

GOVERNMENT NOTICE NO. 65 published on 25/1/2019

THE MERCHANT SHIPPING ACT  
(CAP. 165)

REGULATIONS

*(Made under section 222)*

THE MERCHANT SHIPPING (MUSTERS, TRAINING AND DECISION  
SUPPORT SYSTEMS) REGULATIONS, 2019

ARRANGEMENT OF REGULATIONS

*Regulation Title*

PART I  
PRELIMINARY PROVISIONS

1. Citation.
2. Application.
3. Interpretation.

PART II  
CLASSIFICATION OF SHIPS, MUSTERS AND TRAINING

4. Classification of ships.
5. Decision support systems.
6. Muster list and emergency instructions.
7. General emergency alarm signal.
8. Public address systems.
9. Practice crew drills.
10. Abandon ship drill.
11. Firedrill.
12. Practice passenger musters.
13. On-board training and instructions.
14. Record.  
Exemption.

PART III  
OFFENCE AND PENALTIES

16. Offences and penalties.

*Merchant Shipping (Musters, Training and Decision Support Systems)*

---

*GN No. 65 (contd.)*

- 17. Power to compound offence.
- 18. General penalty.
- 19. Power to compound offence.

PART IV  
GENERAL PROVISIONS

- 20. Evaluation and reporting.
- 21. Review.

—————  
SCHEDULES  
—————

THE MERCHANT SHIPPING ACT  
(CAP.165)

REGULATIONS

*(Made under section 222)*

THE MERCHANT SHIPPING (MUSTERS, TRAINING AND DECISION  
SUPPORT SYSTEMS) REGULATIONS, 2019

PART I  
PRELIMINARY PROVISIONS

- Citation                    1. These Regulations may be cited as the Merchant Shipping (Musters, Training and Decision Support Systems) Regulations 2019.
- Application                2. These Regulations shall apply to ships classified under Regulation 4.  
                                  (2) Notwithstanding subregulation (1), these Regulations shall not apply to-
- (a) fishing vessels;
  - (b) pleasure vessels;
  - (c) ships which are not Tanzanian ships which are-
    - (i) cargo ships of less than 500 tons; or
    - (ii) ships not propelled by mechanical means; and
  - (d) a ship flying the flag of a state which is not a party to the International Convention for the Safety of Life at Sea, 1974 by reason of its being within Tanzania or the territorial waters thereof if it would not have been there but for stress of weather or any other circumstances which could not have been prevented by the master, the owner or the charterer.
- Interpretation            3. In these Regulations, unless the context otherwise requires-
- Cap.165                    "Act" means the Merchant Shipping Act;
- Act No.                    "Corporation" means the Tanzania Shipping Agencies
- 14 of 2017                Corporation established under section 4 of the Tanzania

- G.N.No.408 of 2014
- Shipping Agencies Act;
- "first periodical survey" means the periodical survey required under the Merchant Shipping (Survey and Certification) Regulations;
- "fishing vessel" means a vessel used for catching fish, whales, seals, walrus or other living resources of the sea and includes a fishery research vessel;
- "international voyage" means a voyage between a port in one country and a port in another country, where at least one of the ports is in a Safety Convention country;
- "Marine Evacuation System" means an appliance for the rapid transfer of persons from an embarkation deck of a ship to a floating survival craft;
- "Merchant Shipping Notice" means a Notice described as such and issued by the Tanzania Shipping Agencies Corporation, and any reference to a particular Merchant Shipping Notice includes a reference to any such document amending or replacing that Notice which is considered by the Minister to be relevant from time to time;
- "Minister" means the Minister responsible for maritime transport;
- "owner" in relation to a ship, or "shipowner" means, in respect of a registered ship, the registered owner and includes a demise charterer and a managing owner or managing agent;
- "pleasure vessel" means-
- (a) any vessel including a dive boat which at the time it is being used is-
    - (i) wholly owned by an individual or individuals, used only for the sport or pleasure of the owner or the immediate family or friends of the owner; or
    - (ii) owned by a body corporate, used only for sport or pleasure and on which the persons are employees, officers or shareholders of the body corporate, or their immediate family or friends;
  - (b) a vessel on a voyage or excursion which is one for which the owner does not receive money for or in connection with operating the vessel or carrying any person, other than as a contribution to the direct expenses of the operation of the vessel incurred during the voyage or excursion; or
  - (c) any vessel wholly owned by or on behalf of a member's club formed for the purpose of sport or pleasure which, at

- the time it is being used, is used only for the sport or pleasure of members of the club or their immediate family; and for the use of which any charges levied are paid into club funds and applied for the general use of the club;
- (d) in this definition "immediate family" means in relation to an individual, the husband or wife of the individual, and a relative of the individual or the individual's husband or wife, and "relative" means brother, sister, ancestor or lineal descendant;
- Act No. 14 of 2017 "Registrar" means the registrar appointed under section 31 of the Tanzania Shipping Agencies Act;
- "relative" means brother, sister, ancestor or lineal descendant;
- "ro-ro passenger ship" means a passenger ship provided with cargo or vehicle spaces not normally subdivided in any way and extending to either a substantial length or the entire length of the ship in which vehicles or cargo can be loaded or unloaded in a horizontal direction;
- "short international voyage" means an international voyage in the course of which a ship is not more than 200 miles from a port or place in which the passengers and crew could be placed in safety. Neither the distance between the last port of call in which the voyage begins and the final port of destination nor the return voyage shall exceed 600 miles. The final port of destination is the last port of call in the first scheduled voyage at which the ship commences its return voyage to the country in which the voyage began;
- "similar stage of construction" means a stage at which-
- (a) construction identifiable with a specific ship begins; and
- (b) assembly of that ship, comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is the less, has commenced; and
- "tons" means gross tons and a reference to tons in relation to a ship having alternative gross tonnages is a reference to the larger of those two tonnages.

## PART II

### CLASSIFICATION OF SHIPS, MUSTERS AND TRAINING

- Classification of ships 4. For the purposes of these Regulations ships shall be arranged in classes as set out in the First schedule to these Regulations
- Decision support 5.-(1) Notwithstanding subregulation (2), this Regulation

systems initial  
renewal and  
annual surveys

shall apply to any ship of Class I, II or II(A).

(2) Any ship to which this regulation applies, the keel of which was laid or which was at a similar stage of construction before 1<sup>st</sup> July 2013, need not comply with the requirements of this regulation until 1<sup>st</sup> July 2015.

(3) On every ship a decision support system for emergency management shall be provided on the navigation bridge.

(4) The decision support system shall, at least consist of a printed emergency plan in English and, if different, in the working language of the crew, in respect of each Class in which the ship operates.

(5) The emergency plan provided shall-

- (a) identify all foreseeable emergency situations including, but not limited to-
  - (i) fire;
  - (ii) damage to the ship;
  - (iii) pollution caused or likely to be caused by the ship;
  - (iv) unlawful acts threatening the safety of the ship and the security of its passengers and crew;
  - (v) serious accidents or injuries to the crew or passengers;
  - (vi) serious cargo-related accidents; and
  - (vii) the requirement to provide emergency assistance to another ship;
- (b) establish emergency procedures for each emergency situation identified;
- (c) provide decision support to the master for handling any combination of the emergency situations identified;
- (d) have a uniform structure that is clear and easy to understand as determined by the Registrar; and
- (e) where applicable, use the actual loading condition calculated for the ship's voyage stability for damage control purposes.

(6) A ship may, in addition to the requirement in sub-regulation (7), carry a computer based decision support system on the navigation bridge and in any other safety control centre.

(7) The computer-based system may only be carried on a ship if it-

- (a) provides all the information contained in the emergency plan including the emergency procedures, and any associated checklists, referred to in sub-regulation (5)(b); and
- (b) is able to present a list of recommended actions to be carried out in any foreseeable emergency situation.

Muster list and  
emergency  
instructions

6.-(1) This regulation shall apply to any ship of Class I, II, II(A), III, VII, VII(T), VIII or VIII(T) and any ship of Class IX or XI engaged on international voyages.

(2) The master of a ship to which this regulation applies shall -

- (a) before the ship proceeds to sea, prepare a muster list in accordance with sub-regulations (3) and (4) and in consideration of the instructions set out in the Second Schedule;
- (b) maintain the muster list for the entire duration of the voyage for which it was prepared, and
- (c) revise the muster list, or prepare a new muster list, if any change takes place in the crew which necessitates an alteration in the muster list.

(3) The muster list prepared in respect of a ship of Class I, II, II(A) and III shall be in a format approved by the Corporation.

(4) The master of the ship shall ensure that -

- (a) copies of the muster list are exhibited in conspicuous places throughout the ship including the navigating bridge, engine-room and crew accommodation spaces;
- (b) clear instructions to be followed in the event of an emergency are provided for every person on board; and
- (c) illustrations and instructions in English and in any other appropriate languages are posted in passenger cabins and conspicuously displayed at assembly or muster stations (as appropriate) and other passenger spaces to inform passengers or -
  - (i) their assembly or muster station (as appropriate);
  - (ii) the essential actions they must take in an emergency; and
  - (iii) the method of donning lifejackets.

General  
emergency  
alarm signal

7.-(1) The general emergency alarm signal for summoning passengers and crew to assembly or muster stations and initiating the actions specified in the muster list shall consist of at least seven short blasts followed by one long blast

- (a) on the ship's whistle or siren; and
  - (b) in the case of ships of Classes I, II, II(A) and III, and of Classes VII, VII(T), VIII, VIII(T) and IX of at least 45.7 metres in length, on an electrically operated bell or klaxon or any other equivalent electrically operated warning system
- (2) The general emergency alarm signal shall be -

- (a) capable of being operated from the navigation bridge and, except for the ship's whistle, also from other strategic points; and
  - (b) audible throughout all the accommodation and normal crew spaces.
- (3) Once activated the general emergency alarm signal shall continue to sound until it is manually turned off or is temporarily interrupted by a message on the public address system.

Public address systems

8.-(1) Every ship shall have a public address system consisting of a loudspeaker installation enabling the broadcast of messages into all spaces where crew members or passengers, are normally present and to all assembly or muster stations as appropriate.

(2) The public address system shall-

- (a) provide for the broadcast of messages from the navigation bridge and other strategic points;
- (b) be installed with regard to acoustically marginal conditions;
- (c) not require any action by the addressee in order to be audible; and
- (d) be protected against any unauthorized use.

Practice crew drills

9.-(1) This regulation shall apply to any ship of Class I, II, II(A), III, VII, VII(T), VIII, VIII(T), VIII(A), VIII(A)(T) or IX, and any ship of Class XI engaged on an international voyage.

(2) On any ship to which this regulation applies a member of the crew shall participate in at least one abandon ship drill and one fire drill in every month.

(3) Without prejudice to sub-regulation (2), any ship of Class I, II, II (A) or III an abandon ship drill and fire drill shall take place weekly.

(4) An abandon ship drill and a fire drill shall take place-

- (a) within 24 hours of the ship leaving a port, if more than 25% of the crew have not participated in abandon ship drills and fire drills on board that particular ship in the previous month, unless this is impracticable for any ship in which case other suitable arrangements shall be made; or
- (b) before the ship sails if the ship is entering service for the first time, or re-entering service after modification of a major character or if an entirely new crew has been engaged

10.-(1) Each abandon ship drill required by these

Regulations shall include-

- (a) summoning passengers and crew to assembly or muster stations (as appropriate) with the general emergency alarm signal followed by drill announcement on the public address system or other equivalent communication system and ensuring that they are made aware of the order to abandon ship specified in the muster list;
- (b) reporting to stations and preparing for the duties described in the muster list;
- (c) checking that passengers and crew are suitably dressed;
- (d) checking that lifejackets are correctly donned;
- (e) where practicable, lowering of at least one life boat after any necessary preparation for launching;
- (f) starting and operating each lifeboat engine;
- (g) operation of davits used for launching liferafts;
- (h) a mock search and rescue of passengers trapped in their staterooms; and
- (i) instruction in the use of radio life-saving appliances.

(2) Different life boats shall, as far as practicable, be lowered in compliance with the requirements of sub-regulation (1)(e) at successive abandon ship drills.

(3) An abandon ship drill shall, as far as practicable, be conducted as if there were an actual emergency.

(4) Subject to sub-regulation (5), each life boat shall be launched with its assigned operating crew aboard and manoeuvred in the water at least once every 3 months during an abandon ship drill.

(5) If the berthing arrangements in port and the trading patterns of a ship operating on short international voyages make the launching of lifeboats as required by sub-regulation (4) above on one side impracticable then launching of life boats on that side shall not be required

(6) All such life boats as are referred to in sub-regulation (5) above shall be lowered at least once every three months and launched at least annually.

(7) Subject to sub-regulation (8), where carried, rescue boats, other than life boats which are also rescue boats, shall be launched with their assigned crew aboard and manoeuvred in the water-

- (a) as far as practicable, each month; and
- (b) in any event, at least once every three months.

(8) A lifeboat arranged for free-fall launching may be lowered into the water if-

- (a) the free-fall launching is impracticable; and

(b) It is free-fall launched with its assigned operating crew aboard and manoeuvred in the water at least once every six months

(9) The Minister may, where it is impracticable to free-fall launch a lifeboat within a period of six months and on application by the owner, approve the extension of the period to twelve months.

(10) Without prejudice to any other condition the Minister may impose, an approval pursuant to subregulation (9) shall be on condition that the life boat in respect of which it is given shall be subjected to simulated launchings at intervals not exceeding six months.

(11) On a ship fitted with a Marine Evacuation System as the case may be, the drills required by this regulation shall include exercising of the procedures required for the deployment of the system up to the point immediately preceding its actual deployment.

(12) The exercising of the system required by subregulation (11) shall be augmented by-

(a) regular instruction of the crew using the on-board training aids carried; and

(b) training of each system party member, as far as practicable, by participation in a full deployment of a similar system into water, either on-board a ship or ashore, at intervals not exceeding two years or, if this is impracticable, not exceeding three years.

(13) If life boat and rescue boat launching drills are carried out with the ship making headway or anchored or moored in a tideway or current such drills shall, because of the dangers involved, be practiced in sheltered waters only under the supervision of an officer experienced in such drills.

(14) Emergency lighting for mustering and abandonment shall be tested at each abandon ship drill.

Fire drill

11.-(1) Each fire drill required by these Regulations shall include:

(a) reporting to stations and preparing for the duties specified in the muster list required by regulation 6(2);

(b) starting of a fire pump, using-

(i) in the case of a ship of Class II(A) of 21.34 metres in length or less, Class III or Class VII, VII(T), VIII(A), IX, VII(T) or XI of 500 tons or less, at least one jet of water; or

(ii) in the case of any other ship, at least two jets of

water,

- (c) in order to demonstrate that the system is in proper working order;
  - (d) checking of fireman's outfits and personal rescue equipment;
  - (e) checking the relevant communication equipment;
  - (f) checking the operation of watertight doors, fire doors, fire dampers and the main inlets and outlets of any ventilation systems in the drill area;
  - (g) checking the necessary arrangements for subsequent abandonment of the ship.
- (2) Any equipment used during a fire drill shall-
- (a) immediately be brought back to its fully operational condition at the end of the drill;
  - (b) have any faults or defects discovered during the drill remedied as soon as possible thereafter.
- (3) A fire drill shall, as far as practicable, be conducted as if there were an actual emergency.

Practice  
passenger  
musters

2.-(1) Musters of the passengers on any ship carrying passengers scheduled to be on board a ship carrying passengers for more than 24 hours, shall take place within 24 hours after their embarkation.

(2) The muster required by sub-regulation (1) shall include instruction of the passengers in the use of a life jacket and the action to be taken in the event of an emergency.

(3) If only a small number of passengers embark at a port after the muster has been held it shall be sufficient, instead of holding another muster, to draw the attention of the passengers to the emergency instructions required by regulation 6(3)(b) and (c).

(4) Where a muster of passengers is not held on departure on any ship of class II, II(A), III, VIII, VIII(T), VIII(A), VIII(A)(T), IX or class XI engaged on an international voyage the attention of passengers shall be drawn to emergency instructions required by regulation 6(3) (b) and (c).

(5) Whenever passengers embark on any ship, a passenger safety briefing shall be given immediately before or after the ship sails, by way of an announcement.

(6) All such life boats as are referred to in sub-regulation (5) above shall be lowered at least once every three months and launched at least annually.

(7) Subject to sub-regulation (8), where carried, rescue boats, other than life boats which are also rescue boats, shall be

launched with their assigned crew aboard and manoeuvred in the water-

- (a) as far as practicable, each month; and
- (b) in any event, at least once every three months.

(8) Information cards, posters or video programs displayed on a ship's video system may be used to supplement the passenger safety briefing required by sub-regulation (5) but shall not be used to replace the announcement required by that sub-regulation.

On-board training and instructions

13.-(1) This regulation shall apply to the following class of ships-

- (a) Class I;
- (b) Class II;
- (c) Class II(A);
- (d) Class III;
- (e) Class VII;
- (f) Class VII(T);
- (g) Class VIII;
- (h) Class VIII(T);
- (i) Class VIII(A);
- (j) Class VIII(A)(T); or
- (k) Class IX; and
- (l) Any ship of Class XI engaged on an international voyage.

(2) On-board training in the use of the ship's life-saving appliances, including survival craft equipment and fire-extinguishing appliances, shall, subject to sub-regulation (3), be given to each crew member-

- (a) as soon as possible;
- (b) in any event not more than two weeks; or
- (c) after he joins the ship.

(3) If a crew member is on a regularly scheduled rotating assignment to the ship, the training required by sub-regulation (2) shall be given not later than two weeks after the time of his first joining the ship.

(4) Instructions in-

- (a) the use of the ship's life-saving appliances;
- (b) survival at sea;
- (c) the use of the ship's fire-extinguishing appliances;
- (d) shall be given at the same interval as the drills required by these Regulations.

(5) Individual instructions may cover different parts of the ship's life-saving system and fire-extinguishing appliances, but all the ship's life-saving equipment and fire-extinguishing

appliances shall be covered within any period of two months.

(6) Each member of the crew shall be given instructions which shall include but not necessarily be limited to-

- (a) operation and use of the ship's inflatable liferafts;
- (b) problems of hypothermia, first-aid treatment for hypothermia and other appropriate first-aid procedures;
- (c) special instructions necessary for the use of the ship's life-saving appliances in severe weather and severe sea conditions; and
- (d) operation and use of fire-extinguishing appliances.

(7) On-board training in the use of davit-launched life rafts shall take place at intervals of not more than four months on every ship fitted with such appliances.

(8) Whenever practicable the training required by sub-regulation (7) shall include the inflation and lowering of a liferaft

(9) The life raft referred to in sub-regulation (8) may be a special liferaft intended for training purposes only, which is not part of the ship's life-saving equipment; such a special liferaft shall be conspicuously marked.

(10) Every member of the crew with assigned emergency duties in respect of avoyage shall be familiar with those duties before the voyage begins.

Record

14.-(1) The Master shall record the following information regarding abandon ship drill, fire drill, drill of other life saving appliances or on board training on the official log book.

(2) Upon each occasion on which a muster, abandon ship drill, fire drill, drill of other life-saving appliances or on-board training is held pursuant to these Regulations-

- (a) the date upon which the muster, drill or training is held;
- (b) details of the training and type of drill held; and
- (c) the date on which lifeboats, rescue boats and davit launched liferafts (as applicable) are lowered or launched.

(3) Where a full muster, drill or training session is not held, the muster shall record the following information in the log book:

- (a) the circumstances which made the full muster, drill or training session impracticable;
- (b) the extent of the muster, drill or training session held.

(4) Where a ship is not required to keep an official logbook, a record of each matter specified in sub-regulation

(1) shall be made by the master and the record shall be retained on board for a period of not less than twelve months.

Exemption

15.-(1) The Minister may exempt application of these Regulations for classes of ships or individual ships.

(2) Notwithstanding subregulation (1) the Minister may alter or cancel any exemption granted.

### PART III

#### OFFENCES AND PENALTIES

Offences and penalties

16.-(1) If, in respect of a ship, there is a breach of any of these requirements of these Regulations the master and the owner shall each be guilty of an offence punishable upon conviction by a fine of not less than the equivalent in Tanzanian shillings of the United States dollars two thousand or to imprisonment for a term not exceeding one year or to both such fine and imprisonment.

(2) Any person who fails to carry out any duty assigned to him under regulation 5(5), (6) or (7) shall be guilty of an offence punishable upon conviction by a fine of not less than the equivalent in Tanzanian shillings of the United States dollars one thousand.

General penalty

17. A person who commits an offence for which no penalty has been stipulated in these Regulations shall, on conviction, be liable to a fine of not less than the equivalent in Tanzanian Shillings of the United States Dollars ten thousand or to imprisonment for a term not exceeding six months or to both.

Power to compound offence

18. Notwithstanding the provisions of these Regulations relating to penalty, where a person has committed any offence under these Regulations, the Corporation may, at any time prior to the commencement of hearing by any court of any charge in relation thereto, compound such offence and order such person to pay a sum of money, not exceeding one half of the amount of the fine to which such person would otherwise have been liable to pay if he had been convicted of such offence:

Provided that the Corporation shall not exercise its powers under this regulation unless the person concerned admits in writing that he has committed such offence and requests that it be compounded.

(2) Where the Corporation compounds offence under this

regulation the order referred to in sub-regulation (1) shall:

- (a) be reduced to writing and attached to it the written admission and request referred to in subregulation (1) and a copy of such order shall be given to the person who committed the offence if he so requests;
- (b) specify the offence committed, the sum of money ordered to be paid and the date or dates on which payment has to be settled;
- (c) be final and not be subject to any appeal to any court.

(3) The order referred to in subregulation (1) may be enforced in the same manner as a decree of a court for the payment of the amount stated in the order:

Provided that there shall be no compounding for any subsequent offence.

#### PART IV GENERAL PROVISIONS

Evaluation and reporting

19.-(1) The Registrar shall from time to time-

- (a) carry out an evaluation of these Regulations;
- (b) prepare a report of the valuation process; and
- (c) submit the report to the Minister;

(2) The report under this regulation shall-

- (a) set out the objectives intended to be achieved by the regulatory system established by these Regulations;
- (b) assess the extent to which those objectives are achieved; and
- (c) assess whether those objectives remain appropriate and, if so, the extent to which they could be achieved with a system that imposes less regulation.

Review  
G.N.No.  
338 of 2018

20. Any person who is aggrieved by the decision made under these Regulations may apply to the Corporation for review, in accordance with the Tanzania Shipping Agencies (Complaints Handling) Regulations.

*Merchant Shipping (Musters, Training and Decision Support Systems)*

*GN No. 65 (contd.)*



THE UNITED REPUBLIC OF TANZANIA  
MINISTRY OF WORKS, TRANSPORT AND COMMUNICATION  
TANZANIA SHIPPING AGENCIES CORPORATION  
(TASAC)



FIRST SCHEDULE

CLASSIFICATION OF SHIPS

*(Made under regulation 4)*

Passenger Ships	
ClassI	Ships engaged on voyages any of which are long international voyages;
ClassII	Ships engaged only on short international voyages;
ClassII(A)	Ships engaged on voyages of any kind other than international voyages;
ClassIII	Ships engaged only on voyages in the course of which they are at no time more than 70 miles by sea from their point of departure nor more than 18 miles from the coast of the United Republic, and which are at sea only in favourable weather and during restricted periods;
ClassIV	Ships engaged only on voyages in Category A, B, C and D waters;
ClassV	Ships engaged only on voyages in Category A, B, and C waters;
ClassVI	Ships engaged only on voyages with not more than 250 passengers on board, to sea, or in Category A, B, C and D waters, in all cases in favourable weather and during restricted periods, in the course of which the ships are at no time more than 15 miles, exclusive of any Category A, B, C and D waters, from their point of departure nor more than 3 miles from land;
ClassVI(A)	Ships carrying not more than 50 passengers for a distance of not more than 6 miles on voyages to or from isolated communities on the islands or coast of the United Republic and which do not proceed for a distance of more than 3 miles from land;
Ships other than passenger ships	

*Merchant Shipping (Musters, Training and Decision Support Systems)*

*GN No. 65 (contd.)*

ClassVII	Ships (other than ships of Classes I, VII(A), VII(T), XI and XII) engaged on voyages any of which are long international voyages;
ClassVII(A)	Ships employed as fish processing or canning factory ships, and ships engaged in the carriage of persons employed in the fish processing or canning industries;
ClassVII(T)	tankers engaged on voyages any of which are long international voyages;
ClassVIII	Ships (other than ships of Classes II, VIII(T), IX, XI and XII) engaged only on short international voyages;
ClassVIII(T)	tankers engaged on voyages any of which are short international voyages;
ClassVIII(A)	Ships (other than ships of Classes II(A) to VI(A) inclusive, VIII(A)(T), IX, IX(A), IX(A)(T), XI and XII) engaged only on voyages which are not international voyages;
ClassVIII(A)(T)	tankers engaged only on voyages which are not international voyages;
ClassIX	tugs and tenders (other than ships of Classes II, II(A), III, VI and VI(A)) which proceed to sea but are not engaged on long international voyages;
ClassIX(A)	Ships (other than ships of Classes IV to VI inclusive) which do not proceed to sea;
ClassIX(A)(T)	tankers which do not proceed to sea;
ClassXI	sailing ships (other than fishing vessels and ships of Class XII) which proceed to sea; and
ClassXII	pleasure vessels of 13.7 metres in length or over.

*Merchant Shipping (Musters, Training and Decision Support Systems)*

*GN No. 65 (contd.)*



THE UNITED REPUBLIC OF TANZANIA  
MINISTRY OF WORKS, TRANSPORT AND COMMUNICATION  
TANZANIA SHIPPING AGENCIES CORPORATION  
(TASAC)



SECOND SCHEDULE

MUSTER LIST AND EMERGENCY INSTRUCTIONS

*(Made under regulation 6(2(a)))*

<p>1.0 General Specifications Muster list shall specify the following-</p> <ul style="list-style-type: none"><li>(a) the general emergency alarm signal;</li><li>(b) the action to be taken by crew and passengers when the general emergency alarm signal is sounded;</li><li>(c) how the order to abandon ship will be given;</li><li>(d) other emergency signals and action to be taken by the crew hearing such signals;</li><li>(e) on ro-ro passenger ships and on passenger ships the keel of which was laid or which was at a similar stage of construction after 1st January 2013, the location of assembly stations and the procedures for locating and rescuing passengers strapped in their cabins, and</li></ul>
<p>2.0 Duties assigned to members of the ship's crew The muster list shall show the duties assigned to the different members of the ship's crew, including duties as respects-</p> <ul style="list-style-type: none"><li>(a) closing of the watertight doors, fire doors, valves, scuppers, side scuttles, skylights, portholes and other similar openings in the ship;</li><li>(b) equipping of the survival craft and other life-saving appliances;</li><li>(c) preparation and launching of survival craft;</li><li>(d) general preparations of other life-saving appliances;</li><li>(e) muster of passengers (if any);</li><li>(f) use of communication equipment;</li><li>(g) manning of fire parties assigned to deal with fires, and</li><li>(a) special duties assigned in respect of the use of fire-fighting equipment and installations</li></ul>

*Merchant Shipping (Musters, Training and Decision Support Systems)*

*GN No. 65 (contd.)*

<p>3.0 Duties assigned to members of the crew in relation to passengers</p> <p>The muster list shall show the duties assigned to members of the crew in relation to passengers in case of emergency, including duties as respects-</p> <ul style="list-style-type: none"><li>(a) warning the passenger;</li><li>(b) seeing that they are suitably clad and have donned their life jackets correctly;</li><li>(c) mustering passengers at assembly or muster stations (as appropriate);</li><li>(d) keeping order in the passageways and the stairways and generally controlling the movements of the passengers, and</li><li>(e) ensuring that a supply of blankets (where carried) is taken to the survival craft.</li></ul>
<p>4.0 Duties assigned to officers:</p> <p>The muster list shall specify-</p> <ul style="list-style-type: none"><li>(a) officers assigned to ensure that life-saving and fire appliances are maintained in good condition and are ready for immediate use; and</li><li>(b) substitutes officers for key persons who may become incapable to perform their duties taking into account that different emergencies may call for different actions.</li></ul>

Dodoma,  
14<sup>th</sup> January, 2019

ISACK A. KAMWELWE  
*Minister for Works, Transport and  
Communications*