / août 2019**    **Captain, Barge Master**  
Perenco, Gabon  
*Captain on board Seawork1 (Self-propelled, self-elevating unit, 42m x 21m, Work-Over) for 15 months.  
Barge Master on board Clivana (Self-elevating rig, 55m x 65m) for 5 months.*
- nov. 2016 / févr. 2017**    **Chief Mate**  
Seaquell Yachting LTD  
*\* In charge of the shipyard with the Captain  
\* In charge of safety and security.  
\* In charge of crew : implementation of MLC 2006.  
\* In charge of deck organisation.  
Reason for leaving : end of contract.*
- oct. 2016 / nov. 2016**    **Captain**  
PROMAR  
*\* Fast Crew boat hydrojets (max speed 30 knots).  
\* In charge of safety and security.  
\* In charge of maneuvering (almost 20 to 30 boat landing a day).  
\* In charge of transport of passengers between barges, oil jackets and boats.  
\* In charge of crew.  
\* In charge of the hospital.  
\* In charge of deck organisation.  
\* In charge of the engine room.  
Reason for leaving : end of contract.*

<b>sept. 2015 / oct. 2016</b>	<b>Chief Mate</b> Dolphin V LTD * <i>In charge of the shipyard.</i> * <i>In charge of safety and security.</i> * <i>Implementation of MLC 2006 and ISM onboard.</i> * <i>In charge of crew.</i> * <i>In charge of the hospital.</i> * <i>In charge of deck organisation.</i> Reason for leaving with Captain's authorization : Captain onboard hydrojet propulsion vessel.
<b>juil. 2015 / sept. 2015</b>	<b>Captain 500</b> Dolphin V LTD * <i>Engines : 2X 1360 HP), bow thruster. Max speed : 40 knots.</i> <i>Private navigation, Italian and French Riviera.</i> <i>I updated all safety and security onboard.</i> * <i>In charge of navigation.</i> * <i>In charge of manoeuvres.</i> * <i>In charge of safety on board.</i> Reason for leaving : embarkment on board M/Y Lady Mona K.
<b>mars 2014 / sept. 2015</b>	<b>Consultant</b> STX France * <i>In charge of the writing of the vessel instructions manuals (4 landing crafts).</i> Reason for leaving : back to school at ENSM Nantes (Captain unlimited diploma).
<b>juil. 2013 / mars 2014</b>	<b>2nd Mate, safety Officer, OOW</b> Les Abeilles, Le Havre, France <i>Replacement initially scheduled for one month.</i> * <i>In charge of the safety of the crew on board (ISM).</i> * <i>In charge of the security on board (ISPS).</i> * <i>Intervention team manager during SAR operations.</i> * <i>Implementation of MLC 2006.</i> Reason for leaving : end of contract.
<b>mars 2013 / nov. 2018</b>	<b>Captain, Instructor</b> PENFEN nautique, Vannes, France <i>Conveying boats up to 30m long.</i> <i>Consultant for Piriou Naval Services (72m long Expedition vessel Astrolabe).</i> <i>Cruises south of Brittany, France.</i>
<b>sept. 2011 / juil. 2013</b>	<b>Cadet, then 2nd Mate, safety Officer, OOW</b> DFDS * <i>In charge of the safety of the crew on board (ISM).</i> * <i>In charge of the hospital on board.</i> * <i>In charge of the watch and of the manoeuvres in the Portsmouth's channel, and port maneuvers.</i> * <i>In charge of the commercial operations in UK ports, including ballasting.</i> * <i>Implementation of MLC 2006 and ISM onboard.</i> Reason for leaving : I was given a permanent contract, but I needed a fixed-term contract to get money during my studies (pôle emploi).
<b>juin 2011 / sept. 2011</b>	<b>AB</b> Compagnie Océane, Quiberon, France <i>Fixed-term contract as Able Seaman and Helmsman.</i> Reason for leaving : fixed-term contract as Cadet for LD Lines.
<b>août 1995 / juin 2004</b>	<b>Sergent</b> 7° BCA, Bourg-St-Maurice, France * <i>Three years in special forces (paragliding, climbing, skiing).</i> * <i>Four years as instructor for new recruits (military, climbing and skiing instructor).</i> * <i>Two years as construction worker.</i>

## DIPLOMES ET FORMATIONS

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<b>sept. 2008 / juin 2015</b>	<b>Capitaine illimité - BAC+5</b>
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## COMPETENCES

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class, BV, then INSB, in connection, boats, 2X, HP, for leaving, ISM, get money during, Norman Voyager, Reason for leaving, paragliding, climbing, skiing

## COMPETENCES LINGUISTIQUES

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<b>Anglais</b>	Courant
<b>Français</b>	Bilingue

## CENTRES D'INTERETS

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sailing, paragliding, climbing, skiing