

NATIONAL BUREAU OF COMMERCIAL SAILING EXAMINATIONS (LEB)

EXAM REGULATIONS AND EXAM REQUIREMENTS

REGULATIONS FOR CREW OF SEAGOING SAILING VESSELS



Issued 2024

Enkhuizer Zeevaartschool
OPLEIDINGEN KLEINE EN GROTE ZEILVAART

NATIONAL BUREAU OF COMMERCIAL SAILING EXAMINATIONS (LEB)

EXAM REGULATIONS LEB

Article 1

a).

Interpretation in these regulations:

Minister:	Minister of Infrastructure and Water Management
ILenT:	Human Environment and Transport Inspectorate
Candidate:	Individual who has applied to take an exam
LEB:	National Bureau of Commercial Sailing Examinations

b).

EXAMINATION PROGRAMME TO OBTAIN THE CERTIFICATE OF KNOWLEDGE OFFICER KZV, THE CERTIFICATE OF KNOWLEDGE OFFICER GZV AND THE CERTIFICATE OF KNOWLEDGE SKS.

Candidates who apply will be given the opportunity annually to take the examinations necessary in order to gain the above mentioned Certificates of Knowledge in accordance with the provisions of these regulations. Examination dates are set annually in October by the Board of the LEB.

c).

The examination consists of 12 subjects for the **Certificate of Knowledge Officer KZV** and there are also 12 subjects for the **Certificate of Knowledge Officer GZV** (for candidates for the Sail Endorsement, only subjects marked with a *). All GZV subjects (with the exception of the Sailing Module) are included in the examination programme for 'Stuurman Kleine Schepen', hereinafter referred to as SKS.

1. Nautical English (KZV)
2. Maritime Law (KZV)
3. Marine Engineering
4. Navigation and Practical Navigation
5. Celestial Navigation - Calculations (GZV)
6. Instruments
7. Meteorology
8. Ship Construction, Rigging and Equipment *
9. Manoeuvring
10. Stability
- 11.1 Collision Regulations
- 11.2. Collision Regulations – Inland Waters (KZV) *
12. Sailing Theory (KZV)* and Sailing Module (GZV)*
13. Stability of Sailing Vessels (GZV)*
14. Cargo Handling & Stowage (GZV)

** Subjects that are (also) part of the Sail Endorsement*

d).

The requirements in order to obtain the above-mentioned Certificates of Knowledge are set out after these Exam Regulations.

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Article 2 Examination Board

1.
The LEB has an Examination Board, which administers the examinations for obtaining the Certificate of Knowledge Officer KZV, Certificate of Knowledge Officer GZV, and the Certificate of Knowledge SKS.
2.
The Examination Board consists of experts in each discipline.
3.
The Examination Board draws up the exams and the associated assessment standards and sends them to the Committee of Commissioners for adoption.
4.
The Board of the LEB appoints the members of the Examination Board each year.
5.
The Board of the LEB is responsible for the smooth running of the examinations. The Board will ensure that at least two invigilators are present in every room where a written part of the examinations is being held.

Article 3 Committee of Commissioners

1.
The LEB has a **Committee of Commissioners**. This Committee of Commissioners monitors the quality level of the written and any oral exams.
2.
The Board of the LEB shall appoint the members of the Committee of Commissioners annually and name one of its members as Chairperson. The Chairperson of the Committee of Commissioners cannot be a member of the LEB Board.
3.
When a member is appointed to the Committee of Commissioners, the subject or subjects for which the commissioner will act shall be specified.

Article 4 Grades

1.
The assessment of the candidate's knowledge, insight and skills is expressed by giving a grade/mark between 1 and 10, calculated to one decimal place, where 1 is the worst and 10 is the best.

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2.

The grade mentioned in the first paragraph shall be finalised by determining the final grade awarded for the particular subject and then rounding it to a whole number, whereby 0.5 or more is rounded up and less than 0.5 is rounded down.

Article 5 Examinations

1.

The examinations are conducted in writing, and in certain subjects there may be a practical assignment which must be completed before the written examination.

2.

A portion of the written examinations are held around the end of the calendar year. The written exams for the remaining subjects are taken in the spring.

3.

The **durations of the written exams** shall be the times indicated below under KZV for the subjects covered by the Certificate of Knowledge Officer KZV, and the times indicated below under GZV/SKS for the subjects covered by the Certificate of Knowledge Officer GZV and the Certificate of Knowledge SKS:

	KZV	GZV/SKS
1. Nautical English	60 min	-----
2. Maritime Law	90 min	-----
3. Marine Engineering I and II	90 min	90 min
4. Navigation/Celestial Navigation	120 min	90 min
5. Celestial Navigation - Calculations	-----	150 min
6. Instruments/Advanced Bridge Systems	60 min	60 min
7. Meteorology/Meteorology & Oceanography	60 min	90 min
8. Ship Construction, Rigging and Equipment/ Shipbuilding - Sailing Vessels	90 min	90 min
9. Manoeuvring/Advanced Ship Manoeuvring	90 min	90 min
10. Stability/Advanced Ship Stability	120 min	150 min
11.1. Collision Regulations	90 min	90 min
11.2. Collision Regulations – Inland Waters	60 min	-----
12. Sailing Theory/Square-rigged Sailing and Sailing Ship Routing	120 min	120 min
13. Stability of Sailing Vessels	-----	90 min
14. Cargo Handling & Stowage	-----	90 min

3a.

At the discretion of the LEB Board, candidates with a medical certificate of **dyslexia** or any other disability that can make it difficult to complete a written examination paper, may be granted additional time of up to 20% of the duration of that exam for each examination paper.

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4.

At the start of each examination subject, the Board of the LEB shall arrange that the invigilators, in the presence of the candidates, will open the **sealed package** containing the examination paper for the relevant subject and then distribute the papers to the candidates. When all the papers have been distributed, the exam time shown above will start.

5.

Candidates may only use the **aids/resources** specified on the examination paper. They may leave the examination room during the exam to go to the **toilet**, but only with the consent of one of the invigilators of the Examination Board.

6.

a. When a candidate has finished their work, he/she may leave the examination room on the understanding that no noise disturbance will be caused to other candidates. The completed examination work and exercises shall be handed in by the candidate to the invigilators of the Examination Board or the Committee of Commissioners at the exit of the examination room. No examination papers or draft notes may be taken out of the examination room.

b. Candidates who arrive late can only be admitted to the examination room if no other candidates have already left the examination room.

7.

Once the **examination time** has elapsed, all remaining candidates will be asked by the invigilators to finish their work and hand in their examination paper with the questions and any draft notes at the exit of the examination room.

Article 6 Assessment of Examination Papers

1.

The Board of the LEB shall deliver all the examination papers to the member of the Examination Board for the particular subject in order that he/she can assess the papers within an agreed time period.

2.

The relevant member of the Examination Board will mark the examination papers and make an **assessment** by reference to the standards set in advance. He/she will give the result of his review with a mark of 1 to 10, calculated to one decimal place. He/she will then hand over the marked examination papers, the examination questions and the corresponding assessment standards, together with his/her proposed mark, to the appropriate member of the Committee of Commissioners.

3.

The committee member will review the examination papers again in accordance with the process outlined in paragraph 2 and send all the papers, together with his/her proposed mark, to the Board of the LEB. The relevant committee member may decide to only review a random sample of examination papers with grades above 6.0, or below 4.0.

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4.

The relevant committee member will agree for each candidate, in consultation with the examiner, a provisional mark, calculated to one decimal place. If they cannot reach agreement, the Board of the LEB shall, in consultation with the Chairperson of the Committee of Commissioners, set the provisional mark. If no agreement can be reached, a meeting of the LEB will make the decision.

Article 7 Re-examination

1.

Candidates will be given the opportunity to retake exams in a maximum of two subjects per examination round. This only applies to subjects where the result is a rounded 4 or 5. A subject with a grade lower than a rounded 4 is not eligible for a re-sit in the same school year.

2.

A candidate who has **not taken an examination in a particular subject** has no right to take part in the **re-examination/re-sit** of that subject. An examination subject that is not taken is considered to have been taken with a mark lower than a rounded 4.

3.

The **mark/grade of a re-sit exam** replaces the grade of the exam.

4.

The LEB Board shall determine the **schedule of re-examinations**. The candidates concerned will be notified as soon as possible.

5.

In exceptional cases, the LEB Board, in consultation with the Chairperson of the Committee of Commissioners, may decide to allow a candidate to take the **re-sit examination orally**. An oral retake will be conducted by a member of the Examination Board in the presence of a member of the Committee of Commissioners. This committee member is also authorised to ask questions about the examination material.

6.

The examiner present at the oral examination, together with the committee member who is also present, will draw up a **record of the proceedings**.

7.

Immediately after the end of each oral examination, the mark shall be determined by mutual agreement between the examiner and the committee member. The examiner shall notify this mark to the LEB Board as soon as possible and shall also submit the aforementioned record of proceedings.

8.

The final grade for a subject is determined by the grade of the written examination or the re-examination, rounded to a whole number as set out in Article 4.

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Article 8

1.
A candidate has **passed** if a final mark of at least six has been achieved for all subjects in the examination.

2.
The Chairperson of the LEB, in consultation with the Chairperson of the Committee of Commissioners, shall determine which candidates have passed and which have failed.

Article 9 Results

1.
The examination results will be published on the EZS website at a predetermined date and time. Grades are published anonymously.

2.
Successful candidates are awarded the **Certificate of Knowledge** KZV, GZV or SKS as appropriate. The Certificate of Knowledge is signed on behalf of the Chairperson of the Committee of Commissioners.

3.
After the examination, each candidate will receive a written **list of marks** showing the marks obtained for the subjects of the examination, as well as the overall result of the examination. The list of marks is signed on behalf of the Chairperson of the Committee of Commissioners.

Article 10 Dispensation

1.
Exemption for one or more subject(s) may be granted to candidates who can demonstrate already acquired competencies, such as a previously obtained diploma. This is at the discretion of the LEB Board.

2.
When participating in a subsequent examination session, a candidate who has previously failed an examination will be granted an exemption for the subjects for which a final mark of 6 or higher has already been obtained in a previous examination. Exemptions have a validity of 5 years.

Article 11 Impediment

If a candidate is prevented from attending any subject or any part of the examination for a valid reason, he or she shall be given the opportunity, free of charge, to be examined in that subject or in that part of the examination in the next examination session or, in exceptional circumstances, at the discretion of the LEB Board, to take part in the re-sit examination.

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Article 12 Irregularities and Fraud

1.
If a candidate is guilty of any **irregularity** in respect of any part of the examination, the LEB Board may deny him or her further participation in the examination.
2.
If the irregularity or fraud is not discovered until after the examination, the candidate may be deprived of the Certificate of Knowledge and the list of marks, or it may be stipulated that the Certificate of Knowledge and the list of marks can only be issued to the candidate concerned after a re-examination.
3.
Before a decision under paragraph 1. or 2. above is taken, the LEB Board shall hear from the candidate.
4.
The Board of the LEB shall record its decision pursuant to the first or second paragraph without delay and, by sending a copy, notify the **Committee of Supervision** of the LEB.
5.
The candidate may appeal a decision referred to in the fourth paragraph to an independent **Appeals Committee** to be appointed by the LEB Board within 14 days. Members of the Examination Board and the Committee of Commissioners may not sit on the Appeals Committee.
6.
The Appeals Committee, after consultation with the LEB, shall in its **decision on appeal**, as necessary, determine the manner in which the candidate will still be given the opportunity to retake all or part of the examination.

Article 13 Archiving

1.
The Board of the LEB shall ensure that the examination, written work, related assignments, grading standards and marks, minutes and all other relevant documents are available for inspection by the Committee of Commissioners during the examination.
2.
The Board of the LEB shall retain the written work for **two years** after the end of the examination and shall ensure that a complete set of the **examinations** is kept in the LEB's archives for at least **five years**.
3.
The marks obtained in the examination and the results will be kept in the archives of the LEB.

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Article 14

Discussions about the results of the exams will not be allowed.

Article 15

In all cases not covered by these regulations and where an immediate decision is necessary, the LEB Board shall decide. In doing so, the Chairperson of the Committee of Commissioners shall be consulted as far as possible.

Article 16

These regulations may be quoted as the **Exam Regulations LEB** and are issued to every student/candidate.

Article 17

These amended regulations will come into force in 2024 and will apply for the first time to the 2024/2025 examination sessions.

Article 18 **Complaints**

1.

Every candidate has the right to lodge a written and sufficiently substantiated complaint concerning the preparation, the performance, or the result of the examinations.

The complaint will be heard by the Chairperson of the **Committee of Commissioners**.

2.

If, in the opinion of the Chairperson of the Committee of Commissioners, the complaint is insufficiently substantiated, he shall declare the complaint inadmissible.

3.

The Chairperson shall rule on the complaint within two weeks of receipt.

4.

A decision of the Chairperson of the Committee of Commissioners may be appealed by the candidate in writing to the **Committee of Supervision** of the LEB within one week from the date of the decision, setting out in full the grounds for the appeal.

5.

If, in the opinion of the Committee of Supervision, the appeal is insufficiently substantiated, the Committee will declare the appeal inadmissible.

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6.

The Committee of Supervision shall rule within two weeks of receiving the appeal.

Article 19 Extraordinary Examination

A candidate may submit a reasoned request to the LEB Board to take an extraordinary examination. The LEB Board may agree to such a request in exceptional cases and shall decide on the request within 14 days. An extraordinary examination shall be held on a date outside the examination timetable, to be determined by the LEB Board and the examiner concerned. The extraordinary examination shall comply with Articles 4, 5 and 6 of these regulations. All costs of an extraordinary examination shall be charged to the candidate concerned.

No re-sit examination can be taken for an extraordinary examination, except when the re-sit examination can be taken within the regular examination schedule applicable for that year and the examination taken complies with Article 7 of these regulations.

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Examination Requirements for Certificate of Knowledge Officer KZV:

Factual Knowledge: means memorise, know and reproduce facts, definitions, formulas, and requirements.

Comprehension: means understanding of the subject by combining, describing, and identifying the key points.

Examples: What are the similarities between ... ? What is the importance of?

Insight: means applying what has been learned in examples and sample situations.

Practical Skills: means actually applying the learned knowledge in practice.

Main Subject 1: Nautical English KZV	Factual Knowledge	Comprehension	Insight	Practical Skills	%
Sufficient English to be able to read and understand nautical almanacs		X			50
Knowledge of Standard Marine Communication Phrases	X				50

Main Subject 2: Maritime Law KZV	Factual Knowledge	Comprehension	Insight	Practical Skills	%
Purpose of maritime law and ministerial orders	X				10
Main elements of maritime law and orders	X				
Legal stipulations concerning safety	X				5
Tasks of the Shipping Inspection	X				10
Tasks for the Board of Shipping supervision	X				
The Captain His position His relation to the shipping company and the crew Acting upon special circumstances on board	X				20
Employment contract: General Maritime related	X X				10
Signing on	X				5
Realisation of the law on working times and resting times in shipping			X		5
Logbook Ship's / Captain's protest			X X		10

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Main elements					
Customs declaration			X		
Assistance and salvage			X		
Assistance	X				
Damage and insurance	X				
Legislation to prevent maritime pollution	X				
					25

Main Subject 3: Marine Engineering KZV	Factual Knowledge	Comprehension	Insight	Practical Skills	%
Engines					
Two- and four stroke engines		X			
Parts and how they are connected	X	X			
Cooling and lubrication	X		X		
Propulsion					
Thrust-block	X				
Stern tube with -bush and -gland	X				
Stern tube bearings		X			
Gearbox		X			
Auxiliary systems:					
Rudder	X				
Pumps	X				
Bilge pumping system	X				
Fuels system	X				
Electrics					
Power and capacity				X	
Safety				X	
Technical drawings	X				
					60
					20
					10
					5
					5

Main Subject 4.1: Navigation KZV	Factual Knowledge	Comprehension	Insight	Practical Skills	%
Directions, distances and coordinates on the earth	X				
Knowledge and use of nautical charts	X				
Knowledge of methods of projection			X		
					10

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Coursework and conversion of courses	X			X	25
Conversion of bearings at compass work	X			X	
Influence of leeway and current;	X			X	
Dead reckoning	X			X	
Compass error by lights in line and Snellius (Three-point problem)	X			X	
Voyage preparation			X	X	
Restricted waters					
Ice					
Restricted visibility					
VSS and VTS					
Knowledge of the compass error		X			10
Error analysis			X		
Position fixing :					10
By way of bearings, running fix	X			X	
Dead Reckoning (leeway, current)	X			X	
Radar				X	
GPS				X	
Horizontal and vertical tidal movements.		X			10
Course to steer (for current and emergency)	X			X	10

Main Subject 4.2: Practical Navigation KZV	Factual Knowledge	Comprehension	Insight	Practical Skills	%
Practical assignment: Chart reading and use of charts, nautical lists and pilots Piloting and position fixing in the chart	X		X	X	10
Light Characteristics and Nominal, Geographical and Luminous range. The use of:	X				10
Pilots			X	X	
List of Lights. Luminous, Nominal and Geographical ranges			X	X	
Admiralty Tide Tables			X	X	
Tidal Current Tables			X	X	
Tidal Current Charts			X	X	
The IALA Buoyage System	X				5

Main Subject 6: Nautical Instruments KZV	Factual Knowledge	Comprehension	Insight	Practical Skills	%
1. Magnetic compasses:					10
Construction	X				
Magnetism		X			
Desirable Characteristics	X				
Verticity			X		
Compensation			X		

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2. Instruments for obtaining bearings: Principle Bearing Bar Pelorus Thomson bearing Instrument		X			5
3. Logs: Towing log Pressure log Electro-magnetic log Doppler sonar speed log Other devices	X X X X		X X	X	10
4. Instruments for depth measurement: The Lead Echo sounder Ultrasonic sound Sound propagation characteristics Principle Impulse length	X X X	X		X X	15
5. Radar: Presentation Wave- and Pulse length Resolution in bearing Resolution in Range Sea and Rain Clutter Adjusting Bearings Racon Sart	X X X X X X X X	X X X	X X	X X	25
6. Radar plotting, essay	Assessment				
7. GPS: System Principle Accuracy Datum transformations DGPS and other accuracy improvements	X X X X	X		X	20
8. Barometers: Aneroid barometers Barometer corrections barograph	X X			X	5
9. AIS (Automatic Identification System) and (S)VDR: (simplified) Voyage Data Recorder	X X				10

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Main Subject 7: Meteorology KZV	Factual Knowledge	Comprehension	Insight	Practical Skills	%
Interpreting and understanding synoptic charts		X		X	45
Gale warnings		X			5
Lifecycle of lows (N-hemisphere)		X			20
Interpreting meteorological instruments on board		X			10
Knowledge of weather reports and weather symbols		X			
Local winds and weather phenomena		X			10
Clouds		X			
Wind and wind force		X			10
Buys Ballots Law	X				

Main Subject 8: Ship Construction, Rigging and Equipment KZV	Factual Knowledge	Comprehension	Insight	Practical Skills	%
Principles of ship construction	X				
Purpose and names from main construction parts of ships	X				30
Understanding of ship drawings			X		5
Methods of approved Shipping bureaus	X				10
Watertight construction and freeboard			X		10
First actions to be undertaken upon (partly) loss of watertight compartments	X				5
Maintenance					
ship	X				5
equipment	X				
Dry docking and docking works	X				5
Actions for preventing environmental pollution			X		5
Safety while working on board	X		X		5
Equipment according to shipping law and the use of it.	X				5
Fire and smoke detection, alarm installation		X			5
Main fire extinguisher installation					
Purpose	X				5
Lay-out	X				
Operation	X				
Rope and wire	X				5

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Main Subject 9: Manoeuvring KZV	Factual Knowledge	Comprehension	Insight	Practical Skills	%
Propulsion: Functioning Propeller types	X X				5
Rudder: Functioning Types Forces	X X		X		5
Wheel house poster		X			5
Standing watch and hand over Bridge watchkeeping directions	X		X		15
Manoeuvring Preparation Rope handling No wind, no current With wind / current Arrival at/ departure from a berth Arrival/ departure mooring buoy	X X X X X X	X	X X X X X		15
Anchoring Preparation Dropping anchor Heaving anchor Mooring and span mooring	X		X X X		10
Heavy weather manoeuvring Heaving to/ scudding/ laying a hull Grounding	X	X	X X		5
Entering a port with a cross current			X		5
MOB manoeuvres		X			5
Manoeuvring constricted waters Sailing passing a vessel on opposite course Overtaking a vessel Passing through a lock	X X X X		X X X X		5
Pilot boarding	X				5
Damage control	X				5
Taking steps after grounding	X				5
IAMSAR procedures	X	X			10

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Main Subject 10: Stability KZV	Factual Knowledge	Comprehension	Insight	Practical Skills	%
Static stability with heel and use of stability information on board	X			X	10
Influence on stability of: Freeboard Ship's breadth Displacement	X X X				7,5
Definitions and correlation of: Volume and displacement Centre of buoyancy Centre of gravity Height of metacentre Initial metacentric height Righting arm Base point Torque Moment	X X X X X X X X X				10
Law of the moving base point	X				10
Calculation of VCG Using moments Using GG' (shift of G) Using inclining test	X X X				10
Importance of GM for stability	X				5
Correlation between GM and roll period	X				5
Characteristics of tender and stiff ship	X				7,5
Causes of heel Means to neutralize heel Heeling moment due to giving helm		X	X X		5
Influence of free surface moment	X				7,5
Course of centre of buoyancy and height of metacentre with increasing heeling angle	X X				5
Static stability curve Meaning of maximum righting arm and stability range Influence of ship's dimensions	X	X			7,5
Calculation of stability- and heeling moment at small heeling angles	X				5
Knowledge and practical use of statutory static stability criteria for sailing passenger vessels Understanding of static stability particulars on board	X			X	5

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Main Subject 11.1: Collision Regulations/Rules of the Road KZV	Factual Knowledge	Comprehension	Insight	Practical Skills	%
Rules Thorough knowledge Practical application	X		X		100

Main Subject 11.2: Collision Regulation/Rules of the Road for Inland Waters KZV	Factual Knowledge	Comprehension	Insight	Practical Skills	%
Rules Thorough knowledge Practical application	X		X		100

Main Subject 12: Sailing Theory KZV	Factual Knowledge	Comprehension	Insight	Practical Skills	%
Fore- and aft rigged sailing ships: Names & descriptions Knowledge of materials Constructions and shapes Sail fixing methods Standing rigging Reef methods Running rigging Ropes and materials	X X X X X X X X	X	X		20
Blocks Tackles Winches			X X X		10
Wind: Effect on sails and rudder Driving effect Disturbance Wind wash effects	X X X X		X		20
To trim sails Various sail forms Various rigging forms Sail plan Lateral centre Centre of effort of sails Sheet: trimming & determine attachments	X X X X X X X				25
Sail: handling and manoeuvring Organisation on board	X		X X		25

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Examination Requirements for Certificate of Knowledge Officer GZV and Certificate of Knowledge SKS:

Main Subject 3.1: Marine Auxiliary Engineering GZV/SKS	Factual Knowledge	Comprehension	Insight	Practical Skills	%
Diesel engines Fuel use	X	X			10
Electrics Alternating current Direct current Electricity on board Check on ground fault Safety	X X	X X X X X	X X X	X X	20

Main Subject 3.2: Auxiliaries GZV/SKS	Factual Knowledge	Comprehension	Insight	Practical Skills	%
Pumps: Positive displacement pumps Operation & differences Impulse pumps Operation & differences Other pump types Valves Pump seals	X X X X X	X X X			20
Steering-engines and emergency steering equipment		X			10
Systems Potable water (cold/warm) Hydraulics Fuel Air Technical drawings	X X X X X	X X X		X	30
Oil record book		X			10

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Main Subject 4.2: Celestial Navigation GZV/SKS	Factual Knowledge	Comprehension	Insight	Practical Skills	%
Use of the Nautical Almanac: Sun, Moon, Planets and Stars. Lines of position and the altitude intercept Method. Error theory and bisecting lines Use of Calculators and navigational programs.	X X X		X	X	25
Rhumb line, Course and Distance Midlatitude and Mercator Sailing. Great circle, Course and Distance, Vertex Composite Track Calculations		X X X X			20
Altitude Corrections for all Celestial bodies Time and Time calculations. Equation of Time and Arc to Time. Sunrise, Meridian-Passage and Sunset. Nautical and Civil Twilight. Azimuth calculations Sun- and star fix. Latitude by Meridian Passage. Zenith Distance. Latitude by Polaris Moon and Planets Tropical sun sight	X X X X X X X X X X				25
Sun-Moon Fix, Running Fix Sun-Fix by Zenith Distance Calculations	X X				10
Horizontal and vertical Tidal movements Admiralty tide tables worldwide Standard and secondary ports	X			X	10
Sight Reduction HO 249		X		X	10

Main Subject 4.3: Practical Navigation GZV/SKS	Factual Knowledge	Comprehension	Insight	Practical Skills	%
Nautical Charts; Use of Nautical Charts Critical Interpretation Entering Courses and bearings.	X	X		X	KZV
Knowledge about characters and ranges of lights	X				KZV
Pilots, Lists of Lights, Tide tables, Current Atlases and Tidal stream diagrams for entering harbours and landfall.			X	X	KZV
Use of Current Atlases and Tidal stream diagrams				X	KZV
IALA buoyage system	X				KZV

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Main Subject 5: Celestial Navigation - Calculations GZV/SKS	Factual Knowledge	Comprehension	Insight	Practical Skills	%
The Sailings Rhumb line course and distance Great circle course and distance Difference between GC and RL		X X X		X X X	10
Altitude Corrections Latitude at Apparent Noon Time; Eqn. of Time, Time and Longitude Standard- and zonetime. Date line.	X X X			X X X	10
Azimuth Calculations	X			X	10
Latitude by Polaris	X			X	10
Sight Reduction. Sun and Stars	X			X	25
Sun-Moon fix, Starfix. Sun-Fix by Zenith Distance Calculations		X X		X X	10
Horizontal and vertical tidal movements Admiralty tide tables worldwide. Standard and secondary ports”	X			X	15
Practical assignment: Astronomical calculation	X			X	10

Main Subject 6: Advanced Bridge Systems (Instruments II) GZV/SKS	Factual Knowledge	Comprehension	Insight	Practical Skills	%
Magnetic compasses: Construction Magnetism Desirable Characteristics Verticity Compensation	X X	 X	X X X		5
Sat Compass	X		X		5
Instruments for obtaining bearings: Principle Bearing Bar Pelorus Thomson bearing Instrument	 X X X	X			5
Sextant : Construction Usage Corrections	X	 X	X		10
Time unit			X		5
Gyrocompass: Principle Course and speed corrections	X X				10

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Logging: Towing log Pressure log Electro magnetic log Doppler sonar speed log Other devices	X X X X	 X X	 	X 	5
Instruments for depth measurement: The Lead Echo sounder Ultrasonic sound Sound propagation characteristics Principle Impulse length	 X X X	 X 	 X X	X 	5
Radar: Presentation Wave- and Pulselength Resolution in bearing Resolution in Range Sea and Rain Clutter Adjusting Bearings Racon + Sart	X X	 X X	 X X 	 X 	18
GPS: System Principle Accuracy Datum transformations DGPS and other accuracy improvements	X X X	 X 	 X 	 	10
ECDIS Charts and System: Licences and updates System configurations and updates Log and route files ECDIS logbook for system check	X X X X	 	 X X X X	X 	17
AIS (Automatic Identification System) and (S)VDR (Voyage Data Recorder)	X X	 	 	 	5

Main Subject 7: Meteorology, Oceanography and Hurricane Navigation GZV/SKS	Factual Knowledge	Comprehen- sion	Insight	Practical Skills	%
Knowledge of meteorology and oceanography for: Keeping ships' meteo log Keeping ships' current log Writing a ships' weather report Interpreting ships' weather reports		X X X X X			10
Interpreting and understanding weather maps (N- and S- hemisphere)		X		X	KZV
Gale warnings		X			KZV
Lifecycle of Lows and Anticyclones (S-Hemisphere)		X			10

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General pattern of barometric pressure on Earth (acc. to Ferrell and Hadley) Causes and effects General circulation of the atmosphere Daily movement of Barometric pressure	X	X X X X			10
Winds: Constant Periodical Variable	X X X				
Intertropical convergence zone and its pos. due to suns-declination	X	X			
Air Masses and source regions Lapse rate and stability conditions Fog: Types of fog Disturbances in the atmosphere	X X X	X X			10
Fronts		X			KZV
Cloud interpretation and classification		X			KZV
Interpreting information of meteorological instruments on board		X			KZV
Knowledge of weather reports and interpretations of abbreviations and chart symbols	X			X	KZV
Tropical Cyclones: (N and S hemisphere) Origin, localities, season, frequency and lifecycle of a tropical cyclone. General Direction, warning of existence and approach. Precautions and avoidance Hurricane Navigation	X X X X X	X		X X	40
Jet Stream and 500 Hp level Definitions of: Isotherm Dew Point Relative Humidity		X X X	X		10
Climatological Charts and Atlases Ocean Currents Freakwaves Ice-conditions and icing	X	X X	X	X	10

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Main Subject 8.1: Ship Construction, Rigging and Equipment GZV/SKS	Factual Knowledge	Comprehension	Insight	Practical Skills	%
Principles of ship construction Purpose and names from main construction parts of ships	X X				Is supposed to be known
Understanding of ship drawings			X		
Methods of approved Shipping bureaus	X				to be known from KZV,
Watertight construction and freeboard			X		
First actions to be undertaken upon (partly) loss of watertight compartments	X				20% of this will be examined.
Maintenance ship equipment	X X				
Dry docking and docking works	X				
Actions for preventing environmental pollution			X		
Safety while working on board	X		X		
Equipment according to shipping law and the use of it.	X				
Fire and smoke detection, alarm installation		X			
Main fire extinguisher installation Purpose Lay-out Operation	X X X				
Rope and wire	X				

Main Subject 8.2: Shipbuilding, Rigging and Equipment - Sailing Vessels GZV/SKS	Factual Knowledge	Comprehension	Insight	Practical Skills	%
Historical development of sailing vessels in design and construction.			X		10
Materials used in ship hull construction and rigging		X			15
Environmental forces on ship and rigging Calculations on the strength of standing rigging	X X				15
Calculations on the strength of running rigging, pulling strain	X				15
Knowledge of materials and their function in standing and running rigging	X				15
Knowledge of overload in rigging, safety factors		X			10

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Main Subject 9: Seakeeping and Advanced Ship Manoeuvring GZV/SKS	Factual Knowledge	Comprehension	Insight	Practical Skills	%
Propulsion: Functioning Propeller types Twin screw	X X X	X	X		4
Rudder: Functioning Types Forces	X X		X		2
Wheel house poster		X			2
Standing watch and hand over. Bridge watchkeeping directions	X		X		10
Manoeuvring Preparation Rope handling No wind, no current With wind / current Arrival at/ departure from a berth. Arrival / departure mooring buoy.	X X X X X X	X	X X X X X		5
Anchoring Preparation Dropping anchor Heaving anchor Mooring and span mooring	X		X X X		5
Heavy weather manoeuvring Heaving to/ scudding/laying a hull Grounding	X		X		2
Entering a port with a cross current	X		X		4
MOB manoeuvres		X	X		4
Manoeuvring constricted waters Sailing passing a vessel on opposite course Overtaking a vessel Passing through a lock	X X		X X X		5
Towing, being towed, tug assistance in port	X	X	X		15
Boarding the pilot	X		X		5
Methods to retrieve survivors	X				4
Sailing slow speed to reduce damage by bow and stern wave			X		2
Handling in ice and icing	X		X		2
Damage control		X	X		4
Taking steps after grounding			X		5
Emergencies Collision Fire Abandon ship	X X X		X X X		5

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Bridge Resource Management Location and use of equipment Effective communication Assertivity and leadership Situational awareness Be aware of team experiences	X		X		10
IAMSAR procedures	X	X			5

Main Subject 10: Advanced Ship Stability GZV/SKS	Factual Knowledge	Comprehen- sion	Insight	Practical Skills	%
Static stability with heel and use of stability information on board	X				Is supposed to be knowledge from KZV, 20% of this will be examined.
Influence on stability of:	X				
Freeboard	X				
Ship's breadth	X				
Displacement	X				
Definitions and correlation of:	X				
Volume and displacement	X				
Centre of buoyancy	X				
Centre of gravity	X				
Height of metacentre	X				
Initial metacentric height	X				
Righting arm	X				
Base point	X				
Torque	X				
Moment	X				
Law of the moving base point	X				
Calculation of VCG	X				
Using moments	X				
Using GG' (shift of G)	X				
Using inclining test	X				
Importance of GM for stability	X				
Correlation between GM and roll period	X				
Characteristics of tender and stiff ship	X				
Causes of heel	X				
Means to neutralize heel	X		X		
Heeling moment due to giving helm	X				
Influence of free surface moment	X				
Course of centre of buoyancy and height of metacentre with increasing heeling angle	X				
Static stability curve	X				
Meaning of maximum righting arm and stability range	X				
Influence of ship's dimensions				20	
Calculation of stability- and heeling moment at small heeling angles Knowledge and practical use of statutory static stability criteria for sailing passenger vessels.	X		X		
Understanding of static stability particulars on board	X				
Knowledge and practical use of statutory static and dynamic stability criteria	X			X	10

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Calculation of static stability (GZ) curves, stability – and heeling moments				X	10
Dynamic stability Windmoment, windarm (Residual) dynamic stability area Rolling in waves Calculation of heeling angle due to wind (gusts) and waves	X X X	X			20
Longitudinal stability Trim correction Moment to change trim 1 cm(MT1) Calculation of trim Influence of loading and unloading	X X X X	X			15
Stability during docking Stability while grounded		X X			5
Stability of cargo ships loading bulk grain Stowage factor Volumetric and Grain Heeling Moment Heeling arm curve Calculation of maximum heeling angle	X X		X X		15
Stability in damaged condition		X			5

Main Subject 11.1: Collision Regulations/ Rules of the Road GZV/SKS	Factual Knowledge	Comprehension	Insight	Practical Skills	%
Thorough knowledge	X				
Practical use			X		75
Use of radar in avoiding collisions	X		X		25

Main Subject 12: Square-rigged Sailing and Sailing Ship Routing GZV	Factual Knowledge	Comprehension	Insight	Practical Skills	%
Sailing ships: Rigging: fore and aft rigged and square rigged Spars Sails Standing rigging Different ways of reefing Running rigging Rope and wire	X X X X X X X X	X			23
English and Dutch names of ships parts Sail manoeuvres in English and Dutch	X				4
How to use: Blocks Pennants Winches			X X X		4
Wind: Aerodynamics Propulsion forces Turbulence Wind tunnel effect	X X X X	X X X X			4

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Sailing	X				
Sail names	X				
Rigging types	X				
Sail plan	X				10
Centre of lateral resistance	X				
Centre of effort	X				
Clew	X				
Clew forces and design	X				
Manoeuvring under sail with square riggers and tall ships	X	X	X	X	25
Safety	X	X	X		20
Emergency procedures	X	X			
Voyage preparation					
Knowledge	X				
Choose and describe a route, using different Navigation- Environmental- and safety standards			X	X	
Using ocean passages for the world				X	
Climatological charts				X	10
Most important routes for sailing ships on the main oceans	X				
Most important wind- and sea currents	X				
Dangers of different routes	X				
Choosing of the correct longitude upon crossing the equator.	X				

Main Subject 13: Stability of Sailing Vessels GZV	Factual Knowledge	Comprehension	Insight	Practical Skills	%
Understandings:					
Static stability	X				
Dynamic stability	X				15
Dynamical stability area	X				
Display in stability curve	X				
Stability requirements sailing ships		X			
Static/dynamic stability	X				20
Wind arm/wind moment	X				
Stability booklet		X			
Ship's motions					
Causes and influence on ship and crew		X			15
Accelerations and sea sickness		X			
Influence of waves on stability					
Static and dynamic processes		X			
Wave particulars		X			15
Effect on stability for small and large ships		X			
Influence of hull design on ship's motions		X			5

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Setup and use of					
- IMSBC code	X	X		X	5
- IMDG code	X	X		X	
Preventing environmental pollution	X	X			10
Transporting cargo under sail		X			15

Main Subject 15: Practical Exam SKS	Factual knowledge	Comprehension	Insight	Practical Skills	%
Preparing and executing a journey (charts, books and simulator)				X	30
Use of radar, ARPA and ECDIS for safe navigation				X	20
Perform safe navigation				X	20
Response to emergency situations and signals				X	20
Manoeuvring a ship				X	10

To succeed in the practical exam, a minimum of 80% needs to be scored.

Generic Exams SKS (MBO-3 level)	<i>Results will be added to qualification file</i>
Dutch level 2F	Needs to be successfully completed
Calculation level 2F	Needs to be successfully completed
Citizenship	Needs to be successfully completed

Internship SKS	<i>A Task Book needs to be filled in</i>
360 days (or 90 days if part of a 2 nd competency)	Needs to be successfully completed

NATIONAL BUREAU OF COMMERCIAL SAILING EXAMINATIONS (LEB)

Regeling Bemanning Zeegaande Zeilschepen

(These are official regulations within the Dutch shipping law and have not been officially translated)

The 'Regeling Bemanning Zeegaande Zeilschepen' sets out the crewing requirements for sea-going commercial sailing vessels not exceeding 500GT.

Artikel 1

In deze regeling wordt verstaan onder:

a. *wet:*

Wet zeevarenden;

b. *ervaring:*

de diensttijd uitgedrukt in seizoenen, in een bepaalde functie aan boord van in de vaart zijnde zeilschepen;

c. *binnenwateren:*

de binnenwateren van het communautaire net, behorende tot zone 2, bedoeld in bijlage 1 bij richtlijn nr. 2006/87/EG van het Europees parlement en de Raad van 12 december 2006 tot vaststelling van de technische voorschriften voor binnenschepen en tot intrekking van richtlijn nr. 82/714/EEG van de Raad (PbEU L 389);

d. *seizoen:*

een, al dan niet aaneengesloten, periode van 180 kalenderdagen;

e. *vaargebied I:*

het gebied dat zich uitstrekt van de monding van de Eems over de Duitse Wadden, begrensd door de laagwaterlijn op het Noordzeestrand van de Duitse Waddeneilanden tot de oostpunt van Spiekeroog, en vervolgens van de lijn van de oostpunt van Spiekeroog - Harleboei - vuurschip Weser - vuurschip Elbe I en de Elbemonding tot Brunsbüttel, begrensd door de rode boeienlijn, tevens omvattend het Noord-Oostzeekanaal, het Kielerfjord, de westelijke Oostzee, Belten en Sont, begrensd door de lijn Grenaa - Kullen in het Noorden en in het Oosten door de lijn Falster Bo - Cap Arkona, inclusief het bodden- en haffengebied ten zuiden van Rügen;

f. *vaargebied II:*

een strook kustwater van 25 mijl uit de kust te beginnen dwars van Nieuwpoort tot de monding van de Elbe (Elbe I) en de Eider (Toenning), tevens omvattend het Noord-Oostzeekanaal en de westelijke Oostzee, Belten en Sont en het Kattegat in het Noorden begrensd door de lijn Skagen - Göteborg en in het Oosten door de lijn Simrishamn - oostkust Bornholm -Stettin, met dien verstande dat Bornholm in het Oosten op maximaal 25 mijl gepasseerd mag worden;

g. *vaargebied III:*

de gehele Oostzee, de Noordzee, in het Noorden begrensd door de lijn van 63 graden 30 minuten Noorderbreedte (tot maximaal 25 mijl uit de Noorse kust) - 61 graden Noorderbreedte, 1 graad Westerlengte - Strathie Head verbonden met de lijn van Barony

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Point - Mull - oostkust Colonsay -Islay (Armore Point) - Inishowen Head (Noord-Ierland) en vervolgens in het Zuidwesten van Old Head of Kinsale (Zuid-Ierland nabij Cork Harbour) naar 48 graden Noorderbreedte, 6 graden Westerlengte (ca. 25 mijl west van Pointe du Raz) tot de zuidoever van de Gironde (45 graden Noorderbreedte, 2 graden 35 minuten Westerlengte); tot vaargebied III behoort tevens de gehele Middellandse Zee vanaf de Straat van Gibraltar;

h. *vaargebied IIIA:*

de zuidelijke Noordzee, in het noorden begrensd door de parallel van 53 graden Noorderbreedte en in het zuiden begrensd door de lijn Calais-Dover, alsmede de wateren tot 30 mijl uit de Europese kusten binnen het vaargebied III;

i. *vaargebied IV:*

onbeperkt vaargebied.

Artikel 2

1. In plaats van het bepaalde in artikel 8, eerste tot en met vijfde en zevende lid, van het Besluit zeevarenden handelsvaart en zeilvaart, is op de afgifte van een vaarbevoegdheidsbewijs voor het dienstdoen op zeilschepen van minder dan 500 GT het bepaalde in dit artikel van toepassing.

2. Een vaarbevoegdheidsbewijs wordt afgegeven indien de aanvrager aantoonbaar voldoet aan de bij of krachtens het in het eerste lid bedoelde besluit vereiste kennis en ervaring, mits het bekwaamheidsbewijs voor de zeilvaart ten hoogste 4 jaar voor het indienen van de aanvraag is afgegeven.

3. Een geldig vaarbevoegdheidsbewijs of een aanvulling daarop kan worden vernieuwd indien de houder heeft dienstgedaan in een naar het oordeel van Onze Minister relevante functie waarvoor een vaarbevoegdheid is vereist en die door de houder op grond van de aan hem toegekende vaarbevoegdheden mocht worden vervuld of in een andere, bij regeling van Onze Minister vastgestelde, daarmee vergelijkbare functie, gedurende ten minste:

a. 1 seizoen in de periode van 5 jaar voorafgaand aan de datum van de aanvraag tot vernieuwing; of

b. ½ seizoen in de periode van 6 maanden voorafgaand aan de datum van de aanvraag tot vernieuwing.

4. Een vaarbevoegdheidsbewijs of een aanvulling daarop waarvan de geldigheid niet langer dan 5 jaar is verstreken wordt op verzoek vernieuwd indien de houder voorafgaand aan de aanvraag:

a. een opleiding heeft gevolgd als bedoeld in de artikelen 8.16 of 8.17 van de Regeling zeevarenden en deze met succes heeft afgesloten;

b. gedurende ten minste ½ seizoen in de periode van 6 maanden voorafgaand aan de datum van de aanvraag tot vernieuwing in een naar het oordeel van Onze Minister relevante functie boven de sterkte heeft dienstgedaan; of

c. gedurende ten minste ½ seizoen in de periode van 6 maanden voorafgaand aan de datum van de aanvraag tot vernieuwing in een naar het oordeel van Onze Minister relevante maar lagere functie heeft dienstgedaan dan waarvoor zijn ongeldig geworden vaarbevoegdheidsbewijs gold.

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5. Onze Minister geeft op verzoek een vaarbevoegdheidsbewijs af met een geldigheidsduur van ten hoogste 6 maanden voor de vervulling van een functie als bedoeld in het vierde lid, onderdeel c.

6. Een vaarbevoegdheidsbewijs waarvan de geldigheid langer dan 5 jaar is verstreken wordt op verzoek vernieuwd indien de houder voorafgaand aan de aanvraag een opleiding heeft gevolgd als bedoeld in de artikelen 8.16 of 8.17 van de Regeling zeevarenden en deze met succes heeft afgesloten.

7. Indien de aanvrager van een duplicaat vaarbevoegdheidsbewijs aanspraak kan maken op vernieuwing van het vaarbevoegdheidsbewijs, wordt hem desgevraagd met inachtneming van het derde lid een vaarbevoegdheidsbewijs afgegeven.

Hoofdstuk 2. Bekwaamheidsbewijzen en ervaring

Artikel 3

Voor de afgifte van een vaarbevoegdheidsbewijs voor de functie kapitein zeilvaart met de beperking tot zeilschepen van minder dan 500 GT op reizen in de vaargebieden III en IV is

ten minste vereist:

- a. het bekwaamheidsbewijs stuurman grote zeilvaart;
- b. het certificaat basisveiligheid;
- c. het certificaat medische eerste hulp aan boord;
- d. het certificaat medische zorg aan boord;
- e. het algemeen certificaat maritieme radiocommunicatie; en
- f. een diensttijd van 2 seizoenen als wachtstuurman zeilvaart.

Artikel 4

1. Voor de afgifte van een vaarbevoegdheidsbewijs voor de functie kapitein zeilvaart met de beperking tot zeilschepen van minder dan 500 GT op reizen in de vaargebieden I, II en IIIA, is ten minste vereist:

- a. het bekwaamheidsbewijs stuurman kleine zeilvaart;
- b. het certificaat basisveiligheid;
- c. het certificaat medische eerste hulp aan boord;
- d. het beperkt certificaat maritieme radiocommunicatie; en
- e. een diensttijd van 2 seizoenen als wachtstuurman zeilvaart aan boord van zeilschepen, waarbij ten hoogste 1 seizoen op binnenwateren mag zijn behaald.

2. Voor de afgifte van een vaarbevoegdheidsbewijs als kapitein zeilvaart met de beperking tot zeilschepen van minder dan 500 GT op reizen in de vaargebieden I en II volstaat, in afwijking van het eerste lid, onderdeel e, een diensttijd van 2 seizoenen als wachtstuurman zeilvaart aan boord van zeilschepen op binnenwateren.

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Artikel 5

Voor de afgifte van een vaarbevoegdheidsbewijs als wachtstuurman zeilvaart met de beperking tot zeilschepen van minder dan 500 GT op reizen in de vaargebieden III en IV, is ten minste vereist:

- a.het bekwaamheidsbewijs stuurman kleine zeilvaart;
- b.het certificaat basisveiligheid;
- c.het certificaat medische eerste hulp aan boord;
- d.het algemeen certificaat maritieme radiocommunicatie; en
- e.de leeftijd van 18 jaar.

Artikel 6

Voor de afgifte van een vaarbevoegdheidsbewijs als wachtstuurman zeilvaart met de beperking tot zeilschepen van minder dan 500 GT op reizen in de vaargebieden I, II en IIIA is ten minste vereist:

- a.het bekwaamheidsbewijs stuurman kleine zeilvaart;
- b.het certificaat basisveiligheid;
- c.het certificaat medische eerste hulp aan boord;
- d.het beperkt certificaat maritieme radiocommunicatie; en
- e.de leeftijd van 18 jaar.

Artikel 7

Voor de afgifte van een vaarbevoegdheidsbewijs als gezelschap zeilvaart met de beperking tot zeilschepen van minder dan 500 GT is ten minste vereist:

- a.een schriftelijke verklaring van de kapitein van een Nederlands zeilschip dat de aanvrager heeft aangetoond te voldoen aan de eisen van bekwaamheid, bedoeld in sectie A-II/4 van de STCW-Code;
- b.het certificaat basisveiligheid;
- c.een diensttijd van 1 seizoen als aankomend gezelschap zeilvaart, die op binnenwateren mag zijn behaald; en
- d.de leeftijd van 16 jaar.

Artikel 8 [Vervallen per 03-05-2014]

Artikel 9 [Vervallen per 03-05-2014]

Artikel 10 [Vervallen per 03-05-2014]

Artikel 11 [Vervallen per 03-05-2014]

Hoofdstuk 3. Landelijk Examenbureau voor de Beroepszeilvaart

Artikel 12

1.Een diploma stuurman grote zeilvaart of stuurman kleine zeilvaart, alsmede een certificaat grote zeilvaart of kleine zeilvaart, wordt afgegeven door het Landelijke Examenbureau voor de Beroepszeilvaart.

NATIONAL BUREAU OF COMMERCIAL SAILING EXAMINATIONS (LEB)

2. Het Landelijk Examenbureau, bedoeld in het eerste lid, voldoet aan de volgende eisen:

- o a. het heeft rechtspersoonlijkheid;
- o b. aan het Landelijk Examenbureau zijn verbonden een Examencommissie, een College van Gecommitteerden en een College van Toezicht;
- o c. de Examencommissie bestaat uit deskundigen uit het vakgebied en is belast met het opstellen van examens en de uitvoering daarvan;
- o d. het College van Gecommitteerden bestaat tenminste uit een vertegenwoordiger van de bedrijfstak, een vertegenwoordiger van de werknemers in de bedrijfstak, een vertegenwoordiger van de diploma- en certificaathouders en een vertegenwoordiger van het onderwijs voor de beroepszeilvaart.

3. Het College van Gecommitteerden heeft tot taak:

- o a. het opzetten en bewaken van beroepsprofielen;
- o b. het vaststellen van de eindtermen documenten;
- o c. het goedkeuren van het door het bestuur van het Examenbureau opgestelde examenreglement, en
- o d. het bewaken van het kwaliteitsniveau van de schriftelijke en mondelinge examens.

4. Het College van Gecommitteerden kan worden aangevuld met deskundigen uit de Handelsvaart of de Koninklijke Marine.

5. Het College van Toezicht is tenminste samengesteld uit een vertegenwoordiger van de bedrijfstak, een vertegenwoordiger van het onderwijs voor de beroepszeilvaart en een onafhankelijke jurist. Het College kiest uit zijn midden een voorzitter.

6. Teneinde het kwaliteitsniveau te garanderen, wordt het Landelijk Examenbureau voor de Beroepszeilvaart jaarlijks onderworpen aan een interne kwaliteitscontrole die wordt uitgevoerd door het Bureau zelf. Eens in de vijf jaar wordt een kwaliteitscontrole uitgevoerd door onafhankelijke externe deskundigen. Alle kwaliteitsrapporten bevatten tenminste de geconstateerde tekortkomingen en de daaruit voortvloeiende acties voor verbetering.

7. De kwaliteitsrapportages, bedoeld in het zesde lid, worden ter beschikking gesteld van de Minister.

8. De bevoegdheid van het Landelijke Examenbureau tot het afgeven van de diploma's, alsmede het certificaat, bedoeld in het eerste lid, kan worden ingetrokken, indien naar de mening van de Minister van Verkeer en Waterstaat uit de jaarlijkse of vijfjaarlijkse kwaliteitscontroles blijkt dat er ernstige tekortkomingen zijn geconstateerd, dan wel dat onvoldoende uitvoering wordt gegeven aan het implementeren van acties ter verbetering, waardoor de kwaliteit van de examinering onvoldoende is gewaarborgd.

Hoofdstuk 4. Slotbepalingen

Artikel 13

Deze regeling berust op artikel 68 Wet zeevarenden en de artikelen 8, achtste lid (nieuw), en 33 van het Besluit zeevarenden handelsvaart en zeilvaart.\

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Artikel 14

Deze regeling wordt aangehaald als: Regeling bemanning zeegaande zeilschepen.
Deze regeling zal met de toelichting worden geplaatst in de Staatscourant.