

Tanzania

Merchant Shipping Act

## Merchant Shipping (Certification of Marine Officers) Regulations, 1981

Government Notice 130 of 1981

Legislation as at 31 July 2002

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Merchant Shipping (Certification of Marine Officers) Regulations, 1981 (Government Notice 130 of 1981)

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# Tanzania

## Merchant Shipping Act

# Merchant Shipping (Certification of Marine Officers) Regulations, 1981

## Government Notice 130 of 1981

Published in Tanzania Government Gazette

### Commenced

*[This is the version of this document at 31 July 2002.]*

*[Note: This legislation has been thoroughly revised and consolidated under the supervision of the Attorney General's Office, in compliance with the Laws Revision Act No. 7 of 1994, the Revised Laws and Annual Revision Act (Chapter 356 (R.L.)), and the Interpretation of Laws and General Clauses Act No. 30 of 1972. This version is up-to-date as at 31st July 2002.]*

*[Sections 78, 79 and 80]*

## Part I – General provisions (regs 1-3)

### 1. Short title

These Regulations may be cited as the Merchant Shipping (Certification of Marine Officers) Regulations.

### 2. Interpretation

(1) In these Regulations, unless the context otherwise requires—

"**Act**" means the Merchant Shipping Act<sup>1</sup>;

"**certificate of competency**" means a certificate of competency issued by the Registrar of Ships under these Regulations;

"**certificate of service**" means a certificate of service issued by the Registrar of Ships under these Regulations;

"**command endorsement**" means a command endorsement endorsed on a certificate of competency or on a certificate of service by the Registrar of Ships under these Regulations;

"**fishing vessel**" means either a vessel which is employed in sea fishing or a Government fishery research vessel; but does not include a vessel used otherwise than for profit;

"**GRT**" in relation to a ship, means its gross register tonnage, and the gross tonnage of a ship having alternative gross tonnages shall be the larger of those tonnages;

"**inland waters**" means Lake Victoria, Lake Tanganyika, Lake Nyasa, Lake Rukwa, and any navigable river or lake to which the Minister, by notice published in the *Gazette*, declares these Regulations to apply;

"**location**" includes any offshore installation, any other installation (whether floating, or resting on the sea-bed or its subsoil), or any location at sea or inland waters defined by reference to its latitude and longitude;

"**Minister**" means the Minister, responsible for shipping;

"**passenger ship**" means a ship carrying more than twelve passengers;

"**qualified engineer officer**" means an officer of the engine room department who is qualified under subregulation (2) of regulation 4 of these Regulations;

"**registered power**" means, in relation to a ship, the brake or shaft power specified in the ship's certificate of registry, that is to say, the total continuous rated brake or shaft power of all the propulsion engines, irrespective of whether some of the power may be diverted from the propulsion shafts and whether or not all the power is normally used;

"**service endorsement**" means a service endorsement endorsed on a certificate of competency or a certificate of service by the Registrar of Ships under these Regulations;

"**trading area**" means an area set out in the Third Schedule to these Regulations, and any reference in these Regulations to a voyage to, from or between locations in a trading area shall be construed as including a reference to a voyage to, from, or to and from, such a location between such locations in the particular trading area or areas;

"**tug**" means a vessel constructed solely for the purpose of, and normally used for, providing external motive power for floating objects or vessels.

- (2) For the avoidance of doubt, in these Regulations—
- (a) references to a certificate of a numbered class are references to a certificate of the class which bears that number as indicated in subregulation (1) of regulation 5, and subregulation (1) of regulation 6;
  - (b) references to a certificate with a command endorsement shall be construed in accordance with regulation 9 and subregulation (2) of regulation 11;
  - (c) references to a certificate with a service endorsement shall be construed in accordance with regulation 10.

### 3. Application

These Regulations shall apply to the following ships—

- (a) ships registered in the United Republic, which are—
  - (i) passenger ships;
  - (ii) ships, other than passenger ships, of 50 GRT or over including fishing vessels; or
  - (iii) tugs;
- (b) ships registered outside the United Republic, which carry passengers—
  - (i) between places in the United Republic;
  - (ii) on a voyage which begins and ends at the same place in the United Republic and on which ships call at no place outside the United Republic.

## Part II – Certificates (regs 4-13)

### 4. Qualified officers, and classes of certificates

- (1) Every ship shall carry such number of qualified deck officers and marine engineer officers as required by Part III of these Regulations.

- (2) An officer shall be qualified if he is the holder of—
  - (a) a certificate of competency issued under these Regulations; or
  - (b) a certificate which is to be treated as equivalent to a certificate issued under regulation 7, which is in force in relation to the person named in it and is of a class appropriate to the officer's capacity in the ship.

## 5. Certificates of competency issued to deck officers

- (1) Certificates of competency issued to deck officers under these Regulations shall be of the following classes—
  - (a) Certificate of Competency (deck officer) Class 1 (Master Marine);
  - (b) Certificate of Competency (deck officer) Class 2;
  - (c) Certificate of Competency (deck officer) Class 3;
  - (d) Certificate of Competency (deck officer) Class 4;
  - (e) Certificate of Competency (deck officer) Class 5.
- (2) The following command endorsement shall be issued—
  - (a) Master (Eastern Africa Trade) Endorsment;
  - (b) Tugmaster Command Endorsement.
- (3) A Master (Eastern Africa Trade) Endorsement may be limited for service in tugs, in fishing vessel or on inland waters.
- (4) A certificate of competency of a class set out in subregulation (1) of this regulation shall be treated as being a certificate of a higher class than a certificate of any class which is set out after it.
- (5) A certificate of competency without a command endorsement shall not be treated as being a certificate of a higher class than any class which is set out after it if the lower class certificate is endorsed with a command endorsement; nor shall a certificate of competency endorsed with a command endorsement be treated as a certificate of a higher class than a certificate of competency set out before it in subregulation (1) of this regulation.

## 6. Certificates of competency issued to marine engineer officers

- (1) Certificates of competency issued to marine engineer officers under these Regulations shall be of the following classes—
  - (a) Certificate of Competency (Marine engineer officer) Class 1;
  - (b) Certificate of Competency (Marine engineer officer) Class 2;
  - (c) Certificate of Competency (Marine engineer officer) Class 3;
  - (d) Certificate of Competency (Marine engineer officer) Class 4.
- (3) Service endorsements shall be issued under these Regulations in respect of Certificate of Competency of Class 2, 3, or 4 for the appropriate description of ship set out in column 3 of the Table in Regulation 10 of these Regulations.

*[Please note: numbering as in original.]*

- (4) A certificate of competency of a class set out in subregulation (1) of this regulation, with or without a service endorsement (pursuant to regulation 10 of these Regulations), shall be treated as being a certificate of a higher class than a certificate of any class which is set out after it with or without

a service endorsement, if the higher class certificate is issued for the same type of machinery, whether motor or steam, as the lower class certificate.

## 7. Certificates equivalent to certificate of competency

- (1) The Minister may specify that the standard of competency to be attained by officers of any description may be the standard of competency required for the issue of a certificate of competency by an authority empowered by the laws of the country outside the United Republic, and that a certificate issued by any such authority to any such officer which is expressed to remain in force for a define period shall remain in force, unless renewed or until the expiration of that period.
- (2) Subject to subregulation (3) of this regulation, a certificate of service shall be issued to persons holding a certificate of competency granted under the Act before the coming into force of these Regulations.
- (3) A certificate of competency of a class set out in column 1 of Table 1 of these Regulations shall entitle the holder to be issued with a certificate of service of the class set out opposite column 2 of the Table.

<b>Table 1</b>	
<b>Column 1</b>	<b>Column 2</b>
<b>Class of certificate granted under the Act of 1967 before the coming into force of these Regulations</b>	<b>Equivalent class of certificate of competency issued under these Regulations</b>
Master of a foreign-going ship	Deck Officer Class 1
Chief Mate of a foreign-going ship	Deck Officer Class 2
Second Mate of a foreign-going ship	Deck Officer Class 3
Third Mate of a foreign-going ship	Deck Officer Class 4
First Class Engineer	Marine Engineer Officer 1
Second Class Engineer	Marine Eng. Officer 2
Third Class Engineer	Marine Engineer Officer 4
Master of a coasting ship not exceeding 500 tons register tonnage (issued 1st October 1978 or later)	Deck Officer Class 4 with Command
Master of a coasting ship not exceeding 500 tons register tonnage (issued before 1st October 1978)	Endorsement

<b>Table 1</b>	
Master of a coasting ship not exceeding 500 tons register tonnage (issued before 1st October 1978)	Deck Officer Class 4 endorsed for coasting trade between Mogadishu and Ibo only and with command Endorsement
Master of a coasting ship not exceeding 500 tons register tonnage	Deck Officer Class 5 endorsed for coasting trade between Mogadishu and Ibo only
Master of a coasting ship not exceeding 100 tons register tonnage	Deck Officer Class 5 coasting trade between Mogadishu and Ibo only and with a Command Endorsement

- (4) Certificate of service may be issued to an officer who satisfied the Registrar of Ships—
- (a) that he has served as a deck officer or engineer officer in charge of a watch at sea either with exemption from certificate requirement or in a capacity not then required to be served by an officer certificated under the Act before the coming into force of these Regulations; and
  - (b) that he has fulfilled the conditions set out in subregulations (2) and (3) of Regulation 8 of these Regulations.
- (5) A certificate of service issued under subregulation (4) of this regulation shall be of a class set out in regulations 5 or 6 of these Regulations and may be restricted to a certain category of ships or a certain trading area corresponding to the officer's previous service.

## 8. Standard and conditions applicable to issue of certificates

- (1) Subject to subregulation (3) of this regulation—
- (a) the standard of competency to be attained and the conditions to be satisfied by a person before being issued with a certificate of competency, with a command endorsement or with a service endorsement under these Regulations, including any exemptions applicable with respect to any such standards or conditions;
  - (b) the manner in which the attainment of any standards or the satisfaction of any conditions is to be evidenced;
  - (c) the conduct of any examination for that purpose the conditions of admission to them and the appointment and remuneration of examiners,
- shall be as specified in the sixth and seventh Schedules of these Regulations.
- (2) Subject to subregulations (3) and (4) of this regulation, the conditions to be satisfied by an uncertificated officer who applied to be issued with a certificate of service shall be—
- (a) that he—
    - (i) has served in the appropriate capacity of mate;
    - (ii) has served in the capacity of master; or
    - (iii) has served as engineer officer in a sea-going ship to which these Regulations apply;
  - (b) that he has served as a watch keeping officer at sea for a period of not less than three years falling in the period of six years immediately proceeding the date on which these Regulations come into operation; and



- (c) that he has produced evidence, as the Registrar of Ships may require, in the particular case to satisfy that—
- (i) he has served for twelve months on such service in the capacity claimed; and
  - (ii) he has had satisfactory conduct during the twelve months mentioned in subparagraph (i) of this paragraph and during the twelve months of sea service in a watch keeping capacity.
- (3) Notwithstanding that the conditions set out in paragraphs (a), (b) and (c) of subregulation (2) of this regulation have not been complied with the Registrar of Ships may, where he is satisfied that those conditions have been substantially complied with, issue a certificate of service to an uncertificated officer.
- (4) Notwithstanding further that an applicant for a certificate of competency, a command endorsement, a service endorsement or a certificate of service complies with the standards or fulfils the conditions specified in these Regulations, the Registrar of Ships shall not issue the certificate applied for unless he is satisfied that the applicant is a fit person to be the holder of the certificate and to act completely in the capacity to which it relates.

## 9. Command endorsements

On the issue of certificate of competency or a certificate of service (deck officer) of any class set out in column 1 of Table 2 of these Regulations, the Registrar of Ships may, if he is satisfied that the person to whom it is issued is competent to be in command of a ship of the description specified in column 3 of the Table, endorse the certificate to that effect as a certificate of competency or of service with the command endorsement set out in column 2 of the Table.

<b>Table 2</b>		
<b>Column 1</b>	<b>Column 2</b>	<b>Column 3</b>
<b>Certificate of competency (Deck Officer) or Certificate of service.</b>	<b>Command endorsement</b>	<b>Description Ship</b>
Class 2, Class 3 or Class 4	Master (Eastern Africa Trade)	Ships (other than passenger ships) of less than 5000 GRT going between locations in the Eastern Africa trading areas passenger ships of less than 1600 GRT going between locations in the Eastern Africa Trading areas
Class 5	Master (Eastern Africa Trade)	Ships (other than passenger ships) of less than 200 GRT going between locations in the Eastern Africa Trading areas

## 10. Service endorsements

On the issue of a certificate of competency or a certificate of service (marine engineer Officer) of any class set out in column 1 of Table 3 of these Regulations, the Registrar of Ships may, if he is satisfied that the

person to whom it is issued is competent to be responsible for the mechanical propulsion of a ship of the description specified in column 3, endorse the certificate to that effect with the service endorsement set out in column 2 of the Table.

<b>Table 3</b>		
<b>Column 1</b>	<b>Column 2</b>	<b>Column 3</b>
<b>Certificate of Competency (Marine Engineer) or Certificate service</b>	<b>Service Endorsement</b>	<b>Description of ship in which an Engineer Officer with the appropriate service Endorsement may be carried as Chief Engineer Officer.</b>
Class 2	Chief Engineer Officer	In ships of less than 300 kilowatt registered power. In Ships of less than 6000 kilowatt registered power going between locations in the Eastern Africa Trading areas.
Class 3	Chief Engineer Officer	In ships of less than 750 kilowatt registered power. In ships of less than 3000 kilowatt registered power going between locations in the Eastern Africa Trading areas.
Class 4	Chief Engineer Officer	In ships of less than 750 kilowatt registered power going between locations in Eastern Africa Trading areas.

#### **11. Certificates of competency and command endorsement for tugs, fishing vessels or inland water vessels**

- (1) Where an applicant for deck officer certificate of competency under these Regulations fails to satisfy the conditions specified in subregulation (1) of regulation 8 of these Regulations in respect of sea service in ships, but has performed sea service so specified in tugs, fishing vessels or inland water vessels and if he fulfils the other standards of competency and conditions so specified he may be issued with a certificate of competency Class 2,3,4 or 5 as appropriate, endorsed for Tugs Service Only, For Fishing Vessels Only, or For Inland Waters only.
- (2) On the issue of a certificate of competency of any class restricted in accordance with subregulation (1) of this regulation, the Registrar of Ships may, if satisfied that the person to whom it is issued is competent to be in command of such vessel, endorse the certificate to that effect as a certificate of competency with the respective command endorsement as Tug-Master, Master (Fishing Vessels) or Master (Inland Waters).
- (3) In the event of the holder of a Class 2, 3, 4 or 5 certificate of competency (deck officer) endorsed for Tug Service, Fishing Vessels or Inland Waters only applies to have that endorsement removed, the Registrar of Ships may, subject to the holder having fulfilled any requirements of these Regulations in the particular case, including sea service in trading ships from which the holder was previously

exempted, delete the endorsement and that certificate shall then be treated in all respect as equivalent to a certificate of competency issued under these Regulations.

## 12. Forms, records, and surrender of certificates

- (1) Certificates of competency and certificates of service shall be issued to the persons entitled to them on payment of the appropriate fee, if any.
- (2) A record of all the certificates of competency and certificates of service issued under these Regulations and of any suspension, cancellation or alteration thereof; and any other matters affecting any such certificates, shall be kept by the Registrar of Ships or by any other person as the Registrar may in writing direct, in the manner specified in the First Schedule.
- (3) Where the holder of a certificate of competency of a particular class issued under these Regulations is issued with a certificate of a higher class, he shall surrender for cancellation the first mentioned certificate to the Registrar of Ships or to such person as the Registrar may in writing direct.

## 13. Loss of certificates

If a person entitled to a certificate of competency or a certificate of service proves to the satisfaction of the Registrar of Ships that he has, without fault on his part, lost or been deprived of a certificate already issued to him, the Registrar shall, and where he is not so satisfied may, upon payment of the appropriate fee, issue a duly certified copy of the certificate to which the person appears to be entitled.

## Part III – Number of officers to be carried in ships (regs 14-22)

### 14. Minimum number of qualified deck officers to be carried in ships other than passenger ships on tugs of 50 GRT or over

- (1) Subject to subregulation (2) of this regulation, and to regulation 19, the minimum number of qualified deck officers of a particular ship, other than a passenger ship, or a tug shall be as specified in Table A in Part I of the First Schedule to these Regulations.
- (2) The provisions of Column 3 of the Table referred to in subregulation (1) shall apply, subject to the special provisions set out in Part II of the First Schedule, and subregulation (1) of this regulation.

### 15. Minimum number of qualified deck officers to be carried in passenger ships

- (1) Subject to subregulation (2) of this regulation and to regulation 19, the minimum number of qualified deck officers of a particular passenger ship shall be as specified in Table B Part I of the First Schedule to these Regulations.
- (2) The provisions of column 3 of Table B of the First Schedule shall apply subject to the special provisions set out in Part II of the Schedule, and subregulation (1) of this regulation.

### 16. Minimum number of qualified deck officers to be carried in tugs

- (1) Subject to subregulation (2) of this regulation and to regulation 19, the minimum number of qualified deck officers of a particular tug engaged on a voyage to or from a location or between locations in the trading areas set out in column 1 of Table C Part I of the First Schedule to these Regulations shall be the number set out in column 3 of that Table.
- (2) The provisions of column 3 of Table C Part I of the First Schedule shall apply, subject to the special provisions set out in Part II of the Schedule, and subregulation (1) of this regulation.

**17. Minimum number of qualified engineer officers to be carried in ships**

- (1) Subject to subregulation (2) of this regulation and to regulation 19, the minimum number of qualified marine engineer officers of a particular ship shall be as specified in the Table of the Second Schedule to these Regulations.
- (2) The provisions of column 3 of the Table referred to in subregulation (1) shall, subject to the special provisions set out in Part II of the Second Schedule to these Regulations, and to subregulation (1) of this regulation, apply.

**18. Officers in charge of a watch**

- (1) No person shall be left in charge of a navigational watch on a ship at sea of 200 GRT or more unless he is the holder of at least a Certificate of Competency (Deck Officer) Class 4 in case of a ship in the Unlimited Trading Area or any passenger ship and at least Class 5 in case of a ship other than a passenger ship in the Eastern Africa Trading Areas.
- (2) No person shall be left in charge of a watch in a traditionally manned engine-room or be designated duty officer in a periodically unmanned engine-room on a ship at sea powered by main propulsion machinery of 750 kW propulsion power or more unless he is the holder of at least a certificate of competency (Marine Engineer Officer) Class 4.

**19. Exceptional provisions when a ship may proceed to sea with less than the number of qualified officers required**

- (1) Subject to subregulation (3) of this regulation, if on occasion when a ship to which these Regulations apply goes to sea, one of the qualified deck officers or marine engineer officers is not carried because of illness, incapacity, or other unforeseen circumstances, but all reasonable steps were taken to secure the carriage on that occasion of a duly qualified officer, so much of the foregoing provisions of these Regulations as require a ship on such voyage to carry that officer shall not, subject to compliance with the provisions of subregulation (2), apply to the ship during a period determined as follows—

- (a) in the case of a ship going to sea from a location beyond the Eastern Africa trading areas: maximum twenty-eight days;
- (b) in the case of a ship going to sea from a location beyond the United Republic but within the Eastern Africa trading areas: maximum fourteen days:

Provided that the period of twenty-eight or fourteen days, as the case may be, shall not be followed immediately by any further period at sea during which the ship carries one less than number of duly qualified officers required by these Regulations if the officers are in both cases deck officers or if the officers are in both cases marine engineer officers.

- (2) The conditions referred to in subregulation (1) of this regulation are that the master, when going to sea from that location, shall—
  - (a) notify a proper officer of his intention not to carry that qualified officer; and
  - (b) make an entry of that notification in the official log-book of the ship.
- (3) Notwithstanding the provisions of subregulation (1) of this regulation, a ship referred to in—
  - (a) paragraph (a) of subregulation (1) of this regulation may go to sea on such a voyage carrying one deck officer and at the same time one marine engineer officer less than is required by these Regulations;
  - (b) paragraph (b) of subregulation (1) of this regulation may go to sea on such a voyage carrying either one deck officer or one marine engineer officer less than required by these Regulations, and may not go to sea with two officers short of the required number.

## 20. Additional conditions in respect of conditions in dangerous cargoes

A ship to which these Regulations apply which is carrying a bulk cargo consisting in whole or in part of—

- (a) any liquid chemical listed in Chapter VI of the Inter-Government Maritime Consultative Organisation (KMCO) publication entitled "Code for the Construction and Equipment of Ships carrying Liquefied "as in Bulk";
- (b) any liquefied gas listed in Chapter XIX of the IMCO publication entitled "Code for Construction and Equipment of Ships carrying Liquefied Gas in Bulk",

shall carry as officer in command, second officer in command, chief engineer and second engineer respectively, officers qualified under these Regulations, subject to the condition that all such officers shall satisfy the conditions as to training and service as specified in the sixth and seventh Schedules to these Regulations.

## 21. Exemptions and dispensations

- (1) Tugs and other harbour vessels when operating entirely within a harbour as set out by the Tanzania Harbours Authority Act<sup>2</sup>, or an Inland Waterways Port as set out by the Tanzania Railways Corporation Act<sup>3</sup>, shall be exempted from the provisions of Regulations 14 to 18 of these Regulations to the extent that their manning is regulated under the respective Acts.
- (2) In the case of any other vessel operating entirely within similarly limited and sheltered areas, the Registrar of Ships may, if he considers that this does not cause danger to persons, property or environment, issue a dispensation permitting that vessels to be manned by fewer or lower qualified officers than those required by regulations 14 to 18 of these Regulations.

## 22. Issuance of dispensations

- (1) In circumstances of exceptional necessity, the Registrar of Ships, if he considers that this does not cause danger to persons, property or environment, may issue a dispensation permitting a specified seafarer to serve in a specified ship for a specified period not exceeding six months in a capacity for which he does not hold the certificate required by these Regulations, but that the person to whom the dispensation is issued shall be adequately qualified to fill the vacant post in a safe manner; but dispensations shall not be granted to a master or chief engineer officer, except in circumstances of *force majeure* and then only for the shortest possible period.
- (2) Any dispensation granted for a post shall be granted only to a person properly certificated to fill the post immediately below but where certification of the post below is not required by these Regulations, the dispensation may be issued to a person whose qualification and experience are of a clear equivalence to the requirements for the post to be filled, except that, if such a person holds no appropriate certificate, he shall be required to pass a test as advised in each case.

<sup>2</sup>

[Cap. 166](#)

<sup>3</sup>

[Cap. 170](#)

## First Schedule

### Part I – Minimum number of deck officers to be carried

**Table A – Ships of 50 GRT and over, other than passenger ships and tugs**

Column 1	Column 2	Column 3				
Trading Area	Descriptions of ships	Minimum number of certificated deck officers to be carried				
		Class 1 Cert.	Class 2 Cert.	Class 3 Cert.	Class 4 Cert.	Class 5 Cert.
Unlimited	1,600 GRT and over	1	1	—	2	—
	50 GRT but under 1,600 GRT	1	1	—	—	—
Eastern Africa Trade	10,000 GRT and over	1	1	—	1	—
	5,000 GRT under 10,000 GRT	1	—	1	1	—
	1,600 GRT but under 5,000 GRT	—	—	—	2 <sup>4</sup> 1	1
	800 GRT but under 1,600 GRT	—	—	—	1 <sup>5</sup> 2	2

4

One Certificate with Master Endorsement.

5

One Certificate with Master Endorsement.

Column 1	Column 2	Column 3				
	200 GRT but under 800 GRT	—	—	—	1 <sup>6</sup> 3	1
	50 GRT but under 200 GRT	—	—	—	—	1 <sup>7</sup> 4

**Table B – Passenger ships (Regulation 15)**

Column 1	Column 2	Column 3				
Trading Area	Descriptions of Passenger Ships	Minimum number of certificated deck officers to be carried				
		Class 1 Cert.	Class 2 Cert.	Class 3 Cert.	Class 4 Cert.	Class 5 Cert.
Unlimited	Any tonnage	1	1	-	2	-
Eastern Africa Trade	1,600 GRT and over	1	1	-	1	-
	800 GRT but under 1,600 GRT	-	-	-	3 <sup>8</sup> 1	-
	200 GRT but under 800 GRT	-	-	-	2 <sup>9</sup> 2	-

6

One Certificate with Master Endorsement.

7

One Certificate with Master Endorsement.

8

One Certificate with Master Endorsement.

9

One Certificate with Master Endorsement.

Column 1	Column 2	Column 3				
	under 200 GRT	-	-	-	1 <sup>103</sup>	-

Note: Column 3 is to be read subject to the special provisions set out in Part II of this Schedule.

**Table C – Tugs (Regulation 16)**

Column 1	Column 2	Column 3				
Trading Area	Descriptions of Tugs	Minimum number of certificated deck officers to be carried				
		Class 1 Cert.	Class 2 Cert.	Class 3 Cert.	Class 4 Cert.	Class 5 Cert.
Unlimited	Any tonnage	-	2 <sup>111</sup>	-	1	-
Eastern Africa Trade	Any tug	-	-	-	-	2 <sup>122</sup>

Note: Column 3 is to be read subject to the special provisions set out in Part II of this Schedule.

## Part II – Special provisions applicable to part I of Second Schedule

- The provisions of column 3 of each of Tables A, B and C set out in Part I above, in so far as they impose a requirement with respect to the carrying in a ship of a qualified deck officer who is the holder of a certificate of competency of a particular class issued under these Regulations, shall be treated as complied with (subject to the qualification in subregulation (4) of regulation 5 of these Regulations with regard to certificates with a command endorsement) if the officer who is carried in pursuance of that requirement is the holder of a certificate of competency of higher class issued under these Regulations.
- (1) Where a number set out in column 3 of Table A or Table B set out in Part I in relation to a certificate of competency of a particular class issued under these Regulations is followed by the indication "(\*)", that provision of column 3 to which the number relates shall be construed as requiring the certificate or one of the certificates in question to be endorsed with the Master (Eastern Africa Trade endorsement).

10

One Certificate with Master Endorsement.

11

One certificate with Tugmaster Command Endorsement.

12

One certificate with Tugmaster or Master (Eastern Africa Trade) Endorsement.



- (2) Where a number set out in column 3 of Table C set out in Part I in relation to a certificate of competency of a particular class is followed by the indication "(a)" or "(b)", that provision of column 3 to which the number relates shall be construed—
- (i) in the case of indication "(a)", as requiring one of the certificates in question to be endorsed with the Tugmaster Command Endorsement;
  - (ii) in the case of indication "(b)", as requiring one of the certificates in question to be endorsed with the Tugmaster or Master (Eastern Africa Trade) Endorsement.

## Second Schedule (Regulation 17)

### Part I – Minimum number of marine engineer officers to be carried in ships and the appropriate classes of certificate they are required to hold

Column 1	Column 2	Column 3			
Trading Area	Ships, Registered Power (Kilowatts) of:	Minimum number of certificated marine engineer officers to be carried			
		Class 1 Cert.	Class 2 Cert.	Class 3 Cert.	Class 4 Cert.
Unlimited	3000 and over	1	1	-	2
	750 or more but under 3000	-	1 <sup>13</sup> <sub>1</sub>	1	1
	200 or more but under 750	-	-	1 <sup>14</sup> <sub>2</sub>	1
Eastern Africa Trade	6000 and over	1	1	-	1
	3000 or more but under 6000	-	1 <sup>15</sup> <sub>3</sub>	1	-

13

The certificate or one of the certificates require(s) a Chief Engineer Officer service endorsement.

14

The certificate or one of the certificates require(s) a Chief Engineer Officer service endorsement.

15

The certificate or one of the certificates require(s) a Chief Engineer Officer service endorsement.

Column 1	Column 2	Column 3			
	750 or more but under 3000	-	-	1 <sup>16</sup> <sub>4</sub>	1
	350 or more but under 750	-	-	-	2 <sup>17</sup> <sub>5</sub>
	200 or more but under 350	-	-	-	1

### Part II – Special provisions applicable to part I of Second Schedule

1. The provisions of column 3 of the Table set out in Part I, is so far as they impose a requirement with respect to the carrying in a ship of a qualified marine engineer officer who is the holder of a certificate of competency of a particular class issued under these Regulations, shall be treated as complied with if the officer who is carried in pursuance of that requirement is the holder of a certificate of competency of a higher class issued under these Regulations and in respect of the same type of machinery as that installed in the ship.
2. Where a number set out in Column 3 of the Table set out in Part I above in relation to a certificate of competency of a particular class issued under these Regulations is followed by the indication "(X)", that provision of the said Column 3 to which the number relates shall be construed as requiring the Certificate or one of the certificates in question to be endorsed with the Chief Engineer Officer service endorsement.

### Third Schedule (Regulation 2(1))

#### Definition of "Trading area"

"Trading Area" means any of the following areas, that is to say—

Eastern Africa Trading Areas:

1. Any location within the inland waters: Lake Victoria, Lake Tanganyika, Lake Nyasa and Lake Rukwa; and
2. Any location on the coast of Tanzania and in the Mozambique channel bounded by a line through the southern most points of Mozambique and Madagascar and a line from Mombasa to a point 11°S, 44°E near Comoros and from there by the parallel Circle 11°S to the Meridian 50°E; and
3. The near coastal areas of Kenya, Somalia south of Mogadishu and the eastern side of Madagascar within 5 nautical miles from land.

Unlimited Trading Area— Any location not within the Eastern Africa Trading areas.

16

The certificate or one of the certificates require(s) a Chief Engineer Officer service endorsement.

17

The certificate or one of the certificates require(s) a Chief Engineer Officer service endorsement.

**Fourth Schedule (Regulations 5 and 6)****Certificate of competency***[Editorial note: The form has not been reproduced.]***Fifth Schedule****Part I – Specimen of record of marine officer certificates**

1	2	3	4	5	6	7	8	9	10	11	12
No. of Cert.	Name of Holder	Date of Birth of Holder	Type of Cert.	Cert. As Qualifications	Additional Limitations	Suspensions or Cancellations	Renewals	Other Informations	Previous Cert. If any	Signature Recording Officer	

**Part II – Special provisions applicable to part I of this schedule**

Abbreviations to be used in the record.

**Column 4**

"Comp." means Certificate of Competency

"Serv." means Certificate of Service

**Column 5**

"Eng." means Marine Engineer Officer

"Eng. 1 (one)" means Marine Engineer Officer Class one

"Deck 2 (two)" means Deck Officer Class Two

**Column 6**

"Master" means Master Eastern Africa Trade Command Endorsement

"Tug master" means Tug master Command Endorsement

"Chief Eng." means Chief Engineer Services Endorsement

"Gas" means Dangerous Cargo Endorsement (Liquefied Gas)

"Chemical" means Dangerous Cargo Endorsement (Liquid Chemical)

"First Aid" means First Aid at Sea Certificate

"Fire Fighting" means Fire Fighting Course Certificate

"Electronic" means electronic Navigational Aid: (Operation) Certificate

"Deck Hand" means Efficient Deck Hand Certificate

"Life boatman" means Efficient Life boatman Certificate

"R/t" means Restricted Certificate of Competency in Radio Telephony

"Medical" means Ship Captain's Medical Training Certificate

"R. Observer" means Radar Observer Certificate

"R. Simulator" means Radar Simulator Certificate

"Sight" means Sight Test Certificate

#### **Column 7**

"Tug" means Tug Service Only

"Fishing" means Fishing Only

"Inland" means Inland Water Only

Special Provision for

#### **Column 11**

Only Certificates issued under these Regulations should be listed.

## **Sixth Schedule**

### **Certificate of Competency (Deck Officers Requirements) Rules**

#### ***Rules***

#### **Part I – Preliminary provisions (regs 1-2)**

##### **1. Short title**

These Rules may be cited as the Certificate of Competency (Deck Officers Requirements) Rules.

##### **2. Interpretation**

In these Rules, unless the context otherwise requires–

**"Board of Examiners"** means the Deck Officers Board of Examiners appointed by the Minister under Rule 30(2) of these Rules;

**"Certificate of Competency issued by other governments"** means the certificates of competency listed in Appendix C to these Rules;

**"certificated persons"** means the certificated persons to be carried in the various descriptions of ships, according to the Trading Area in which they operate as per details in Appendix A tables 1, 2 and 3 to these Rules;

**"examination"** means the examination for the Certificate of Competency for Deck Officers;

**"Minister"** means the Minister for the time being responsible for communications and transport;

**"Ministry"** means the Ministry responsible for communications and transport;

**"principal equivalent classes of certificates of competency"** means the certificates of competency listed in Appendix B to these Rules.

## Part II – Conditions of entry (regs 3-11)

### 3. Proof of nationality

Every candidate for a certificate of competency examination of any grade shall produce proof of Tanzania nationality by the production of—

- (a) birth certificate; or
- (b) certificate of naturalisation; or
- (c) any other documentary evidence of nationality or of parental birth and nationality.

### 4. Where and how to apply

- (1) Candidate who wish to sit for the examination or obtain information of the days and places of examination should apply to the Registrar of Ships, Ministry of Communications and Transport.
- (2) The candidates for the examination are required to complete an application form obtainable from the Registrar of ships with whom the completed form together with the appropriate fee, and testimonials, discharges, proof of nationality, certificate of competency or service, if any, and other watch keeping certificates as required, should be lodged at least one month before the day of the examination.
- (3) Where a candidate makes enquiries about examinations, the point in respect of which the information is sought should be clearly stated; and in case a candidate is in doubt as to whether his service complies with the requirements of the Regulations and wish to submit his case for special consideration, all certificates, discharges, testimonials and watchkeeping certificates as required, together with the form of application duly completed, should be submitted to the Registrar of Ships.

### 5. Particulars of sea service

- (1) The eligibility of a candidate for examination will depend *inter alia* upon the amount of sea service performed and upon the ranks held on board various vessels in which he was employed; and such particulars should be accurately stated by the candidate when completing the application form.
- (2) A candidate for a certificate for which service as watchkeeping officer is required shall also produce certificates of watchkeeping service in the form shown at Appendix D signed by the Masters, or in the case of service as master, by some other responsible official of the company concerned of the vessels in which he has served.
- (3) The amount of service laid down in these Rules for each grade of certificate of competency is the absolute minimum that can be accepted and unless candidates can prove the full amount they cannot be admitted to the examination.

### 6. Testimonials

All candidates will be required to produce for examination testimonials as to character, including sobriety, and as to experience, ability, and good conduct on board ship for at least the last twelve months of sea service preceding the date of application.

### 7. Unsatisfactory conduct

Every candidate or potential candidate who, after having signed crew agreement, neglects to join his vessel, or who, after having joined, leaves his ship other than upon discharge, or who commits misconduct on board will be required to produce satisfactory proof of two years' subsequent service with good conduct at sea, unless the Ministry, after investigation, finds it fit to reduce this period.

### 8. Deafness and other mental disabilities

- (1) If in the course of the examination the Examiner finds that a candidate is afflicted with deafness, with an impediment in speech or with some other physical or mental infirmity, and upon further

investigation is satisfied that the degree of infirmity is such as to render the candidate incapable of discharging adequately the ordinary sea-going duties of the holder of a certificate of competency, he will—

- (a) not allow the candidate to complete the examination;
  - (b) report the case to the Ministry; and
  - (c) forward to the Ministry the candidates existing certificate, if any, together with the report.
- (2) The Ministry shall consider the candidate for re-examination or the return of any certificate detained if that candidate subsequently produces a medical certificate to the effect that his hearing, speech, or physical or mental condition has improved or is normal.

#### 9. Language of Examination

Except for a Class 5 Certificate examination which may be conducted in Swahili when a candidate indicates so on the application, other examinations are conducted in the English language only.

#### 10. Issue of Certificate

- (1) Every candidate who passes the examination and meets all other requirements, will receive his certificate of competency from the Registrar of Ships, and a candidate who is partially successful or unsuccessful will receive a testimony giving the result of the examination.
- (2) If the candidate passes the examination, but needs to obtain any subsidiary qualification or qualifications before becoming eligible to receive his certificate, he will be issued with a form testimony which he will be required to produce or send to the examination centre together with the subsidiary qualification or qualifications listed thereon, when obtained; and the relevant certificate will be granted upon proof that all the required subsidiary qualifications have been obtained.

#### 11. Examination of Officers and ratings of the Defence Navy

Service in sea-going ships of the Defence Navy performed by other naval officers and by ratings may be accepted as qualifying sea service for the purpose of admission to examinations for certificates of competency, but the value of such service will be assessed in each case by the Board of Examiners.

### Part III – Classes of certificates (regs 12-22)

#### 12. Class 5 Certificate

- (1) Subject to the provisions of subrule (2) of this rule, a candidate for Class 5 certificate shall not be less than nineteen years of age and shall have served at sea in ordinary trading vessels either—
  - (a) for two and a half years as a trainee deck officer undergoing a training programme recognized by the Ministry responsible for communications and Transport; or
  - (b) for three and a half years in any acceptable deck capacity, provided that at least six months of the final twelve months' sea service is spent on duties associated with bridge watch-keeping under the supervision of a certificated officer.
- (2) The periods of sea service mentioned in paragraphs (a) and (b) of rule 1 of these Rules may be reduced by remission up to a maximum of ten months for attendance at approved courses of training.
- (3) A candidate whose service has been performed entirely in tugs may qualify for a certificate endorsed "For Tug Service Only" provided that not less than twelve months of sea service has been performed on voyages beyond harbours, rivers and other sheltered waters.
- (4) A candidate whose service has been performed entirely in fishing vessels may qualify for a certificate endorsed "For Fishing Only".

- (5) A candidate whose service has been performed entirely in vessels on inland waters may qualify for a certificate endorsed "For Inland Waters Only".

### 13. Classes 3 and 4 Certificates

- (1) A candidate for Classes 3 and 4 certificates shall not be less than twenty years of age and shall have served at sea in ordinary trading vessels either—
  - (a) for three years as trainee deck officer undergoing a training programme recognized by the Ministry responsible for communications and Transport; or
  - (b) for four years in any acceptable deck capacity, provided that at least 6 months of the final twelve months' sea service is spent on duties associated with bridge watch-keeping under the supervision of a certificated officer.
- (2) The periods of sea service in subrule (1) of this rule may be reduced by remission up to maximum of twelve months for attendance at approved courses of training.
- (3) A candidate whose service has been performed entirely in tugs may qualify for a certificate endorsed "For Tug Service Only", provided that not less than eighteen months of the sea service has been performed on voyages beyond harbours, rivers and other sheltered waters.
- (4) A candidate whose service has been performed entirely in fishing vessels may qualify for a certificate endorsed "For Fishing Only".
- (5) A candidate whose service has been performed entirely in vessels on inland waters may qualify for a certificate endorsed "For Inland Waters Only".

### 14. Class 2 Certificates

- (1) A candidate for a Class 2 certificate shall not be less than twenty-one years of age and must have served for not less than one year at sea as a watchkeeping officer in ordinary trading vessels while holding a Class 3 or Class 4 certificate of competency; and at least six months of this period must be served in vessels trading between places at least one of which is situated beyond the limits of the Eastern Africa Trading Area and where the most distant ports visited are at least 500 miles apart.
- (2) Officers whose service has been performed in tugs only may qualify for examination for a Class 2 Certificate limited to employment in tugs.
- (3) A candidate whose service has been performed entirely in vessels on inland waters may qualify for a certificate endorsed "For Inland Water Only".

### 15. Class 1 Certificate

- (1) A candidate for a Class 1 certificate shall not be less than twenty-three years of age and shall have served in ordinary trading vessels for—
  - (a) not less than two years at sea as watchkeeping officer while holding a certificate not lower than class 4; and
  - (b) not less than eighteen months at sea as watchkeeping officer while holding a certificate not lower than class 2.
- (2) At least eighteen months of the total period of three and a half years must be served in vessels trading between places at least one of which is situated beyond the limits of the Eastern Africa Trading Area and where the most distant parts visited are at least 500 miles apart.

### 16. Command endorsements

- (1) There is generally one level of Command Endorsement of certificates of competency for deck officers appropriate for masters employed in Eastern Africa Trading Area; and such endorsement may be restricted by additional endorsement "For Tug Service Only", "For Fishing Only" or "For Inland Waters Only".

- (2) There is a particular Tugmaster Command Endorsement of Class 2 certificate appropriate for service in the Unlimited Trading Area.
- (3) A candidate for any command endorsement must be not less than twenty-three years of age and must have served for at least three years at sea as a Watchkeeping Officer while holding Officer certificate of Competency.
- (4) A candidate for an unrestricted Master (Eastern Africa Trading Area) endorsement must have spent at least twelve months of the three years qualifying period in ordinary trading vessels.
- (5) A candidate for a command endorsement restricted to a particular description of vessel or trade must have served at least twelve months of the three years qualifying period in a vessel of that description or in such trade.
- (6) A candidate for a Tugmaster Command Endorsement (Unlimited) must hold a Class 2 certificate of Competency and must have served for at least eighteen months of the three years qualifying period as a watchkeeping officer of a tug operating outside the Eastern Africa Trading Area.
- (7) An officer holding certificates of competency limited to employment in tugs, fishing vessels or on inland waters with or without command endorsement may have the limitation removed upon completion of the specified periods in ordinary trading vessels as may be required and with regard to not being examined in all parts of the syllabus, upon passing examination in those parts.

#### 17. Additional qualifications

- (1) Candidate for a certificate of competency who have not graduated from an appropriate training course at a maritime training institute approved by the Ministry responsible for communications and transport, must produce documentary evidence of the required qualification as to—
  - (a) radar observation;
  - (b) first aid at sea;
  - (c) fire-fighting;
  - (d) operation of Electronic Navigational Aids;
  - (e) lifeboat handling; and
  - (f) radio telephony.
- (2) A candidate for any certificate of Competency or command endorsement is required to produce a satisfactory Sight Test certificate not older than six months.
- (3) For the avoidance of doubt, Appendix E contains detailed provisions for the conduct of the sight tests and the standards required.

#### 18. Written examinations

- (1) A candidate qualifying for the issue of a certificate of competency of Class 5 may, at his option, sit the written portion of the examination for the Classes 3 or 4 without producing evidence of further sea service; and similarly, a candidate qualifying for the issue of a Class 2 certificate may, at his option, sit the written portion of the examination for the Class 1 or a Command endorsement without producing evidence of further sea service; and similarly, a candidate qualifying for the issue of a Class 1 certificate may, at his option, sit the written portion of the examination for the Class 2 or a Command endorsement without producing evidence of further sea service or any additional qualification.
- (2) A candidate will not be examined in the oral and, if appropriate, signals parts of such an examination until the period of watchkeeping service specified for the issue of a certificate or endorsement of that class or grade has been completed.



- (3) A pass in the written portion of any examination for a certificate of competency, or command endorsement will remain valid for a period of five years; but a pass in the oral and, if appropriate, signals parts of such examination will remain valid for a period of one year only.
- (4) Candidates who fail in the written part only of the Class 4 examination may, subject to their written work having met the appropriate standards, be considered eligible for the issue of a Class 5 certificate.
- (5) A candidate for a Class 2 examination who does not hold Class 3 certificate shall, if not exempted, be required to write papers in Mathematics and General Physics as for the Class 3 examination.

**19. Exemptions from written examinations**

- (1) A candidate holding Class 2 certificate is exempted from the ship construction and stability paper when sitting the examination for a Master (Eastern Africa Trading Area) endorsement.
- (2) A candidate holding Secondary Education Form IV passes or equivalent in mathematics or an acceptable physical science may by decision of the Board of Examiners be exempted from the appropriate papers in the Class 3 examinations.

**20. Dangerous Cargo Endorsement**

A candidate meeting the additional qualification requirements for deck officers in command and second in command on ships carrying dangerous cargo, shall have his certificate endorsed with a Dangerous Cargo Endorsement (Liquid Chemicals), or Dangerous Cargo Endorsement (Liquefied Gas).

**21. Examination syllabuses**

The minimum knowledge requirements set by the International Convention on Standards Training Certification and watchkeeping for seafarers (IMCO 1978) are included in the examination syllabuses for various certificates as specified in the following Table; and except for the provision in this rule, the syllabuses are as detailed in the publications known as—

"Examinations for certificates of Competency in the Merchant Navy"

"Deck Syllabuses and specimen papers"

as issued by the Department of Trade London 1977 and amended from time to time.

Column 1	Column 2
International Convention on Training Certificate and Watchkeeping of Seafarers (IMCO 1978): Minimum Knowledge Requirements for Certification;	Certificate of Competency of which the syllabus includes the requirements in Column 1;
Masters and chief mates of ships of 200 gross register tons or more (Reg. 11/2);	Deck Officer Class 1 and 2;
Officers in charge of navigational watch on ships of 200 gross register tons or more (Reg. 11/4);	Deck Officer Class 3 and 4;
Officers in charge of a navigational watch and masters of ships of less than 200 gross register tons (Reg. 11/3).	Deck Officer Class 5

## 22. Copy of lost certificate

An applicant for a certificated copy of lost certificate should hand a written application containing a declaration as to the circumstances in which the certificate was lost to the Registrar of Ships, paying at the same time the appropriate fee; except that no fee shall be chargeable if the applicant can show that the certificate was lost through shipwreck or fire on board ship.

## Part IV – Estimating sea service (regs 23-27)

### 23. General

- (1) Qualifying sea service for certificates of competency and command endorsements thereto shall be performed in the deck department.
- (2) The qualifying service specified for any particular certificate of competency or endorsement thereto shall be performed within a period of ten years preceeding the date upon which a first attempt is made at the examination.
- (3) Except where otherwise specified qualifying service required for all certificates of competency, and command endorsements thereto, is service performed in ships which proceed to sea and are actively engaged in commercial trading; or proportion of certain kinds of non-trading service may be accepted *in lieu* of a limited amount of service in trading vessels, but non-trading service not specifically provided for in regulations will not generally be accepted as a qualifying service.
- (4) Qualifying service shall be reckoned from the date of engagement to the date of discharge from a ship, and subject to verification against the Registrar of Seamen as and when necessary, the certificates of discharge shall be accepted as proof of sea service; except that where service in charge of a watch is required, certificates of watchkeeping service shall also be produced in the form of Appendix D.
- (5) Candidates other than cadets or trainee deck officers for Class 3, 4 and 5 certificates are required to produce a statement from the Master or Masters under whom the candidate has served or from their employer or employers that during the final twelve months of their sea service at least six months have been spent on duties associated with bridge watchkeeping under the supervision of certificated officer; and those duties may include keeping a lookout on the bridge but not those of helmsman except to the extent of two months out of every six months.
- (6) Cadets or trainee deck officers must produce satisfactory evidence that a training programme has been followed throughout the specified period of sea service, and candidates who fail to produce satisfactory evidence that they have followed a training programme approved by the Ministry will be required to perform an additional period of sea service before being admitted to the examinations.
- (7) A maximum of six months watchkeeping service in a two-watch ship may be counted at on and one-fifth times the actual service performed.
- (8) Proof of sea service of personnel serving in foreign vessels, which cannot be verified by the Registrar of Ships must be confirmed by the Master and either by the Consul or by some other recognised official authority of the foreign country, or by some responsible person having personal knowledge of the facts to be established, but the production of that proof will not necessarily be deemed sufficient.
- (9) Where watchkeeping service is required, candidates must prove by the production of certificates signed by the production of certificates signed by the Master of the vessels in which they have served that they have acted as watchkeeping officers for not less than eight hours out of every 24 hours' service claimed.

**24. Non-trading service**

- (1) Service in marine craft of the Tanzania Navy and other similar vessels which regularly proceed to sea will count in full towards the qualifying service for Classes 3, 4 and 5 certificates but candidates must in addition, have served for at least 12 months in trading vessels.
- (2) Service in the Tanzanian Navy of which a reasonable part is spent at sea, may count as qualifying sea service at two thirds rate up to a maximum of 6 months.
- (3) Service performed exclusively in trawlers and other deep sea fishing vessels, or in pilot vessels which regularly cruise on a pilot station to outside smooth water for periods, in excess of 24 hours, will count in full towards the qualifying service for Classes 3, 4 and 5 certificates but candidates must, in addition, have served for at least 12 months in trading vessels.
- (4) Service in cable ships, fishery cruisers, research vessels, salvage vessels, navigational aids tender and other vessels engaged in similar activities will be counted in full if the time actually spent at sea constitutes or exceeds two-thirds of the total period of service on board ship, and where the actual sea service falls below this proportion one and one-half times the actual sea service will be counted as qualifying service; but candidates will be required to produce, in addition to the evidence of sea service required of all candidates, a statement or certificate from the owners of the ship showing the amount of time actually spent at sea.
- (5) Service standing by a new vessel during the final stages of construction, provided that an Officer subsequently serves in such a vessel on the maiden voyage, will count in full towards the qualifying service for a Class 1 Certificate of Competency up to a maximum of 6 months.

**25. Remission of sea service**

- (1) The specified periods of sea service for Class 3, 4 and 5 certificates may be reduced by remissions granted in respect of attendance at approved courses of training, and in recognition of certain higher academic qualifications.
- (2) Candidates may qualify for remission under more than one heading, but in no one case will the total remission granted exceed 10 or 12 months as appropriate.
- (3) No remission of sea service will be allowed in respect of the qualifying service required for Classes 1 and 2 certificates or for command endorsements, nor in respect of the period of at least 6 months required to be spent on duties associated with bridge watchkeeping during the final 12 months' sea service for a Class 3 and 5 certificate by candidates other than cadets or trainee deck officers.
- (4) Every cadet or trainee deck officer wishing to be considered as having followed a reduced period cadetship under paragraph (a) of subrule 12(1) or paragraph (a) of subrule 13(1) must produce a letter from the owners, or from the master of Masters under whom he has served, stating that all his service while on board ship was performed in a satisfactory manner, and that no more than one month of that service was spent on board ships in drydock, undergoing engine repairs or otherwise laid up in port.

**26. Cadet training ships**

- (1) A proportion of the time spent after the age of 26 at a College for nautical Cadet training conducted on premises ashore may be allowed as a remission of sea service if—
  - (a) after an inspection by one of its officers the Ministry of Communications and Transport is satisfied that the college gives a training that justifies time spent there being reckoned as part of the necessary qualifying time for a certificate of competency; and
  - (b) the candidate produces a satisfactory certificate as regards conduct, proficiency and regular attendance from the authorities of the college on leaving it.
- (2) The maximum remission of sea service that will be allowed in respect of colleges for Nautical training will be fixed at the time of approval, but it will never exceed 12 months.

**27. Cadet training ships**

- (1) Remissions of Sea service will be granted to Cadets and trainee deck officers who serve for minimum periods in cadetships specially approved by the Ministry of Communications and Transport, and the maximum of such remission that will be allowed in respect of cadetship service will be fixed at the time of approval.
- (2) A remission of 6 months' sea service will be granted to candidates who have obtained the qualifications listed in paragraphs (a) (b) or (c) of this subrule provided that the candidate was in receipt of full-time education up to the date of gaining the following qualifications—
  - (a) passes at grades A, B or C in at least five subjects in National Certificate of Secondary Education, of which at least two, including mathematics and an acceptable physical science, have been studied to Form VI level and a pass obtained at that level in either mathematics or an acceptable physical science;
  - (b) a National Full Technician certificate;
  - (c) other qualifications which are recognised by the Ministry as being at least equal to that in paragraph (a) or (b) of this subrule.

**Part V – Training scheme (regs 28-29)****28. Introduction**

- (1) Trainee deck officers may qualify for a first certificate of competency at either Class 3, 4 and 5 level upon satisfactory completion of the minimum training period specified, provided that during the whole of that training period, they undergo a programme of training recognized by the Ministry responsible for communications and transport.
- (2) The standard scheme of training described in the following rules shall be offered by the Maritime Training Institute set up at Mbegani, Bagamoyo.

**29. Standard Scheme of Training**

- (1) Entry requirements are National Certificate of Secondary School Education (Form IV) with 4 passes including mathematics and English; or similar qualifications.
- (2) The scheme of training consists of—
  - (a) for all students—
 

3 years of training at the Mbegani Maritime Institute including theoretical and practical training ashore and twenty months of sea service. Each study year is divided into four terms, and the sequence may be as follows—

1st year	term 1 ashore;
	term 2, 3 and 4 at sea
2nd year	terms 1 and 2 ashore;
	terms 3 and 4 at sea
3rd year	terms 1 and 2 at sea

terms 3 and 4 ashore
----------------------

- (b) Students for Certificate Classes 3 or 4 will undergo a further period of six months' sea service.
- (3) The training ashore for the first certificate is streamed with one group of students specialising in Merchant Marine subjects and another group specialising in Fishing Technology.
  - (4) Tuition will cover the examination syllabuses described in Rule 21 of these Rules and additional qualification requirements mentioned in subrule (1) of Rule 17 of these Rules for Certificates Class 4 at the Merchant Marine stream; and by the end of the 3rd year the candidates will be eligible to sit for Class 5 examination or the written part of Class 4 examination.
  - (5) The training phases ashore are eligible for full remission of sea service provided students live in residential accommodation under proper supervision by training Institute staff and participate fully in organized extra-curricular activities.
  - (6) It is an essential feature of the recognized programme that students will have completed a period of planned training at sea of not less than twenty months, and proof of that training will normally take the form of a Deck Cadet Record Book, duly completed by the Masters and officers of the ships in which sea service is performed.
  - (7) Failure to produce satisfactory evidence of planned training at sea when making application for examination for a certificate of competency upon completion of the course will entail the performance of such additional period of satisfactory sea service as the Ministry may specify before examination is granted.
  - (8) It is the responsibility of the trainee to ensure that his Record Book for planned training at sea is properly maintained and endorsed, and the Master and appropriate senior officers will be responsible for the completion of the relevant sections of the Record Book when they are satisfied that the tasks have been properly carried out.

## **Part VI – Examination procedure (regs 30-34)**

### **30. Examination Centre, Board of Examiners, Marking, assessment, etc**

- (1) The examinations are arranged by the Registrar of Ships.
- (2) The Minister shall appoint a Deck Officers' Board of Examiners made up of 3 examiners holding Certificates of Competency (Deck Officers) Class 1, or its equivalent, or at least certificates of higher grade than those for which examinations are currently arranged.
- (3) Questions for the written portions of the examinations are decided on by the Deck Officers' Board of Examiners which also carries out—
  - (a) the final assessment of candidates' eligibility for the certificate of competency or endorsement in question;
  - (b) the marking of the written papers by at least two examiners in each subject;
  - (c) the oral and practical portion of the examination by one or more of the examiners.
- (4) The Board of Examiners may request advice and suggestions from training institute tutors regarding examination questions and marking.
- (5) **Place and date of examinations**

The Board of Examiners shall decide where and when examinations may be held, and information on such decision of the Board is obtainable from the Registrar of Ships.

**31. Conduct of examination**

- (1) One member of the Board of Examiners or any other person approved by the Board, in this rule referred to as the examiner, will be present in the examination room during any written examination.
- (2) No person other than those whose duties require them to be present will be allowed in the examination room in which there must be complete silence.
- (3) The following books of nautical tables are specified by the Ministry and are, available for use in the examination room—
  - (a) nautical Table-Norie (full edition); European;
  - (b) azimuth Tables; Davis;
  - (c) admiralty Tide Tables— Volume 1, European; Waters; Volume 11, Atlantic Ocean and Indian Ocean; and
  - (d) abridged Nautical Almanac.
- (4) Candidates who wish to use their own copies of the tables mentioned in subrule (3) of this rule, or who wish to use other tables, may bring those tables into the examination room on condition that they submit them to the Examiner for scrutiny and approval before the examination begins, and subject to the Examiner's approval, no restriction will be placed on the use of the tables, but candidates must understand the theory on which the tables are based and those tables must be capable of giving an answer within the required limits for accuracy as described in subrule (3) of rule 32.
- (5) When tables other than those supplied by the Ministry are used in answering questions the name of the tables should be stated on the candidate's answer paper.
- (6) Candidates will be allowed to use their own drawing instruments and slide rules, provided the Examiner's approval is obtained before the examination begins; and where a slide rule is used, a note to that effect should be entered on the candidate's answer paper.
- (7) The use of electronic calculators is prohibited unless otherwise announced for the examination in question.
- (8) Candidates are forbidden to bring books or papers of any kind whatever, other than tables which have been approved by the Examiner, into the examination room; and if this subrule is infringed the offender will be regarded as having failed the examination and will not be accepted for re-examination for a period of six months.
- (9) Candidates who deface or otherwise injure any book or damage any instrument or other property of the Ministry will have their certificates and testimonials or other service papers, retained until they have replaced the damaged book or instrument, and such candidates will not be allowed to remove the damaged book or instrument, otherwise they may render themselves liable to the penalty of failure.
- (10) No candidate shall—
  - (a) leave the examination room without permission and without giving up the paper upon which he has been engaged;
  - (b) be allowed to leave the building while the examination is in progress.
- (11) Any Candidate who fails to comply with the provisions of subrule (10) of this rule will be regarded as having failed the examination.
- (12) All work must be shown on the paper supplied for use in the examination and any candidate who—
  - (a) works out problems on waste paper; or

- (b) writes on the blotting paper supplied for use in the examination, will be regarded as having failed the examination.
- (13) Any candidate who, during the examination, is discovered—
- (a) referring to any unauthorised book or paper;
  - (b) copying from another;
  - (c) affording any assistance or giving any information to another;
  - (d) accepting information or assistance or information from another;
  - (e) communicating in any way with another; or
  - (f) copying any part of the answers for the purpose of taking them out of the examination room, will be regarded as having failed the examination and will not be accepted for re-examination for a period of six months, and in the case of a second offence of the same nature, will not be accepted for re-examination for a period of twelve months.
- (14) Any candidate who—
- (a) contravenes or fails to comply with the provisions of this rule; or
  - (b) is found guilty of insolence to the Examiner; or
  - (c) is found guilty of disorderly or improper conduct in or about the examination room,
- will be considered to have failed the examination, and will not be accepted for re-examination for such period as may be decided by the Board, or if he has passed, will incur detention of his certificate for such period as the Ministry may direct.

### 32. Written examinations

- (1) A candidate will be furnished with as many sheets of paper as may be necessary for them to complete their written portion of the examination, but they will be required to—
  - (a) complete all their written work, except for sketches, in ink;
  - (b) start each answer by writing in the margin the number of the question to which it relates; and
  - (c) in their own interests, write clearly and legibly.
- (2) Candidates will be allowed to solve problems by any method they are accustomed to use, provided that such method is correct in principle and it is shown on the paper.
- (3) The degree of precision required of candidates when making calculations is as follows—
  - (i) when making calculations to obtain a ship's position, candidates are expected to work to 0.2 of a minute and to the nearest second of time;
  - (ii) any method of calculation used to obtain a position line should be capable of giving an answer to within one nautical mile;
  - (iii) in the calculation of compass errors, bearings and courses, the answer should be worked to within 0.5 of a degree;
  - (iv) tidal calculations should be worked to provide an answer within 15cm of a precise result.

### 33. Oral examinations

- (1) The oral examination is intended to ascertain a candidate's competency in the practical aspects of an officer's duty.

- (2) Particular attention will be paid to candidates' knowledge of the sextant during oral examinations, and candidates will—
  - (a) be required to measure both vertical and horizontal angles;
  - (b) be required to be able to read correctly both on and off the arc and find the index error using either the horizon or the sun.
- (3) During the course of the oral examination the examiner will test candidates' knowledge of the sense and intention of the Regulations for Preventing Collisions at sea, but mere ability to repeat the Regulations will not suffice to ensure a candidate passing, nor will lack of it necessarily entail failure, provided that the examiner is satisfied that the candidate grasps the full significance, content and practical application of the Regulations.
- (4) Examiners will not place a candidate in the position of handling a sailing ship, but will test the candidate's ability to recognise a sailing ships lights and the candidate's knowledge of a sailing ship's possible manoeuvres according to the direction of the wind.
- (5) The examiner may ask the candidate questions arising within the written work if it is deemed necessary on account of weakness shown by the candidate.
- (6) A candidate who fails in the oral part of the examination for any certificate of competency through serious weakness in practical knowledge may, at the examiner's discretion, be required to perform further sea service before being re-examined, but that sea service will not exceed six months and may be performed in any capacity or deck in any sea-going ship.

#### 34. **Validity of partial passes**

A pass in the whole of the written portion of any examination will remain valid for a period of five years, but a pass in either the oral or signals parts of any examination will remain valid for a period of twelve months only.

### **Part VII – Carriage of highly dangerous cargo (reg 35)**

#### 35. **Specifications regarding carriage of highly dangerous cargo**

- (1) According to the provisions of the Marine Officers Regulations a ship which has a bulk cargo specified in whole or in part as being a dangerous cargo, shall carry as officer in command and as second in command respectively, deck officers who, in addition to holding the qualifications required generally of them as explained in these Rules, satisfy such requirements as the Minister may specify.
- (2) The dangerous cargo so specified consists of any liquid chemical listed in Chapter VI of the Inter-Governmental Maritime Consultative Organization (IMCO) publication entitled "Code for the Construction and Equipment of ships carrying Dangerous Chemicals in Bulk" any liquefied gas listed in the publication of ships carrying "Liquefied Gases in Bulk" both published by IMCO and both documents are available from the Publications Office of the Inter-Governmental Maritime Consultative Organization 101-104 Picadilly, London W1V or AE.
- (3) The additional qualifications required in respect of which the Ministry will issue a Dangerous Cargo Endorsement (Liquefied Gas) and Dangerous Cargo Endorsment (Liquid Chemicals) are—

if one ship is a liquefied gas carrier the persons appointed as officer in command and second in command must have either—

  - (i) previously completed six months' satisfactory credited shipboard service on articles as master or chief mate before the date the regulations were made and is able to produce a testimonial from his employer to that effect; or



- (ii) attended a training course appropriate to the carriage of liquefied gas and either—
  - (aa) receive in a supernumerary capacity 14 days shipboard training designed to give an overall appreciation of liquefied gas cargo operations and associated hazards and completed three months credited shipboard service in subordinate rank; or
  - (bb) complete six months' credited shipboard service in subordinate rank and be in the opinion of the master of the ship on which such service is completed a person competent to carry out safely cargo handling duties on a liquefied gas carrier; or
  - (cc) receive in a supernumerary capacity twenty-eight days intensive ship board training as specifically approved by the Ministry designed to give an overall appreciation of liquefied gas cargo operations and associated hazards,but the shipboard service referred to in this subrule will be credited in full if it is served on a liquefied gas carrier; and it will be credited at half rate if it is on a ship carrying dangerous liquid chemicals in bulk or on a ship carrying either crude oil or its products in bulk.
- (4) If the ship is carrying dangerous liquid chemicals in bulk the person appointed as officer in command and second in command must have either—
  - (a) previously completed 6 months' satisfactory credited shipboard service on articles as Master or Chief mate before the date the Regulations were made and is above to produce a testimonial from his employer to that effect; or
  - (b) attended a training course appropriate to the carriage of liquid chemicals; and either—
    - (i) received in a supernumerary capacity 14 days' shipboard training designed to give an overall appreciation of liquid chemical cargo operations and associated hazards and completed three months' credited shipboard service in subordinate rank; or
    - (ii) completed six months' credited shipboard service in subordinate rank and be in the opinion of the master of the ship on which such service is completed a person competent to carry out safely cargo handling duties on a liquid chemical carrier; or
    - (iii) received in a supernumerary capacity 28 days' intensive shipboard training as specifically approved by the Ministry designed to give an overall appreciation of liquid chemical cargo operations and associated hazards,but the shipboard service referred to in this subrule will be credited in full if it is served on a ship carrying dangerous liquid chemicals in bulk; and it will be credited at half rate if it is served on a liquefied gas carrier or on a ship carrying either crude oil or its products in bulk.

## Part VIII – Fees (reg 36)

### 36. Fees

- (1) Applicants for examination, and persons enquiring as to their eligibility, will be required, when making their applications, to pay the examination fee before any steps are taken to enquire into their service or to test their qualifications; and where the candidate is found to be ineligible, the fee will be returned to him or placed to his credit until he is eligible.
- (2) A separate fee will be charged for the sight test.
- (3) The fees set out in Appendix A of these Rules are subject to change by the Ministry without advance notice.

## Appendix A

### 1. The trading areas

Eastern Africa Trading Areas:

- 1.1 Any location within the inland waters: Lake Victoria, Lake Tanganyika, Lake Nyasa and Lake Rukwa; and
- 1.2 Any location on the coast of Tanzania and in the Mozambique channel bounded by a line through the southern most points of Mozambique and Madagascar and a line from Mombasa to a point 11°S, 44°E near Comoros and from there by the Parallel Circle 11°S to the Meridian 50°E; and
- 1.3 The near coastal areas of Kenya, Somalia south of Mogadishu and the eastern side of Madagascar within 15 nautical miles from land.

Unlimited Trading Area:

Any location not within the Eastern Africa Trading Areas.

Numbers of certificated persons to be carried in ships of various descriptions and the appropriate classes of certificate they are required to hold— (see tables 1-3)

**Table I – ships of 50 GRT and over, other than passenger ships and tugs**

Column 1	Column 2	Column 3				
Trading Area	Description of Ships	Minimum number of certificated Deck officers to be carried				
		Class 1 Cert.	Class 2 Cert.	Class 3 Cert.	Class 4 Cert.	Class 5 Cert.
Unlimited	1,600 GRT and over	1	1	-	2	-
	50 GRT but under 1,600 GRT	1	1	-	1	-
	10,000 GRT and over	1	1	-	1	-
Eastern Africa Trade	5,000 GRT but under 10,000 GRT	1	-	1	1	-

Column 1	Column 2	Column 3				
	1,600 GRT but under 5,000 GRT	-	-	-	2 <sup>18</sup> <sub>1</sub>	1
	800 GRT but under 1,600 GRT	-	-	-	1 <sup>19</sup> <sub>2</sub>	2
	200 GRT but under 800 GRT	-	-	-	1 <sup>20</sup> <sub>3</sub>	1
	50 GRT but under 200 GRT	-	-	-	-	1 <sup>21</sup> <sub>4</sub>

**Table 2 – Passenger ships**

Column 1	Column 2	Column 3				
Trading Area	Description of Passenger Ships	Minimum number of certificated Deck officers to be carried				
		Class 1 Cert.	Class 2 Cert.	Class 3 Cert.	Class 4 Cert.	Class 5 Cert.
Unlimited	Any tonnage	1	1	-	2	-
	1,600 GRT and over	1	1	-	1	-

18

One certificate with master endorsement.

19

One certificate with master endorsement.

20

One certificate with master endorsement.

21

One certificate with master endorsement.

Column 1	Column 2	Column 3				
	800 GRT but under 1,600 GRT	-	-	-	2 <sup>22</sup> <sub>1</sub>	1
	200 GRT but under 800 GRT	-	-	-	2 <sup>23</sup> <sub>2</sub>	-
	Under 200 GRT	-	-	-	1 <sup>24</sup> <sub>3</sub>	-

Table 3 – Tugs

Column 1	Column 2	Column 3				
Trading Area	Descriptions of Tugs	Minimum number of certificated Deck officers to be carried				
		Class 1 Cert.	Class 2 Cert.	Class 3 Cert.	Class 4 Cert.	Class 5 Cert.
Unlimited	Any Tug	-	2 <sup>25</sup> <sub>1</sub>	-	1	-
Eastern Africa Trade	Any Tug	1	1	-	1	2 <sup>26</sup> <sub>2</sub>

## Notes:

- (1) A ship may sail with one but only one certificated deck officer short of the statutory requirements provided the cause of sailing short is illness, incapacity or other unforeseen circumstance affecting the

22

One certificate with Master Endorsement.

23

One certificate with Master Endorsement.

24

One certificate with Master Endorsement.

25

One certificate with Tugmaster Endorsement.

26

One certificate with Master (Eastern Africa Trade) Endorsement.

*officer concerned. However all reasonable steps must have been taken to replace the officer and the maximum period for which a ship shall sail with one officer short shall not exceed—*

- (a) *twenty-eight days in the case of a ship going to sea from a location beyond the Eastern Africa Trade Areas;*
- (b) *fourteen days in the case of a ship going to sea from a location beyond the United Republic but within the Eastern Africa Trade Areas.*

*In addition this concession shall not apply in the case of (b) if the vessel is also sailing with one certificated engineer less than the number statutorily required.*

*For the concession to apply, the master, when going to sea from the place in question must notify a proper officer of his intention not to carry the qualified officer in question and make an entry of that notification in the ship's official log.*

*One period of fourteen or twenty-eight days as appropriate must not be followed immediately by any further period during which the ship sails short of a qualified deck officer.*

*A proper officer means a consular officer appointed by the Tanzania Government.*

- (2) *If a person goes to sea as a qualified officer without being such a qualified officer he shall be liable on summary conviction to a fine not exceeding one thousand shillings.*

## Appendix B

<b>Class of certificate granted under the Act before the coming into force of these rules</b>	<b>Equivalent class of certificate of competency issued under these rules.</b>
Master Foreign Going	(Deck Officer) Class 1
Chief Mate Foreign Going	(Deck Officer) Class 2
Second Mate Foreign Going	(Deck Officer) Class 3
Third Mate Foreign Going	(Deck Officer) Class 4
Master of coasting ship not exceeding 500 tons register tonnage (issued 1st October, 1978 or later)	(Deck Officer) Class 5 with command endorsement.
Master of a coasting ship not exceeding 500 tons register tonnage (issued before 1st October, 1978)	(Deck Officer) Class 4 endorsed for coasting trade between Mogadishu and Ibo only, and with Command Endorsement.
Mate of a coasting ship not exceeding 500 tons register tonnage	(Deck Officer) Class 5 endorsed for coasting trade between Mogadishu and Ibo only.
Master of a coasting ship not exceeding 100 tons register tonnage	(Deck Officer) Class 5 endorsed for coasting trade between Mogadishu and Ibo only and with a command endorsement.

### Appendix C

**Certificates granted by governments outside the united republic which are recognized as having the same force as those granted under the marine officer regulations**

	Certificate	Equivalent Tanzanian Certificate
Australia	Master	(Deck Officer) Class 1
	First Mate	(Deck Officer) Class 2
	Second Mate	(Deck Officer) Class 3
Canada	Master	(Deck Officer) Class 1
	First Mate	(Deck Officer) Class 2
	Second Mate	(Deck Officer) Class 3
Great Britain and Northern Ireland		
<p>Certificates of competency, validity or service issued under the Merchant Shipping (Certification of Deck Officers) Regulations shall have the same value as those issued under the Tanzanian Regulations save that Command Endorsement (Near Continental or Middle Trade) shall have the same value as Tanzanian Command Endorsements (Eastern Africa Trade).</p>		
Hong Kong	Master	(Deck Officer) Class 1
	First Mate	(Deck Officer) Class 2
	Second Mate	(Deck Officer) Class 3
India	Master	(Deck Officer) Class 1
	First Mate	(Deck Officer) Class 2
	Second Mate	(Deck Officer) Class 3
Republic of Ireland	Master	(Deck Officer) Class 1

	First Mate	(Deck Officer) Class 2
	Second Mate	(Deck Officer) Class 3
Malaysia (Singapore)	Master	(Deck Officer) Class 1
	First Mate	(Deck Officer) Class 2
	Second Mate	(Deck Officer) Class 3
New Zealand	Master	(Deck Officer) Class 1
	First Mate	(Deck Officer) Class 2
	Second Mate	(Deck Officer) Class 3
Norway	Master (SKIPSFORER)	(Deck Officer) Class 1
	First Mate (OVERSTYRMANN)	(Deck Officer) Class 2
	Second Mate (STYRMANN)	(Deck Officer) Class 3
Pakistan	Master	(Deck Officer) Class 1
	First Mate	(Deck Officer) Class 2
	Second Mate	(Deck Officer) Class 3
Peoples Republic of China	Master	(Deck Officer) Class 1
	First Mate	(Deck Officer) Class 2
	Second Mate	(Deck Officer) Class 3

*General Notes:*

- (1) *Unless where otherwise stated, the certificates listed in this Appendix are all foreign-going.*
- (2) *Holders of foreign certificates not recognized as above may be considered for issuance of restricted certificates of service upon application handed into the Registrar of Ships.*

## Appendix D

### Specimen certificate of watchkeeping service for a class 1 or class 2 certificate and for a command endorsement

*[Editorial note: The forms have not been reproduced.]*

## Appendix E

### Sight tests

#### Part I – Conduct of the tests

The purpose of these tests is to ensure that the candidates eyesight is sufficiently good to enable him to pick up and identify correctly the lights of distant ships at sea. Experience has shown that for this purpose a person must be able to reach certain minimum standards both of form and colour vision.

A sight test comprises a letter and a lantern test taken in that order. The tests will be conducted under the strict personal supervision of a Sight Test Examiner who will keep a record of all mistakes made by the candidate both in the letter test and in the lantern test.

Every candidate seeking admission to an examination for a first certificate of competency as a deck officer in the Merchant Navy or Fishing fleets must hold a sight test certificate showing that he has passed in both letter and lantern tests within the six month period preceding the date of the examination. For certificates of competency subsequent to the first a sight test certificate fulfilling the conditions in respect of the latter test only will be required.

Candidates are cautioned that, when taking the Lantern test, they should not attempt to hurry. They should satisfy themselves as to the colours of the lights shown before reporting them to the examiner. The result of the test can only be judged by what the candidate reports; carelessness may cause failure and thus prevent the candidate from taking up a chosen career at sea.

Candidates should be in good health when taking the test otherwise their vision may be impaired.

Candidates other than new entrants may take the sight test with or without aids (conventional spectacles or contacts) their option but candidates who opt to use aids for the letter or lantern or both must additionally reach a minimum standard in each eye without aids.

#### 1. Letter test

- (1)
  - (a) The letter test is conducted by means of sheets of letters viewed indirectly at a distance of six metres from the eye. Each sheet contains seven lines, the 3rd, 4th, 5th and 7th lines corresponding to standard 6/24, 6/18, 6/12, 6/9 and 6/6 respectively.
  - (b) Candidates will be tested in each eye separately.
- (2) Standard of vision required
  - (a) A candidate who opts to take the test without aids will be required to read correctly down to and including line 7 with the better eye and down to and including line 6 with the other eye.
  - (b) A candidate who opts to take the test using aids must first take the test without aids when he will be required to read correctly down to and including line 5 with the better eye and line 3 with the other eye. The candidate will then be tested with aids and will be required to read correctly down to and including line 6 with the other eye.
- (3) Method of testing



The test sheets and the means of illumination are in accordance with BS 4274-1960 and are placed so that the centre of each sheet as viewed is at the height of eye of the average person in a sitting position. When the candidate is sitting in the correct position one of the sheets will be exposed and he will be asked to read the letters from the left to right beginning at the top and going downwards.

If with aids or without aids or in both cases the candidate fails to reach the required standard an additional sheet will be given for each eye in that part or parts of the test in which he has failed.

If at the conclusion of the letter test the candidate is considered to have reached the required standard he will then proceed to the lantern test unless he holds a certificate of competency for which a lantern test recognised by the Ministry should have been a condition for its issue.

If at the conclusion of the letter test the candidate is considered not to have reached the required standard: the examination will be broken off and may be taken on payment of a further fee after a period of not less than one month and a certificate of failure will be issued.

Failure to pass the letter test is due to a defect in vision which is sometimes curable. Whenever, therefore, a candidate fails to pass this test he will be advised to consult an ophthalmologist with a view to ascertaining the nature of the defect and whether it is curable.

## 2. Lantern test

(4) The test will be conducted in a room so darkened as to exclude all daylight.

### (5) Darkness adaptation

A candidate who needs darkness adaptation will be kept in a complete or partially darkened room for at least ten minutes.

### (6) Apparatus

The lantern used for the test is designed to show three colours red, white and green; singly through a large aperture or two at a time, side by side, through small apertures. When the small apertures are used any combination of the three colours may be shown or they may be of same colour. The lantern will be positioned directly in front of a mirror so that the front part of the lantern is exactly 3.05m (10 ft.) from the mirror and the lights as reflected in the mirror shown clearly when viewed by the candidate seated close to the lantern.

### (7) Method of Testing

The test will commence with a series of lights shown through the large aperture followed by four complete circuits and one broken circuit of lights shown through the small apertures. The candidate will be required to name the colours of the lights as they appear.

If the above method of testing is not practicable, other methods should be used and a note to that effect should be made.

## 3. Test results

(8) (a) A candidate who, having passed the letter test does not make any mistake in the lantern test, will be deemed to have passed the whole test and the examiner will issue a certificate to that effect.

The certificate issued to candidates who pass the test using aids to vision for any part of the test will be endorsed to the effect that such persons should use those aids when on watch and that a spare pair of spectacles should be carried; and in the case of those who pass the test wearing contact lenses either a spare pair of contact lenses or spectacles should be carried.

(b) A candidate who mistakes red for green or green for red will be deemed to have failed in the lantern test.

- (c) The test result of a candidate who mistakes green or red for white or white for red or green will be submitted to Registrar of Ships for a decision as to whether the candidate should be passed, failed or undergo a further test. A candidate awaiting such a decision may be admitted to an examination for a certificate of competency on the express understanding that in the event of failure in the sight test the examination will be cancelled.
- (d) Candidates will be notified on an appropriate form of their success or failure, or that their case has been referred for consideration.
- (e) A new entrant who fails the lantern test totally, may be retested after a period of not less than one month.

## Part II – Qualifications

### 4. Qualifications for Class 4 Certificate

In order to qualify for a Class 4 certificate a candidate must—

- (a) satisfy the initial training requirements set out in Part III of these Rules;
- (b) have completed the qualifying sea service set out in Part IV of these Rules;
- (c) have attended fire fighting courses; and
- (d) have passed the examination set out in Part VII of these Rules.

### 5. Qualifications for Class 3 certificate

Candidates for a Class 3 certificate must—

- (a) satisfy the initial training requirements as set out in Part III;
- (b) have completed the qualifying sea service set out in Part IV;
- (c) have attended an approved fire fighting course; and
- (d) have passed the examination set out in Part VIII of these Rules.

### 6. Qualifications for Class 2 certificate

Candidates for a Class 2 certificate must—

- (a) satisfy the initial training requirements as set out in Part III of these Rules;
- (b) have completed the qualifying sea service set out in Part IV of these Rules;
- (c) have attended an approved fire fighting course; and
- (d) have passed the examination set out in Part VIII of these Rules.

### 7. Qualifications for Class 1 Certificate

In order to qualify for a Class 1 certificate a candidate must—

- (a) hold a Class 2 certificate;
- (b) whilst holding a Class 2 certificate have completed the qualifying sea service set out in Part IV of these Rules;
- (c) have passed the examination set out in Part VII.

### 8. Qualifications for a Service Endorsement Class 2, 3 or 4

Every candidate for a Service Endorsement to a Class 2, 3 or 4 certificate must—

- (a) be not less than twenty-four years of age;

- (b) whilst in possession of the certificate to which endorsement is required, have completed the qualifying sea service set out in Part IV of these Rules;
- (c) have passed the examination set out in Part VII of these Rules.

### **Part III – Initial training**

#### **9. Workshop service, etc., not accepted**

Workshop service or other training completed before the age of sixteen years will not be accepted.

#### **10. Training as Engineer Craftsman**

- (1) A candidate for a marine engineering examination must have received one of the forms of initial training specified in this Rule–
  - (a) four years of engineering craft training, but a remission of one year is granted to candidates who have completed secondary technical education in mechanical engineering and as regards other candidates, the workshop service period must include one year "off job" in the use of tools and techniques of general engineering craft at a training institute recognized in this relation by the Ministry; or
  - (b) a full time course of study of at least the standard of a National Full Technician, Certificate in mechanical engineering at a Technical College or University together with two years or engineering training of relevance to the duties of a sea going engineer officer; or
  - (c) three years of marine engineer training of a maritime training institute on a training programme approved by the Ministry.

#### **11. Deficiency in training and compensatory shipboard training**

- (1) Any deficiency in training from the requirements of rule 10 will be assessed in each case by the Board of Examiners and must be made good by "off job" training or by further workshop service of a suitable character or by compensatory ship board service.
- (2) Compensatory shipboard service must be performed either on regular watch or on day work in ships of not less than 200 kW power, and time so spent on such ships will be accepted as having two-thirds of the value of suitable workshop service.

## **Appendix F**

### **Fees**

A candidate for examination will be required to pay the following fee on each occasion on which he applies for an examination either for a certificate of competency of any grade or for the endorsement of a certificate of competency—

(a)	Class 1, 2 or 3 certificate	200/=
(b)	Class 4 certificate	150/=
(c)	Class 5 certificate or Command Endorsement	100/=

(d)	Bridging examination from Class 4 to Class 3	50/=
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### Seventh Schedule (Regulation 8)

#### The certificates of competency (Marine Engineer Officers Requirements) Rules

##### Part I – Preliminary provisions (regs 1-2)

###### 1. Short title

These Rules may be cited as the Certificates of Competency (Marine Engineer Officers Requirements) Rules.

###### 2. Interpretation

In these Rules, unless the context otherwise requires—

"**Board of Examiners**" means the Marine Engineering Board of Examiners appointed by the Minister under rule 41 of these Rules;

"**Certificate Engineer Officers**" in relation to these Rules, means the Certificated Engineer Officers to be carried in the various descriptions of ships, according to the Trading Area in which they operate as per details given in Appendices 1 and 2 to these Rules;

"**Certificate of Competency granted by other governments**" means the certificates listed in Appendix 3 to these Rules;

"**examination**" means the examination for the Certificate of Competency for Marine Engineer Officers;

"**Ministry**" means the Ministry responsible for communications and transport.

##### Part II – Classes of certificates of competency – conditions of entry (regs 3-11)

###### 3. Classes of Certificates of competency

- (1) The certificates of competency qualifying the holders to service as Engineer Officers are granted as follows—
  - (a) steam certificates qualifying the holders to serve as Engineer Officers in the classes certified in steam ships, that is to say ships propelled by steam reciprocating engines or by steam turbines;
  - (b) motor certificates qualifying the holders to serve as Engineer Officers in classes certified in motorships, that is to say ships propelled by internal combustion reciprocating engines;
  - (c) combined certificates qualifying the holders to serve as Engineer Officers in the classes certified in both steamships and motorships, and in ships propelled by gas turbines.
- (2) The period of compensatory ship board service required will not exceed six years.
- (3) Compensatory sea service performed before the age of twenty years will not be accepted.

4.-11. <sup>33</sup>

33

The text of Regulations 4 to 11 appears to have been inadvertently omitted.

### Part III – Requirements for initial training (regs 12-13)

#### 12. Testimonials

- (1) All candidates will be required to produce testimonials covering their service and those testimonials must be signed by the employer or his representative.
- (2) Testimonials will not be returned to candidates when the examination is completed.

#### 13. Training outside Tanzania

Training outside Tanzania may be accepted by the Ministry to make up for whole or part of the conditions of this Part.

### Part IV – Qualifying sea service (regs 14-17)

#### 14. Qualifying sea service

Candidates for a Class 4 Certificate of Competency must, in addition to the requirements for initial training set out in Part III, have completed the following period of qualifying sea service in ships of not less than 200 kW power—

- (a) for a Steam Certificate, six months on the boilers and main propelling machinery of a steamship;
- (b) for a Motor Certificate, six months on the main propelling machinery of a motor ship;
- (c) for a Combined Certificate, at least four months on the boilers and main propelling machinery of a steam ship and at least four months on the propelling machinery of a motor ship;
- (d) for a Service Endorsement, twenty-one months whilst in possession of a Class 4 Certificate of competency, but such qualifying sea service must have been performed in steam ships for a steam endorsement and in motor ships for a motor endorsement.

#### 15. Class 3 certificate of competency

Candidates for a Class 3 Motor Certificate of Competency must, in addition to the requirements for initial training set out in Part III, have completed the following period of qualifying sea service—

- (a) for a Certificate, twenty-one months of which at least twelve months must have been spent as assistant engineer officer on regular watch in ships of not less than 350 kW power; and at least nine months of sea service must have been spent on the main propelling machinery of motorship;
- (b) for a service Endorsement, twenty-four months as engineer officer in motor ships of which at least twelve months must have been spent as either—
  - (i) engineer officer while holding a Class 3 certificate; or
  - (ii) chief or second engineer officer while holding Class 4 certificate.

#### 16. Class 2 certificate of competency

Candidates for a Class 2 Certificate of Competency, must, in addition to the requirements of initial training set out in Part III, have completed the following sea service—

- (a) for a certificate, twenty-one months of which at least twelve months must have been spent as assistant engineer officer or engineer officer on regular watch on ships of not less than 750 kW power; and at least nine months of the qualifying sea service must have been spent on the main propelling machinery of a motor ship for a Motor Certificate, and in a steam ship for a Steam Certificate and on each for a Combined Certificate;

- (b) for a Service Endorsement, twelve months as either—
  - (i) engineer officer while holding a Class 2 certificate; or
  - (ii) chief engineer while holding a Class 3 certificate.

#### 17. **Class 1 certificate of competency**

Candidates for a Class 1 Certificate of Competency must, in addition to the requirements for initial training set out in Part III, must have completed forty-two months of qualifying sea service of which at least twelve months must have been spent as engineer officer in a position of responsibility while holding a Class 2 certificate.

### **Part V – General provisions as to eligibility (regs 18-23)**

#### 18. **Qualifying sea service**

- (1) Except where otherwise stated, "qualifying sea service" means service under crew service agreements in an engine-room capacity on regular watch, that is to say on watch for less than eight of each twenty-four hours of service claimed, in ships with propelling machinery in full use.
- (2) When part or whole of the service has been performed in ships which for considerable periods have not been under way, a statement from the owners of the ship must be produced stating the time of days actually under way, and in such circumstances qualifying sea service may be reckoned as one and a half times the number of days actually spent under way but in no case it can exceed the time spent on Articles during the period concerned.
- (3) In the case of candidates for the Class 1 examination the twelve months' service period should be performed as Engineer Officer in charge of the watch although service as second in seniority on ships where three or more Engineer Officers are on regular watch at the same time will be accepted.
- (4) Sea service performed by Engineer Officers employed in work practices in ships operated on other than the traditional eight hour watchkeeping routine may be accepted as qualifying sea service if the board of Examiners is satisfied that such work practices provide a reasonably balanced system of service, but sea service falling within the scope of this subrule will be assessed according to the following general principles—

When an Engineer is nominated as being in sole charge of periodically unattended machinery spaces for a period of 24 hours, the time so spent on such, 'on call' watch-keeping may be accepted at one-and-half rate, the remainder of the time on articles will be considered as daywork and allowed to count towards qualifying sea service as detailed in subrule 6 of this rule. The total sea service accepted under these conditions will be either that computed in accordance with this subrule or the time actually spent on articles, whichever is less.

- (5) **Service auxiliary machinery**

Time spent on auxiliary machinery essential to the running of the main propelling machinery will be allowed to count in full towards qualifying sea service, this service being subject to a maximum acceptable limit of nine months.

- (6) **Day work**

Engineering work carried out within the engine and boiler spaces of a steam or motor ship at sea, other than that performed on regular watch, will be counted towards qualifying service up to eight months at full rate and any further period at half rate; the total service so calculated is subject to a maximum acceptable limit of twelve months.

**(7) Service in smooth waters**

Service in smooth waters in ships exempted under regulation 21 of the Merchant Shipping (Certification of Marine Officers) Regulations, will be accepted at half rate; the total service so calculated being subject to a maximum acceptable limit of fifteen months.

**19. Testimonials to state certain particulars**

- (1) Every candidate must produce testimonials in respect of his qualifying sea service, and such testimonials should state the seniority on watch, the type of main propelling machinery and the nature of the duties performed, and be signed by the Chief Engineer and endorsed by the Engineer Superintendent or by the Master or other representative of the Owner.
- (2) When a candidate has acted in the capacity of a Chief Engineer, the testimonial or testimonials in the form of Appendix 4 to these Rules should be signed by the company's Engineer Superintendent or a person of responsibility within the company.
- (3) A record of service in the form shown in Appendix 5 should be provided in the case of candidates for the Class 4 examination.

**20. Physical or mental disabilities**

When a candidate suffers from any physical or mental disability which might interfere with the proper performance of his duties as an engineer officer, the signatories of his testimonials should state whether such defect did in fact interfere in any way with the efficient discharge of the candidate's duties.

**21. Verification of sea service**

- (1) Sea service in ordinary merchant ships which cannot be verified by proper entries in the Articles of Agreement of the ships in which the candidate has served will not be accepted, unless authenticated in the manner prescribed in subrule 2 of this rule.
- (2) Proof of sea service in foreign vessels which cannot be verified by the Registrar of Ships must be confirmed either by a Consul or by some other recognised official authority of the foreign country, or by some responsible person having personal knowledge of the facts to be established.

**22. Calculation of service**

The candidate's service should be calculated in the following manner—

- (a) the candidate's qualifying sea service as shown by his discharges and testimonials will be reckoned by the calendar month, that is to say, the time included between any given day in any month and preceding day of the following month, both inclusive;
- (b) the number of complete months from the commencement of the periods ascertained as in paragraph (a), should be computed, after which the number of odd days should be counted;
- (c) the day on which the agreement commences, as well as that on which it terminates, should both be included, all leave of absence should be excluded and all odd days added together and reckoned at thirty days to the month.

**23. Penalty for misconduct**

Candidates or potential candidates who, after having signed crew agreements have neglected to join their vessels, or who, after having joined, have left their ships other than upon discharge, or who have committed misconduct on board will be required to produce satisfactory proofs of two years' subsequent service with good conduct at sea, unless the Ministry, after investigation, should see fit to reduce this period.

## Part VI – Admission to examinations and award of certificates (regs 24-35)

### 24. Application for examination personnel

- (1) Candidates who wish to take the examination for a certificate of competency should complete the form of application, signing the declaration thereon, and pay the appropriate fee to the Registrar of ships.
- (2) The completed form, together with the candidate's certificate of apprenticeship, testimonials, discharges, certificate of competency or service, if any, and any other relevant documents must be submitted to the examination centre at least thirty days before the commencement of the week during which the examination is to be held.

### 25. Proof of nationality

Every candidate for a certificate of competency of any grade will be required to produce proof of name, nationality, place and date of birth.

### 26. Language of examination

All examinations are normally conducted in the English language.

### 27. Penalty for offering gratuity

In addition to any penalty which may be imposed under criminal law, if a candidate offers gratuity to any officer under the Ministry he will—

- (a) be regarded as having committed an act of misconduct and will be rejected; and
- (b) not be re-examined until a period of at least twelve months has elapsed.

### 28. Defence Navy

- (1) Engineer Officers who have specialised in marine engineering, marine Engineering Artificers (Propulsion) and Mechanics, on active service or retired may be examined for certificates of competency under the same conditions that apply to Merchant Navy personnel, and applications for such examinations should be made in accordance with rule 24 of these Rules.
- (2) The practical engineering training given by the National Defence Navy to such personnel will be accepted in full towards the initial training requirements set out in Part III.
- (3) Sea service performed by such personnel on ships of the National Defence Navy will be assessed as if it had been articulated sea service on ships of the Merchant Navy.

### 29. Fees

A candidate for examination will be required to pay a fee, based on the fees set out in Appendix 6 of these Rules, on each Occasion on which he applies for an examination; but the fees are subject to change by the Ministry without notice.

### 30. Payment of fee for inquiry

A person enquiring as to his eligibility for examination will be required to pay the appropriate fee before any step is taken to assess his service or his qualifications and if a candidate or prospective candidate is found not to be qualified the fee will, either be returned to him or place to his credit until he is qualified.

### 31. Issues of certificate

- (1) When a candidate has successfully completed all parts of the examination he will receive the certificate from the Registrar of Ships.
- (2) Lower classes of Certificates of Competency, and certificates issued under previous regulations will not be returned to the successful candidates.



- (3) A candidate who has not successfully completed all parts of the examination will receive a record of his examination results.

**32. Copy of lost certificate**

- (1) Application for a certified copy of a lost certificate either of competency or service should be submitted to the Registrar of Ships together with the appropriate fee, but a declaration as to the circumstances in which the certificate was lost must be made by the applicant before the Registrar.
- (2) A copy of the Certificate will be delivered to the applicant.
- (3) No fee is chargeable if the applicant can show that the certificate was lost through shipwreck or fire.

**33. Failing candidate may be re-examined without penalty**

A candidate who fails in any part of the examination may present himself for re-examination at any subsequent examination subject to no penalty under rule 34 or 35 being enforced.

**34. Penalty for failure in Engineering Knowledge Examination**

- (1) A candidate who shows ignorance of topics which are vital to an Engineer Officer's duties and are such that if neglected could lead to acts or omissions whereby life or the ship is endangered, will not be accepted for re-examination until he has performed a further period of twelve months' sea service.
- (2) A candidate who, during three attempts at the engineering knowledge examination in any twelve months period, shows no improvement in his engineering knowledge will not be accepted for re-examination until he has performed a further period of twelve months' sea service.

**35. Breach of Examinations rules**

Candidates violating any of the examination rules will be considered to have failed and will not be accepted for re-examination for such a period as may be decided by the Board of Examiners.

## **Part VII – Examinations and exemptions (regs 36-39)**

**36. Exemption from Part A of the examinations**

- (1) Candidates who have completed courses in the United Republic leading to a National Full Technician's Certificate in mechanical engineering and have passed the terminal examination to the standard required by the Marine Engineering Board of Examiners, may be granted exemptions from Class 2 and Class 3 examinations on a subject to subject basis.
- (2) Candidates who have obtained qualifications at least similar to those in subrule 1 of this rule at any other institute of technical education may be allowed the same exemptions provided that they can satisfy the Board of Examiners of their suitability and level of the courses taken.

**37. Examinations**

- (1) The examination for a Class 4 Certificate will be *viva voce* only.
- (2) The examination for a Class 3 certificate is divided into the following two Parts—

Part A:

General Engineering Science I

(One paper of 3 hours)

General Engineering Science II

(One paper of 3 hours)

Part B:

Engineering Knowledge

(2 papers, each of 3 hours)

*Viva Voce* examination.

- (3) The examination for a Class 2 Certificate is divided into the following two Parts—

Part A:

Applied Mechanics (One paper of 4 hours)

Heat Engines (One paper of 4 hours)

Mathematics (One paper of 4 hours)

Engineering Drawing (One paper of 5 hours).

Part B:

(I) Electrotechnology (One paper of 4 hours)

Naval Architecture (One paper of 4 hours)

(II) Engineering Knowledge (2 papers each of 4 hours).

- (4) The Examination for Service Endorsement to the Class 2, Class 3 and Class 4 Certificate will be *viva voce* only and will be based upon the responsibilities and duties of the Chief Engineer Officer at a level appropriate to the endorsed certificate and its range of application.

- (5) The examination for a Class 1 Certificate is divided into the following two Parts—

Part A:

Applied Mechanics (One paper of 4 hours)

Heat Engines (One paper of 4 hours)

Part B

(I) Electrotechnology (One paper of 4 hours)

(II) Engineering Knowledge (2 papers each of 4 hours)

- (6) The examination for Combined Certificate Class 2 will consist of—

Engineering Knowledge (One paper of 4 hours)

*Viva voce* examination.

### 38. Examinations syllabuses

The knowledge requirements of the International Convention of Training, Certification and Watchkeeping for Seafarers 1978, for engineer officers as set out in column 1 of the following Table is included in the syllabus for the certificate of competency set out opposite thereto in column 2, except that the syllabi are as set out in the booklet entitled "Examination for Certificates of Competency in the Merchant Navy, Marine Engineer Syllabuses and Specimen papers" published by the Department of Trade, London 1977, and amended from time to time.

Column 1	Column 2
International Convention on Standard of Training, Certification and Watchkeeping for Seafarers, 1978	Certificate of Competency of which the syllabus includes the requirements in Column 1

Column 1	Column 2
Chief and Second engineer officers of ships powered by main propulsion machinery of 3,000 kW propulsion power or more (Reg.111/4).	Marine Engineer Officer Class 1
Chief and Second engineer officers of ships powered by main propulsion machinery between 746 kW and 3,000 kW propulsion power (Reg.11/4)	Marine Engineer Officer Class 3
Engineer Officers in charge of a watch in a traditionally manner engine room or the designated engineer in a periodically unmanned engine room (Reg.111/4)	Marine Engineer Officer Class 3 and 4

### 39. Admission to examinations

- (1) A candidate may present himself for either the whole of Part A of the Class 1, Class 2 or Class 3 examination or, if exempted from certain subjects, the remaining subject or subjects at any time after he has completed the training required in Part III, of these Rules, except in the case of Class 1 Certificate when he must in addition be in possession of Class 2 Certificate.
- (2) A candidate may present himself for Part B of an examination at any time after he has completed the necessary period of qualifying sea service provided that he also takes at the same time the whole of Part A examination unless he has previously completed Part A examination or has been exempted from it.
- (3) A candidate qualifying for a Class 3 examination may present himself for section 1 of part B of a Class 1 or Class 2 examination.
- (4) Candidates will only be allowed to sit for a Combined Certificate if they have already passed the examination for a steam or Motor Certificate of that Class.
- (5) A candidate who is successful in passing any subject will not be required to resit that subject at a subsequent attempt.
- (6) Candidates will be expected to obtain a minimum number of marks in each subject in the written examinations and not less than one-half of the total number of marks to secure a pass; but in the *viva voce* examination marks of higher standard will be required.

## Part VIII – Examination procedure (regs 40-47)

### 40. Examination Centre

The examinations shall be arranged by the Registrar of Ships.

### 41. Board of Examiners

The Minister shall appoint a Marine Engineering Board of Examiners made up of three examiners holding Certificates of Competency (Marine Engineer Officer) Class 1 or its equivalent, or at least certificates of a higher grade than those for which examinations are currently arranged.

**42. Marking and assessment**

- (1) Questions for the written portions of the examinations are decided on by the Marine Engineering Board of Examiners which also carries out—
  - (a) the final assessment of candidates eligibility for the certificate of competency or endorsement in question;
  - (b) the marking of the written papers by at least two examiners in each subject;
  - (c) the oral and practical portion of the examination by one or more examiners.
- (2) The Board may request advice and suggestions from the training institute tutors regarding examination questions and marking.

**43. Place and date of examinations**

- (1) The Board of Examiners shall decide where and when examinations may be held.
- (2) Information regarding such examinations may be obtained from the Registrar of ships or the Training Institute.

**44. Conduct of the examinations**

- (1) One member of the Board of Examiners or other person approved by the Board, in this rule referred to as the examiner, shall be present in the examination room during any written examination.
- (2) No person other than those whose duties required them to be present shall be allowed in the examination room.
- (3) There must be complete silence in the examination room.
- (4) Information as to what tables, if any which shall be available for use in the examination room may be obtained from the Registrar of Ships.
- (5) Candidates who wish to use their own copies of the allowed tables, may bring such tables into the examination room on condition that they submit them to the Examiner for scrutiny and approval before the examination.
- (6) Candidates are allowed to use their own drawing instruments and slide rules provided the Examiner's approval is obtained before the examination begins, but the use of electronic calculators is prohibited, unless otherwise announced for the examination in question.
- (7) Candidates are forbidden to bring into the examination room books or papers of any kind, other than tables which have been approved by the examiner, and if this subrule is infringed the offender shall be regarded as having failed the examination and will not be accepted for re-examination for a period of six months.
- (8) Candidates who deface or otherwise injure any book or damage any instrument or other property of the Ministry will have their certificates and testimonials, or other service papers retained until they have replaced, the damaged book or instrument; and those candidates shall not be allowed to remove the damaged book or instrument otherwise they may render themselves liable to the penalty of failure.
- (9) No candidate shall—
  - (a) leave the examination room without permission and without giving up the paper upon which he has been engaged;
  - (b) be allowed to leave the building while the examination is in progress.
- (10) Any candidate who fails to comply with the provisions of subrule (9) of this rule shall be regarded as having failed the examination.

- (11) All work must be shown on the paper supplied for use in the examination and any candidates who—
- (a) works out problems on waste paper; or
  - (b) copying from another;
  - (c) affording any assistance or giving any information to another;
  - (d) accepting information or assistance from another;
  - (e) communicating in any way with another; or
  - (f) copying any part of the answers for the purposes of taking them out of the examination room,
- shall be regarded as having failed the examination and shall not be accepted for re-examination for period of six months, and, in the case of a second offence of the same nature, shall not be accepted for re-examination for a period of twelve months.

- (13) Any candidate who—
- (a) contravenes or fails to comply with the provisions of this rule; or
  - (b) is found guilty of insolence to the Examiner; or
  - (c) affording any assistance or giving any information to another;
  - (d) accepting information or assistance from another;
  - (e) communicating in any way with another; or
  - (f) copying any part of the answers for the purposes of taking them out of the examination room,
- will be considered to have failed the examination, and will not be accepted for re-examination for such period as may be decided by the Board, or if he has passed, will incur detention of his certificate for such period as the Ministry may direct.

*[Please note: numbering as in original]*

#### 45. **Written portion as examinations**

- (1) Candidates shall be furnished with many sheets of papers as may be necessary for them to complete their written portion of the examination, but they shall be required to—
  - (a) complete their written work, except for sketches, in ink;
  - (b) start each answer by writing in the margin the number of the question to which it relates; and
  - (c) in their own interests, write clearly and legibly.
- (2) Candidates shall be allowed to solve problems by any method they are accustomed to use, provided that that method is correct in principle and is shown on the paper.

#### 46. **Oral examinations**

- (1) The Oral examination is intended to ascertain a candidate's competency in the practical aspects of an officer's duty.
- (2) The Examiner may ask the candidate questions arising within the written work if it is deemed necessary on account of weakness shown by the candidate.
- (3) A candidate who fails in the oral part of the examination for any certificate of competency through serious weakness in practical knowledge may, at the Examiners discretion, be required to perform

further sea service before being re-examined, but the sea service shall not exceed six months and may be performed in any engine room capacity in any sea-going ship.

**47. Validity of partial passes**

A pass in the whole of the written portion of any examination shall remain valid for a period of five years, but a pass in the oral part of any examination shall remain valid for a period of twelve months only.

## **Part IX – Carriage of dangerous cargo (reg 48)**

**48. Officers on ships carrying dangerous cargo**

- (1) According to the provisions of the Certification of Marine Officers Regulations, a ship which has a bulk cargo specified in whole or in part as being a dangerous cargo shall carry as Chief Engineer Officer and as Second Engineer Officer respectively, engineer officers who, in addition to holding the qualifications required generally of them as explained in the earlier Parts of these Rules, satisfy such additional requirements as the Registrar may specify.
- (2) The dangerous cargo so specified consists of any liquid chemical listed in Chapter VI of the Inter-Governmental Maritime Consultative Organization (IMCO) publication entitled "Code for the Construction and Equipment of Ships carrying dangerous Chemicals in Bulk" and any liquefied gas listed in Chapter XIX of the IMCO publication entitled "Code for the Construction and Equipment of Ships carrying Liquefied Gases in Bulk" both published by IMCO and both documents are available from the Publication's Office of the Inter-Government Maritime Consultative Organization, 101-104 Picadilly, London W1V 0AE.
- (3) The additional qualifications required in respect of which the Ministry shall issue a Dangerous Cargo Endorsement (Liquefied Gas) and Dangerous Cargo Endorsement (Liquid Chemicals) are—  
if the ship is a liquefied gas carrier the persons appointed as Chief Engineer Officer and second Engineer Officer must have previously either—
  - (a) completed six months' satisfactory credited shipboard service on articles as Chief Engineer Officer or Second Engineer Officer before the date the Regulations were made and can produce a testimonial from his employer to that effect; or
  - (b) attended an approved training course appropriate to the carriage of liquefied gas and either—
    - (i) received in supernumerary capacity fourteen days, shipboard training designed to give an overall appreciation of liquefied gas cargo operations and associated hazards and completed three months' credited shipboard service in a subordinate rank; or
    - (ii) completed six months' credited shipboard service in subordinate rank and be in the opinion of the Chief Engineer Officer of the ship on which that service is completed, a person competent to carry out safely cargo handling duties on a liquefied gas carrier; or
    - (iii) received in a supernumerary capacity twenty-eight days' intensive shipboard training to give an over-all appreciation of liquefied gas cargo operations and associated hazards.
- (4) The shipboard service referred to in subrule (3) of this rule shall be credited in full if it is served on a ship carrying dangerous chemicals in bulk or on a ship carrying either crude oil or its products in bulk.
- (5) If the ship carries dangerous liquid chemicals in bulk the persons appointed as Chief Engineer Officer and Second Engineer Officer must have previously either—
  - (a) completed six months' satisfactory credited shipboard service on articles as Chief Engineer Officer or Second Engineer Officer before the date the Regulations were made and can produce a testimonial from his employer to the effect; or

- (b) attended an approved training course appropriate the carriage of liquid chemicals; and either
- (i) received in a supernumerary capacity of fourteen days' shipboard training designed to give an overall appreciation of liquid chemical cargo operations and associated hazards and completed three months' credited shipboard service in a subordinate rank; or
  - (ii) completed six months' credited shipboard service in a subordinate rank and be, in the opinion of the Chief Engineer of the ship on which that service is completed, person competent to carry out safely cargo handling duties on a liquid chemical carrier; or
  - (iii) received in a supernumerary capacity of twenty-eight days' intensive shipboard training as specifically designed to give an overall appreciation of liquid chemical cargo operations and associated hazards.
- (6) The Shipboard service referred to in subrule (5) of this rule shall be credited in full if it is served on a ship carrying dangerous liquid chemicals in bulk; it shall be credited at half rate if it is served on a liquefied gas carrier or on a ship carrying either crude oil or its products in bulk.

### Appendix 1

(1)

<b>Certificate of competency (Marine Engineer Officer)</b>	<b>Service Endorsement</b>	<b>Description of Ship in which an Engineer Officer with the appropriate Service Endorsement may be carried as a Chief Engineer Officer.</b>
Class 2	Chief Engineer (Class 2)	In ships of less than 3,000 kW registered power.  In ships of less than 6,000 kW registered power going between locations in the Eastern Africa Trade Areas.
Class 3	Chief Engineer (Class 3)	In ships of less than 750 kW registered power  In ships of less than 3,000 kW registered power going between locations in the Eastern Africa Trade Areas.
Class 4	Chief Engineer (Class 4)	In ships of less than 750 kW registered power going between locations in the Eastern Africa Trade Areas.

<b>Certificate of competency (Marine Engineer Officer)</b>	<b>Service Endorsement</b>	<b>Description of Ship in which an Engineer Officer with the appropriate Service Endorsement may be carried as a Chief Engineer Officer.</b>
Class 5	NIL	In ships of less than 350 kW registered power going between locations in the Eastern Africa Trade Areas.

Note: For definition of Eastern Africa Trade Areas: see Appendix 2.

- (2) Minimum number of marine engineer officers to be carried in ships and the appropriate classes of certificate they are required to hold

<b>Column 1</b>	<b>Column 2</b>	<b>Column 3</b>			
<b>Trading Area</b>	<b>Ship, Registered power (Kilowatts)</b>	<b>Minimum number of certificated marine engineer officers to be carried</b>			
		<b>Class 1 Cert.</b>	<b>Class 2 Cert.</b>	<b>Class 3 Cert.</b>	<b>Class 4 Cert.</b>
Unlimited	3,000 and over 750 or more				
	750 or more but under 3,000	-	1 <sup>34</sup> <sub>1</sub>	1	1
	200 or more but under 750	-	-	1 <sup>35</sup> <sub>2</sub>	1
Eastern Africa Trade	6,000 and over	1	1	-	1
	3,000 or more but under 6,000	-	1 <sup>36</sup> <sub>3</sub>	-	-
	750 or more but under 3,000	-	-	1 <sup>37</sup> <sub>4</sub>	1

34

The certificate or one of the certificates require(s) a Chief Engineer Officer service endorsement.

35

The certificate or one of the certificates require a Chief Engineer Officer service endorsement.

36

The certificate or one of the certificates require(s) a Chief Engineer Officer service endorsement.

37

The certificate or one of the certificates requires a Chief Engineer Officer service endorsement.



Column 1	Column 2	Column 3			
	350 or more but under 750	-	-	-	2 <sup>38</sup> 5
	200 or more but under 350	-	-	-	1

**Notes:**

- (1) *A ship may sail with one but only one certificated engineer officer short of the statutory requirements provided the cause of sailing short is the illness, incapacity or other unforeseen circumstances affecting the officer concerned. However, all reasonable steps must have been taken to replace the officer and the maximum period for which a ship shall sail with one officer short shall not exceed—*

- (a) *twenty-eight days in the case of a ship going to sea from a location beyond the Eastern Africa Trade Areas;*
- (b) *fourteen days in the case of a ship going to sea from a location beyond the United Republic but within the Eastern Africa Trade Areas.*

*In the case of (b) there must be on board, if the concession is to apply, the full number of qualified deck officers required by these Regulations.*

*For the concession to apply all reasonable steps must have been taken to replace the officer, and the master, when going to sea from the place in question must notify a proper officer of his intention not to carry the qualified officer in question and make an entry of that notification in the ship's official log.*

*One period of fourteen or twenty-eight days as appropriate, must not be followed immediately by any further period during which the ship sails short of qualified engineer officer.*

*A proper officer means a consular officer appointed by the Tanzanian Government.*

- (2) *If a person goes to sea as a qualified officer without being such a qualified officer he shall be liable on summary conviction to a fine not exceeding one thousand shillings.*

(3)

Column 1	Column 2
Class of certificate granted under the Act before the coming into force of these rules:	Equivalent class of certificate of competency issued under these rules:
First Class Engineer	Marine Engineer Officer Class 1
Second Class Engineer	Marine Engineer Officer Class 2
Third Class Engineer	Marine Engineer Officer Class 4

## Appendix 2

### The trading areas

#### Eastern Africa Trading Areas

- (1) Any location within the inland waters:  
Lake Victoria, Lake Tanganyika, Lake Nyasa and Lake Rukwa; and
- (2) any location on the coast of Tanzania and in the Mozambique channel bounded by a line through the southern most points of Mozambique and Madagascar and a line from Mombasa to a point 11°S, 44°E near Comoros and from there by the Parallel Circle 11°S to the Meridian 50°E; and
- (3) the near coastal areas of Kenya, Somalia south of Mogadishu and the eastern side of Madagascar within 15 nautical miles from land.

#### Unlimited Trading Area

Any location not within the Eastern Africa Trading Areas.

## Appendix 3

### Certificates granted by governments outside the United Republic which are recognized as having the same force as Tanzanian certificate

- (1) Engineer officers holding Certificates as First and Second Class Engineer, and First and Second Class Motor Engineer, issued by the Government named below may be carried on steam or motor ships or both as appropriate in any of the capacities indicated in Appendix 1 for which a Certificate of Competency (Marine Engineer Officer) Class 1 or Class 2 respectively is required.

Australia, Canada, Hong Kong, India, Peoples Republic of China, Republic of Ireland, Malaysia, New Zealand and Singapore.

- (2) Great Britain and Northern Ireland Certificates of Competency, validity or service issued under the Merchant Shipping (Certification of Marine Engineer Officers) Regulations and shall have the same value as certificates issued under the Tanzanian Regulations. For this purpose Near Continental Trade Area shall be considered equal to Eastern Africa Trade Area and U.K. Middle Trade Area shall be considered equal to Tanzanian Unlimited Trade Area.

- (3) Norway:

Marine Engineer Certificates issued by the Government of Norway of the grades set out below shall be treated as equivalent to Tanzanian certificates of the class set out opposite thereto.

Norwegian Certificate of Competency	Equivalent Class of Tanzanian Certificate
Chief Engineer (Maskinsjef)	Class 1
Engineer 1st Class (Maskinist av 1 Klasse)	Class 2
Engineer 2nd Class (Maskinist av 2 Klasse)	Class 3

**Appendix 4 (Rule 19(2))****Sea service***[Editorial note: the form has not been reproduced.]***Appendix 5 (Rule 19(4))****Record of duties performed for class 4 certificate of competency (marine engineer)***[Editorial note: form has not been reproduced.]***Appendix 6 (Rule 29)****Fees**

- (1) A candidate for examination shall be required to pay the following fee on each occasion on which he applies or an examination either for a certificate of competency of any grade or for the endorsement of a certificate of competency.

	<b>Shs.</b>
(a)lass 1 or 2 Part B	150
(b)lass 1 or 2 Part A	100
(c)lass 3 Part B or Class 4	100
(d)lass 3 Part A	50
(e)bridging examination for combined certificate Class 1 or 2	100
(f)bridging examination for combined certificate Class 4	50
(g)ervice endorsements	50

A candidate applying to sit the full examination at one time shall be required to pay the sum of the fees for Parts A and B of the examination in question.

- (2) No fee shall be charged for certificates of service.
- (3) A candidate for a dangerous cargo endorsement shall upon application be required to pay fifty shillings.