

2ND MEETING OF THE EXAM COMMISSIONS FOR PROFESSIONAL QUALIFICATIONS

**Management level, Voyage planning
Model exam
The Dutch approach**

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Members Dutch delegation CESNI/QP

CBR, CCV (examination body in the Netherlands)



Topics of the presentation

Voyage Planning

Normally a presentation consists of oral and written knowledge transfer.
Our assignment was to process all information in the presentation.
The aim is to start after that an interactive conversation afterwards.

- Intro
- Exam elements voyage planning
- 8 scenarios / voyages
- How are the exams elements chosen?
- Example exam question
- Used ships
- Passengers
- ADN
- Equipment exam location
- Exam room



Intro

- **Why how?**
 - Discussions in the Group of Volunteers of CESNI/QP
- **Point of departure**
 - How do we use randomly all category I and II elements?
 - Basic exam trips
 - Passing one boarder at least
 - 8 scenarios
 - 7 types of vessel

Exam elements Voyage planning

- **The Basis**

- ES-QIN, part II, Chapter 4: Standards for practical examination for obtaining a certificate of qualification as a boatmaster

- **Contents**

- 40 examination elements

- 12 category I

- 28 category II

- **To use**

- Every exam 10 elements category I and 10 category II

- **Scores to pass**

- Category I: minimum 7/10 element

- Category II: average 6/10; offset allowed



8 scenarios / voyages

- **Format scenarios**

- Cross border(s)
- Area (west) Europe
- Different cargo (passengers as well)
- Complete vessel management

- **Example**

- Cargo: natural gas condensate
- Voyage: Den Helder (NL) – Lingen (D), BP refinery
- Vessel: MT (86 x 9,50m, 2400t)

How are the exams elements chosen?

- **Randomly distributed**
- **In total:**
 - 12 examination elements cat I;
 - 28 examination elements cat II.
- **Used in 8 scenario's**
 - Every category I: 7-8 times
 - Every category II: 3 (most) – 4 times
 - only the exam elements for passengers are bundled in one scenario



Example exam question (1)

- The standard only mentions 3 digits. The fourth describes knowledge and skills. Of course, for this practical exam the skills are used.
- **Same voyage / exam (Den Helder – Lingen)**
 - Competence 1.1.4 (According to the standard practical exam)
 - Reference number (out of 40) 3;
 - Exam element: take account of technical structures and profiles of the waterways, and use precautions;
 - knowledge / skill: 2. Ability to navigate passing through various types of locks and the locking procedures, various types of bridges, profiles of canals and rivers and to make use of “safe harbours” and overnight ports.
- **So the basic is 1.1.4.2**
 - In the future there will; be different exam questions for 1.1.4.2

Example exam question (2)

- **One of the questions in the exam travel preparation 1.1.4.2:**
 - The vessel is loaded and has a draft of 3.20 m.
 - Find out what the creep height is for this trip in the Netherlands part
 - What is the number of locks in the Netherlands part you will pass during this trip?
 - Name the smallest (length, width, depth) lock and the lowest bridge in the Netherlands part
 - Why 'Netherlands part'? Time saving; if you can find this part, you prove that you master the skill.
- **Answer**
 - Inland Ecdis
 - Route planner
 - If the applicant enters the dimensions of the vessel and programs the voyage, he/she will find the answers. If trained properly, the answer is found in minutes.

Used vessels

- **Vessels**

- non-existing vessels, fake (end of the list) ENI
- Complete certificates and inspection certificates and declarations of incorporation (digital and paper)

- **The ships**

- Alfa: cargo, 86 x 9,60m, hull covered with aluminium 'Friese kap' hatches
- Bravo: dry cargo, 110 x 11,45m, hull with sliding hatches
- Charly: motor tanker 86 x 9,60m, type C2.2, 7 centre tanks
- Delta: motor tanker, 110 x 11,45m, type C2.2, 11 centre tanks
- Echo: cargo 110 x 11,45m open hull 208 TEU
- Foxtrot: cargo 86 x 9,50m open hull, 108 TEU
- Golf 1: Pusher 27 x 8,2m; Golf 2 Pushed barge, open hull 76,5 x 11,45m

The cargo

- **8 scenario's; 8 types of cargo**
 - 152 20"containers
 - 170 t bulk consumption rice
 - 1400t natural gas condensate
 - 3000t industrial salt
 - 1700t metal scrap (2x)
 - 1200t kerosene Jet A1
 - 2500t coils of strip steel

Passengers

- **Knowledges Boatmaster**
 - <75 passengers no passenger navigation expert is on board
 - Basic Knowledges necessary
 - Binnenvaartcruises.nl
 - canal ships (38m)
 - General cargo vessels
 - Push combination (general cargo)
 - All with passengers' accommodation
 - Why? Small group inland shipping
 - only because of the current story of the exam



ADN

- **No questions about ADN!**
 - Just what you can expect from a regular boatmaster (and appointed in the standard!)
 - For the mentioned journey with natural gas condensate, a blue cone must be fed.
 - Cargo and rules about it are not exam assignments.
 - Of course stability and longitudinal tension



Equipment exam location

- **Everything in a wheelhouse, except navigation equipment, engine and rudder control, radar, etc**
 - On paper
 - Digital
 - PC or Laptop with:
 - RIS (countries through which the journey will pass)
 - shielded internet (without search functions such as Google)
 - stability and longitudinal tension (manuals and software), tankers and container vessels
 - Inland Ecdis and Voyage planner as well
 - laws and regulations, such as police regulations

Exam room

- **Place for:**
 - 3 candidates (2 spare places for re-examination); 2 examiners
 - Parallel on the inland navigation simulator the exam Voyage execution.
- **Time planning**
 - part of the day, in the afternoon change with 'Voyage execution'



Exam location Netherlands

Interaction and questions





Thank you for your attention!

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