

THE MARITIME TRANSPORT ACT, NO. 5 OF 2006

THE OFFICIAL LOG BOOKS REGULATIONS

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THE MARITIME TRANSPORT ACT, NO. 5 OF 2006

THE OFFICIAL LOG BOOKS REGULATIONS

[Made under section 155 (2)]

IN EXERCISE of the powers conferred upon me under section 155(2) of the Maritime Transport Act, No. 5 of 2006, **I, DR. SIRA UMBWA MAMBOYA**, Minister responsible for maritime transport affairs, do hereby make the Official Log Book Regulations as follows:

**PART ONE
PRELIMINARY PROVISIONS**

Short title and commencement date.

1. These Regulations may be cited as the Official log Books Regulations, 2018 and shall come into operation on such date after being signed by the Minister and published in the Official Gazette.

Interpretation.

2. In these Regulations, unless the context otherwise requires:

“Act” means the Maritime Transport Act, No.5 of 2006;

“Authority” means the Zanzibar Maritime Authority established under the Zanzibar Maritime Authority Act, No. 3 of 2009;

“crew” means seafarer and includes every person employed or engaged in any capacity on board a ship;

“Registrar of Ships” means a Registrar of Ships and includes any person performing the functions of the Registrar on his behalf;

“entry” means an entry in an official log book including an entry contained in a separate document annexed to any official log book in accordance with regulation 7 of any particulars specified in column 1 in any paragraph of the Schedule and an entry amending or cancelling such an entry;

“officer” means an officer appointed by owner or master to perform a particular function;

“deck log book” means a record book carried onboard a ship in which all significant events relating to navigation and metrological matters during the journey as appeared at the deck of the ship and recorded by the ship’s officers on watch or any officers authorized to make such entries and kept at the deck of the ship;

“engine room log book” means a record book carried onboard a ship in which all significant events relating to machineries as appear in the engine room are recorded by the ship’s chief engineer or other engineer authorized to make such entries and kept at the engine room of the ship;

“Official log book” means a record book carried onboard a ship in which all significant events relating to the journey are recorded by the ship’s officers authorized to make such entries and kept at the bridge of the ship in accordance with the provisions of section 155 of the Act;

“master” means the person having command or charge of a ship, or other craft for the time being but does not include a pilot;

“Minister” means the Minister for the time being responsible for maritime affairs;

“seafarer” means a person including the master who is employed or engaged or works in any capacity onboard a ship to which these Regulations apply;

“ship” means a ship registered in Zanzibar but does not include a fishing vessel;

PART TWO PROVISIONS RELATING TO OFFICIAL LOG BOOK

Form of official
log books.

3.-(1) There shall be an Official Log Book to be carried onboard of ship logbook provided by the Authority in the form set out in the Schedule of these Regulations.

(2) Without prejudice with sub regulation (1) of this regulation, the Official Log Book shall contains the following particulars:

- (a) name of the ship;
- (b) port of its registry;
- (c) official number;

- (d) gross and net registered tonnage;
- (e) name and address of the registered owner;
- (f) name of the master;
- (g) names and numbers of crew members;
- (h) IMO number;
- (i) type of ship;
- (j) main engine, type and power;
- (k) name and address of management company;
- (l) length and breadth;
- (m) maritime mobile service identity (MMSI) number;
- (n) call sign; and
- (o) any other particular as the Authority may deem fit.

Entries in
official log
books

4. Subject to the provisions of the Act and regulations contained in these Regulations, entries of particulars specified -

- (a) in column 1 of the Schedule shall, from time to time be made in the official log book kept in every ship in which these Regulations apply;
- (b) in column 1 of the Schedule shall be so made in the official log book kept in any such ship to which the regulations relating to disciplinary offences apply;
- (c) in column 1 of the Schedule shall be so made in the official log book kept in any such ship in respect of which a load line certificate has been issued under section 226 of the Act or a load line exemption has been issued by regulations made under section 239 of the Act, except a ship which is:-
 - (i) a sludge carrier;
 - (ii) a dredger;

- (iii) a hopper barge; or
- (iv) a tug or tender which, in either case, is on or is about to undertake a voyage of not more than 600 nautical miles in the course of which it is at no time more than 200 miles from a port or place in which the persons on board could be placed in safety and, if it carries passengers,
- (v) does not carry more than 12; and

(d) in column 1 in each relevant paragraph of the Schedule shall be so made in the official log book kept in any passenger ship referred to in that paragraph.

Persons to make, sign and witness entries in log book

5.-(1) Each entry shall be made in the official log book by the person (or by a person authorized by any such person for that purpose) specified in column 2 in each paragraph of the Schedule to these Regulations.

(2) Each entry shall-

- (a) subject to sub regulation (3) of this regulation, be signed by the person or by one of the persons specified in column 2 in each paragraph of the Schedule to these Regulations; and
- (b) subject to the provisions of each paragraph of the Schedule to these Regulations, be witnessed by the person, if any, specified in column 3 in each paragraph of the Schedule.

(3) An entry which is to be signed by the master may, except where the contrary intention appears, be signed by an officer authorized by the master for that purpose.

(4) Each entry shall include the date when it is made.

(5) Where an officer is authorized by the master to sign an entry on his behalf, the master shall make an entry to that effect, stating the name and rank of the officer so authorized.

Separate document to be used when entry is lengthy.

6. If it is not practicable by reason of its length, the circumstances in which it is to be made or for any other reason for an entry to be contained in the official logbook, it shall be contained in a separate document annexed to the official log book and referred to in an entry in the official logbook.

Provided that, references in these Regulations to an official logbook include references to any document annexed to an official logbook in accordance with this regulation.

Time for
making of
entries

7.-(1) Entries of particulars specified in paragraphs 1, 2, 3, 5 and 41 of the Schedule to these Regulations shall be made at the time when an official log book is opened.

(2) Other entry of particulars specified in paragraph 3 of the Schedule shall be made as soon as practicable after any change of master and further entry of particulars specified in paragraph 41 of the Schedule shall be made as soon as practicable after a new load line certificate is issued in respect of the ship under section 226 of the Act.

(3) The entry of particulars specified in paragraphs 7 and 24 of the Schedule shall be made as soon as practicable after the ship arrives at or leaves any dock, wharf, port or harbor as the case may require.

(4) The entry of particulars specified in paragraph 11 of the Schedule shall be made as soon as practicable after every time when each muster should have been held in accordance with regulations relating to the musters.

(5) The entries of particulars specified in sub-paragraphs (b) and (c) of paragraph 36 of the Schedule shall be made daily or at such other times during the continuance of the illness or injury as the person making any such entry thinks fit.

(6) The entry of particulars specified in paragraph 42 of the Schedule shall be made before the ship leaves any dock, wharf, or other place for the purpose of proceeding to sea.

(7) Every other entry shall be made as soon as practicable after the occurrence to which it relates or, if it amends or cancels an existing entry, as soon as practicable after the person intending to sign it becomes aware of the facts giving rise to the amendment or cancellation.

(8) Subject to conditions stipulated under regulation 10 of these Regulations, no entry shall be made in an official log book after the time referred to in sub regulation (1) of this regulation.

PART THREE
PROVISIONS RELATING TO DECK LOG BOOK

Requirement to
carry deck
logbook

8.-(1) The owner and master of any ship to which these Regulations apply shall ensure that, the ship carries on board deck logbook provided by the Authority in the form set out in the schedule of these Regulations.

(2) The deck log book shall be kept by the navigator of the watch and shall be in English language for any Tanzania Zanzibar ship.

(3) Every deck log book on board ship shall be kept for every day in port and for every watch at sea and shall be entered to it any events occurring during each watch as soon as possible and at the latest in the course of the following day.

Entries to be
recorded in the
deck logbook

9.-(1) The master or any officer on watch of any ship to which this Regulations applies shall record all necessary events or occurrence in the deck logbook and such records shall include the following:

(a) on voyage:

- (i) ship position in latitude and longitude or by true bearing and distance to a named object and information about drift, current and the like;
- (ii) courses steered in degrees from 000 to 360;
- (iii) usage of electronic aids with the position;
- (iv) usage of radar with line of position and name of the bearing object;

(b) in ports or when the ship is berthed or lying at anchor:

- (i) time of the commencement and termination of the crew's service;
- (ii) information on illness, death, desertion, punishable offence or breach of discipline on the part of a crew member, and whether foreign labour is employed;
- (iii) times of commencement and end of watch for watch staff;
- (iv) information on stores and water are taken on board;
- (v) beginning and ending of loading and discharging, and any event of interruption;
- (vi) type of cargo loaded or discharged every day;
- (vii) the ship's draught forward and aft and the freeboard amidships;

- (c) on departure at the port:
 - (i) information on the ship's condition;
 - (ii) the nature and condition of the cargo and the quantity and height of deck cargo and the manner in which it is secured;
 - (iii) correction, calibration and deviation of the compasses.

- (d) on time of ship's departure from, arrival at and movements in port:
 - (i) information on weather, air and sea temperatures, barometer reading, current, course, speed;
 - (ii) distance covered, lights exhibited, fog signals; and
 - (iii) bilge pumping and its frequency, and the water level in the holds.

- (e) both at sea and in harbor particulars of the following are to be entered under "Remarks":
 - (i) lookouts, time of posting when anchored in restricted visibility;
 - (ii) weather and sea state particulars;
 - (iii) notice to Engine Room for Stand By Engines;
 - (iv) rounds, record of visiting by fire patrol;
 - (v) ballast tanks, emptying and filling of, double bottom tanks, emptying and filling of (including bunkering times), bunkering operations, berths;
 - (vi) bridge equipment and steering gear, testing of, clocks, synchronization of Bridge and Engine Room;
 - (vii) opening and securing of shell doors, ship side openings;
 - (viii) emergencies, emergency drills, showing time and nature of drill;
 - (ix) incidents of importance or of an unusual nature, casualties, deaths, burial of the dead, name, cause, description, sex and age of the deceased;
 - (x) ship's position if at sea, if landed, where ashore.

- (f) other additional information include:
 - (i) reckoning at noon for each nautical day, and similarly the supply of ship provisions fuel, lubricating oil and drinking water;
 - (ii) decision of food rations reduction during the voyage;
 - (iii) results of the regular determinations of the chronometer

- reading;
- (iv) event of an accident or injury to a person, the ship or its cargo, and information underlying the causes of the accident or injury and measures taken;
- (v) assistance provided persons in distress;
- (vi) information about the ship's working language;
- (vii) all alarms released on ships operating with an unmanned engine-room, including the measures taken on such occasions;
- (viii) adjustment and inspection of alarm instruments, and change-over from engine-room control of the machinery to bridge control, and vice versa;
- (ix) a treatment of ship's wastes;
- (x) the reason for not observing a mandatory routing system; and
- (xi) any other information as the Authority thinks fit.

Manner of recording entries in the deck logbook

10.-(1) Any occurrence on board ship required to be recorded under this Part shall be fully entered in the deck logbook by the officer on watch as soon as possible and at the latest in the course of the following day.

(2) Any deck officer who has entered the events in the deck log book under preceding sub regulation shall certify by his signature that the watch has been entered, and the master shall sign the deck log book when the day has been entered.

Availability and retention of the deck logbook

11.-(1) Every deck logbook shall, all times, be kept on board the ship, except in the case of unscrewed ships under tow, and shall be available on demand for inspection at all times by any authorized officer.

(2) Owner or master of ship shall keep log deck logbook on board for three years after the last entry is made in that book, and when the ship is sold the ship-owner shall keep the deck log book ashore.

PART FOUR PROVISIONS RELATING TO ENGINE ROOM LOGBOOK

Requirement to carry and engine room logbook

12.-(1) The owner and master of any ship to which these Regulations apply must ensure that, the ship carries on board an engine room logbook provided by the Authority in the form set out in the schedule of these

Regulations.

(2) Every engine-room log book shall be kept by the chief engineer officer and shall be prepared in English language on board ships registered in Tanzania Zanzibar.

(3) Every engine-room log book on board ship shall be kept for every day in port and for every watch at sea and shall be entered to it any events occurring during each watch as soon as possible and at the latest in the course of the following day.

(4) The keeper of the engine room log book shall sign every page of the engine-room log book, and the master shall at least once every week, make an entry to the effect that he has inspected the engine-room log book, and enter the date of such inspection.

Entries to be recorded in the engine room logbook

13.-(1) The chief engineer or any engineer on watch of any ship to which this Part applies shall all necessary events or occurrence in the engine room log book and such records shall include the following:

- (a) basic ship information including the number of propulsion engines, type of engine, whether two-stroke or four-stroke, and the name of the manufacturer, the total capacity of the fuel oil tanks, and time;
- (b) other information shall be entered in the Remarks column:
 - (i) time of initiating preparations for engine running and the time of starting or stopping the main and auxiliary machineries;
 - (ii) time of filling and changing fuel oil tanks, and the time of bunkering;
 - (iii) time of filling and emptying ballast tanks;
 - (iv) any defect, fault and breakdown of the main and auxiliary machineries and important accessories, and the measures taken to rectify such matters;
 - (v) all important maintenance work on the main and auxiliary machineries, cleaning of tanks, etc;
 - (vi) time of inspection of the boilers, and also any other piece of information regarding the boilers;
 - (vii) any abnormal condition registered by means of alarms, etc. for:

- (aa) lubricating oil pressure and temperature;
- (bb) cooling water pressure and temperature;
- (cc) starting air pressure;
- (dd) temperature of bearings;
- (ee) boiler pressure; or 6 feed water temperature.
- (viii) any fire in the engine and boiler rooms, such as a fire in the scavenging air belt, fire in the waste oil tray of the boiler, etc.
- (ix) failure of the electric power supply;
- (x) observation of oil in observation tanks, etc;
- (xi) time of testing the emergency power supply, of running the emergency fire pump, and of checking or replacing fire-fighting equipment;
- (xii) for ships with an unmanned engine-room, all alarms communicated to the engineer from the bridge or the engine-room and any measures taken in this connection;
- (xiii) adjustment and inspection of alarms, and the change-over from engine-room control to bridge control, and vice versa;
- (xiv) engine-room crew's commencement and termination of service, and any foreign labour employed, matters relating to accidents in the engine-room, and any irregularity regarding the engine-room crew; and
- (xv) any other information required by regulations laid down by the Authority.

Amendment and
cancellation of
entries

14.-(1) Subject to the conditions provided in these Regulations, an entry shall not be amended or cancelled otherwise as contrary with these Regulations.

(2) Where-

- (a) in the case of an entry which was required to be signed by the master, it appears to the person who for the time being is master of the ship that the entry is inaccurate or incomplete; or
- (b) in the case of any other entry, it appears to the person who signed the entry that it is inaccurate or incomplete,

that person shall, if it is practicable to do so before the time referred to in regulation 8(1) of these Regulations, make and sign a further entry referring to the entry and amending or cancelling that entry.

Provided that, the provisions of regulations 5, 6 and 7 of these Regulations shall apply to the further entry.

(3) Where, after the time referred to in regulation 12(1), it appears to a Registrar or proper officer that an entry is inaccurate or incomplete, he -

- (a) may make and sign a further entry referring to the entry and amending or cancelling it; and
- (b) shall, if it is practicable to do so, inform any master or seafarers, to whom any such further entry relates, of its contents.

(4) Any person who fails to comply with the provisions of sub-regulation (2) of this regulation commits an offence and upon conviction shall be liable to fine not exceeding the equivalent of five thousand Dollars in shillings.

Production of
official log
book

15. The master of a ship shall, on demand, produce to the Registrar of Ship or surveyor or an officer of customs the official log book required to be kept in the ship.

Delivery of
official log
book

16.-(1) The master shall, within 48 hours after the time specified in sub regulation (2) or (3) as the case may be, of this regulation, or, if it is not practicable within that time, as soon as practicable thereafter, deliver the official log book to the Registrar of Ships.

(2) Subject to sub regulation (3) of this regulation, the time referred to in sub regulation (1) of this regulation is either:

- (a) if any person is employed in the ship under a fixed term crew agreement, the time when the last person remaining so employed is discharged from the ship; or
- (b) in any other case, the time when the ship first calls at a port more than 6 months after the first entry (other than an entry specified in paragraphs 1, 2, 3, 5 or 41 of the Schedule) is made in the official log book.

(3) If, at the time specified in Sub regulation (2) of this regulation:

- (a) there is pending a wages submission; or
- (b) there is pending an appeal against a fine; or

(c) if no such appeal is pending an entry relates to a fine,

which has not been remitted, imposed for a disciplinary offence and in respect of which the time for the giving of notice of appeal by the appellant to the master has not expired.

(4) The time referred to in sub regulation (1) of this regulation is either the time when all such submissions or appeals have been determined by a Registrar of ships withdrawn, or the expiration of 7 days after the time specified in sub regulation (2) of this regulation, whichever shall be the earlier.

(5) A master who fails to comply with sub regulation (1) of this regulation commits an offence and upon conviction shall be liable to fine not exceeding the equivalent of five thousand dollars in shillings.

PART FOUR GENERAL PROVISIONS

False,
inaccurate or
incomplete
entries

17.-(1) Any person who:

- (a) wilfully destroy or mutilate an entry in official log book, deck log-book or engine room log book;
- (b) wilfully render illegible an entry in an official log book, deck log-book or engine room log book;
- (c) wilfully make a false or fraudulent entry in, or an omission from, an official log book, deck log-book or engine room log book; or
- (d) sign an entry in an official log book, deck log-book or engine room log book knowing the entry to be false or fraudulent,

commits an offence and upon convictions shall be liable to fine not exceeding the equivalent of ten thousand dollars in shillings.

Offence if entry
not signed.

18.-(1) If an entry which is to be signed or witnessed by the master or by a person who is a member of the crew is not made, signed or witnessed in accordance with the provisions of these Regulations, the master of the ship at the time when the entry is or should have been made, signed and witnessed commit an offence.

(2) A master who commits an offence under sub regulation (1) of this regulation shall, upon conviction be liable to a fine of not less than the

equivalent of ten thousand dollars in shillings.

Failure to
produce log
book.

19. A master of a ship who fails to produce to the Registrar of Ships, Registrar of Seafarers, surveyor, a proper officer or an officer of customs the official log book as required under regulation 15 of these Regulations commits an offence and upon conviction shall be liable to fine not exceeding the equivalent of five thousand dollars in shillings.

Compounding
of offences

20.-(1) Notwithstanding any other law, where a ship or master violates any provision of these Regulation, the Registrar of Ships may serve on that ship or master a notice in the specified form, calling upon such ship or master to pay in respect of the offence, the amount of fines so specified with the offence alleged to have been committed.

(2) The notice under sub regulation (1) of this regulation, shall specify:

- (a) name and registration number of the ship;
- (b) the offence alleged to have been committed;
- (c) place and time upon which the offence has occurred;
- (d) actual amount of fine so specified for that offence;
- (e) time and manner in which the fine should be paid; and
- (f) any other particular or information relating to that offence when the Registrar of Ships may think necessary.

(3) The ship or master served with a notice under sub regulation (1) of this regulation shall, within seven days from the date in which the notice has been delivered to him, pay the amount of fine to the Authority.

(4) Where a ship or master has been served with a notice under sub regulation (1) of this regulation, fails to pay such a fine within the time limit specified in the notice, the Authority shall proceeds with criminal action against such a ship or master.

(5) When the ship or master pay the amount of fine so specified in the notice, no further criminal actions relating to the same offence shall be taken against the ship or master.

SCHEDULE

ENTRIES REQUIRED TO BE MADE IN THE OFFICIAL LOG BOOKS

[Made under regulation 3(1)]

PART I

Entries relating to every ship

S/NO	COLUMN I Particulars of entry	COLUMN II Signatory	COLUMN III Witness
1.	The name of the ship, its port of registry, official number and gross or register tonnage	Master	None
2.	The name and address of the registered owner or of the registered managing owner or of the ship's husband or manager	Master	
3.	The name of the master and the number of his certificate of competency	Master	
4.	Where a person ceases to be the master of the ship during a voyage, a record that he has delivered to his successor the documents relating to the ship or its crew which are in his custody.	Master in person and the former master in person	None
5.	The date on and place at which the official log book is opened.		
6.	The date on and place at which the official log book is closed.		
7.	A record of the date and hour of departure for sea from, and arrival from sea at, any dock, wharf, port or harbor.	Master	An officer
8.	A record of every notification required by regulation 11 of the Deck Officers Regulations to be made to a proper officer whenever one qualified deck officer less than the number required by the regulations is carried.	Master	None
9.	A record of every notification required by regulation 8 of the Engineer Officers Regulations to be made to a proper officer whether one qualified marine engineer officer less than the number required by the regulations is carried.	Master	None
10.	A record of each occasion on which, in accordance with the Safety Regulations, a muster, drill or training of the crew in the use of life saving and fire appliances and equipment is held on board the ship, training and type of drill held or on which the appliances and equipment required by the rules for life-saving appliances to be carried are examined to see whether they are fit and ready for use; and of the result of any such examination.	Master	A member of the crew

11.	11 Where a muster, drill, training, or inspection is not held on board the ship when required by the Safety Regulations, a record of why the muster, drill, training or inspection, as the case may be, was not carried out or carried out only in part.	Master	A member of the Crew
12.	Where any of the following accidents have occurred - (a) there is loss of life or major injury to any person on board, or any person is lost from, a ship or a ship's boat; or (b) a ship is lost or presumed to be lost, or is abandoned or materially damaged; or (c) a ship strands or is in collision; or (d) any material damage is caused by a ship- (e) a description of the casualty and the place where, or the position of the ship when it occurred.	Master	A member of the Crew
13.	A record of every signal of distress or a message that a vessel, aircraft or person is in distress at sea, observed or received.		
14.	Where the master, on receiving at sea a signal of distress or information from any source that a vessel or aircraft is in distress, is unable, or in the special circumstances of the case considers it unreasonable or unnecessary to go to the assistance of the persons in distress (in accordance with section 169(1) of the Act which relates to a master's obligation to assist vessels in distress, a statement of his reasons for not going to the assistance of those persons.	Master	A member of the Crew
15.	Where a dispute relating to the amount payable to a seafarer under a crew agreement is submitted to a Registrar of Seafarers or proper officer under section 108 of the Act:		
	(a) a record of the identity of the Registrar of Seafarers or proper officer;	The master [sub-paragraph (a)]	A member of the Crew
	(b) a statement of the dispute (c) a record of whether he accepts the submission; and (d) if he accepts the submission either- (i) a record of his decision; or (ii) a statement that he is of the opinion that the dispute ought not to be decided by him.	The Registrar of Seafarers or proper officer [sub paragraphs (b) to (d)].	None
16.	A record of- (a) every seafarer discharged from the ship; and (b) the place, date and time of his discharge.	The person in whose presence the seafarer is discharged or (if the seafarer is not present at the time he is discharged),the master.	A member of the crew
17.	Where a proper officer consents to the discharge of a seafarer outside Zanzibar, a record of his consent.	The proper officer (if practicable) or the master in person	If the entry is signed by the master a member of the crew
18.	Where a seafarer is left behind in any country outside Zanzibar or is taken to such a country on being		

	shipwrecked, or a person who became employed in the ship under an agreement entered into outside Zanzibar is left behind in Zanzibar or is taken to Zanzibar on being shipwrecked, a record of-		
	<ul style="list-style-type: none"> (a) the name of the seafarer; (b) the date on which and the place at which the seafarer was left behind; (c) the reason, if known to the master, for the seafarer being left behind; (d) any provision made by the master on the seafarer's behalf to ensure that a Registrar of Seafarers or proper officer is informed that the seafarer has been left behind and is given the information referred to in the Repatriation Regulations, identifying the Registrar of Seafarers or proper officer; (e) the seafarer's employer being informed that the seafarer has been left behind and of the employer being given any particulars required by him. 	Master	A member of the Crew
19.	<p>Where, in pursuance of the provisions of the Repatriation Regulations, the master is required by a Registrar of Seafarers or proper officer to convey a person under a conveyance order</p> <p>a record of-</p> <ul style="list-style-type: none"> (a) the conveyance order, identifying the person to whom it relates, and the superintendent or proper officer by whom it was given; (b) any direction received by the master in respect of any such requirement, specifying the direction and the superintendent or proper officer by whom it was given; (c) whether the person is engaged as a member of the crew and, if not: <ul style="list-style-type: none"> (i) the date on which and the place at which he came on board the ship; and (ii) the date on which and the place at which he left the ship. 	Master	A member of the crew

20	<p>In respect of a seafarer referred to in an entry made pursuant to paragraph 18 of this Schedule - a record of -</p> <ul style="list-style-type: none"> (a) whether he left any property (including money) on board the ship; (b) all such property of which the master has taken charge in relation to Repatriation Regulations specifying each item of such property; (c) each article forming part of such property sold in relation to Repatriation Regulations, and the price received for it; (d) each article forming part of such property destroyed or disposed of in accordance with the Repatriation Regulations and the name of the person to whom disposal was made; (e) each article forming part of such property delivered to any person in accordance with the Repatriation Regulations specifying the person (whether the seafarer, his employer or his next of kin) to whom the delivery was made and the date, place and manner of delivery. 	Master	A member of the Crew
21	<p>A record of any inspection of crew accommodation carried out under the provisions of the Crew Accommodation Regulations showing -</p> <ul style="list-style-type: none"> (a) the date and time of the inspection the names and ranks of the persons making the inspection; and (b) particulars of any respects in which the crew accommodation or any part thereof was found by any of the persons making the inspection not to comply with those Regulations. 	Master	A member of the crew
22	<p>A record of any inspection of provisions and water to be supplied to seamen employed in the ship with the result of the inspection.</p>	The persons making the inspection	None
23	<p>A record of any testing and inspection carried out by the ship's personnel of the rigging of the hoist and a load test to at least 150 kg under the regulation relating to safety of navigation.</p>	Master	An officer
24	<p>A record of any drill, check and test carried out by the ship's crew of the ship's steering gear, under the regulations relating safety of navigation.</p>	Master	An officer
25	<p>Where three or more seamen employed in the ship complain to the master under section 120(1) of the Act (which relates to complaints about provisions and water) about the provisions or water provided for the seamen employed in the ship a record of -</p> <ul style="list-style-type: none"> (a) the names of the seamen making the complaint; (b) the complaint, specifying - <ul style="list-style-type: none"> (i) the provisions of (<i>sic</i>) the water complained of; 	Master [subparagraphs (a) to (e)]	One of the seamen making the complaint

	<p>and</p> <p>(ii) the manner in which they are alleged not to be in accordance with regulations made under section 119 of the Act (whether because of bad quality, unfitness for use or deficiency in quantity);</p> <p>(c) action taken by the master on the complaint;</p> <p>(d) whether the seamen state to the master their dissatisfaction with the action taken by the master on the complaint and whether they claim to complain to a Registrar of Seafarers or proper officer;</p> <p>(e) if the seamen claim to complain to a Registrar of Ships or proper officer, the arrangements made by the master to enable the seamen to do so;</p> <p>(f) the investigation of the complaint by a Registrar of Seafarers or proper officer; and</p> <p>(g) every examination of provisions and water made under section 120(3) of the Act .</p>	<p>The Registrar of Ships or proper officer investigating the complaint [subparagraph (f)].</p> <p>The person making the inspection [subparagraph (g)].</p>	<p>None</p> <p>None</p>
26.	<p>Where by reason of any event it appears to the master that an officer -</p> <p>(a) may be unfit to discharge his duties, whether by reason of incompetency or misconduct or for any other reason; or</p> <p>(b) may have been seriously negligent in the discharge of his duties; or</p> <p>(c) may have failed to comply with the provisions of section 422 of the Act (duty to give assistance and information after collision), a record -</p> <p>(i) of the name of the officer and of the grade and number of his certificate;</p> <p>(ii) of any such event or a reference to any other entry relating to it;</p> <p>(iii) of any statement made by the officer to the master in respect of that event or those events and which the officer wishes to be recorded; and</p> <p>(iv) that the entries made in pursuance of subparagraphs (i) to (ii) of this paragraph have been read over to the officer by the master, and if they are not read over, the reason for not doing so.</p>	<p>Master in person.</p>	<p>An officer other than the officer referred to in an entry under subparagraph (i) of this paragraph.</p>
27.	<p>A record of any re-rating (including promotion) of a seafarer, with the date upon which the re-rating takes effect.</p>	<p>The master</p>	<p>A member of the Crew</p>
28.	<p>When a seafarer is alleged to have committed a breach of a code of conduct promulgated by the employer and that breach is such that the penalties include the option of dismissal from the ship, a record of such of the following particulars as are relevant -</p> <p>(a) the nature of the allegation;</p>	<p>The master</p>	<p>A member of the crew other than the seafarer named in an entry under subparagraph (b) of this Paragraph.</p>

	<ul style="list-style-type: none"> (b) the name of the person against whom the allegation is made; (c) that the master has read the allegation to the seafarer; (d) that the master has advised the seafarer of his right to be accompanied by a friend who may advise him [<i>sic</i>] and speak on his behalf; (e) if the seafarer admits the allegation, a statement that he admits it; (f) in any other case, a statement that the seafarer does not admit the allegation; (g) any statement made by the seafarer, or by his friend on behalf of the seafarer, in answer to the allegation; (h) that he declines to make a statement in answer to the allegation; (i) that the master has given a formal warning to the seafarer; (j) that the master has given a written reprimand to the seafarer; (k) that the master has informed the seafarer that he will be dismissed from the ship either at the first opportunity or at the end of the voyage and that the matter will be referred to a shore-based disciplinary committee; (l) that the seafarer has been given, and has acknowledged receipt of, a copy of all entries made in the official log book relating to his breach of the Code, together with a copy of any report made to a shore-based disciplinary committee. 		
29.	Where a seafarer is convicted by a legal tribunal of any offence committed in the ship during a voyage, a record of the conviction and of the punishment inflicted.	The master	A member of the crew
30.	<p>Where, in the opinion of the master, consideration should be given to the prosecution of any person in respect of any conduct in the ship during a voyage (whether under the Act or otherwise), a record of:</p> <ul style="list-style-type: none"> (a) of the event; (b) of the name of the person concerned; (c) of any statement made by the person concerned to the master in respect of that event which that person wishes to be recorded; and (d) that the entries made in pursuance of subparagraphs (a) to (c) of this paragraph have been read over by the master to the person concerned. 	The master in person	A member of the crew other than the person named in an entry under subparagraph (b) of this Paragraph.
31.	A record of any reduction in the scale of provisions or water to be provided for seamen employed in the ship specifying -	The master	A member of the Crew

	<ul style="list-style-type: none"> (a) the reduction made; (b) the reason for the reduction; and (c) the duration of the reduction 		
32.	<p>Where a child is born in the ship or in one of the ship's boats a record of -</p> <ul style="list-style-type: none"> (a) date of the birth (b) if the birth takes place at sea, the position of the ship by latitude and longitude at the time of the birth; and (c) in any other case, the place of birth; (d) name (if any) and surname of child; and (e) sex of child; (f) name and surname of father and: <ul style="list-style-type: none"> (i) his usual residence; (ii) his nationality; (iii) his occupation, rank or profession; provided that, if the child is born outside marriage, no particulars of the father shall be entered except at the joint request of the mother and of the person acknowledging himself to be the father, given to the master in writing and signed by both the mother and that person; (g) name and surname of mother and: <ul style="list-style-type: none"> (i) her maiden surname; (ii) her name at marriage, if different from maiden surname; (iii) her usual residence; and (iv) her nationality; and (h) the making of a return of the birth, identifying the person to whom the return was made. 	The master in person	The mother of the child

33.	(i) Where any person dies in the ship or in a ship's boat or is lost from the ship or a ship's boat or where any person employed in the ship dies outside Zanzibar, a record of: <ul style="list-style-type: none"> (a) the date of the death or loss; (b) if the death takes place in the ship or in a ship's boat or if the deceased is lost from the ship or a ship's boat, the place of death or the position of the ship or of the ship's boat by latitude and longitude at the time of the death or loss (as the case may require); (c) if the death or loss does not take place in or from the ship or in or from a ship's boat, the place of death; (d) name and surname of deceased; (e) sex of deceased; (f) date of birth (if known) or age; (g) if the deceased was a woman who has been married, her maiden surname (if known); (h) occupation, rank or profession of deceased; (i) usual residence of deceased at time of death or loss; (j) his nationality; 	The master in person [subparagraphs (a) to (i)]	A member of the Crew
	(k) cause of death or loss; and	The ship's doctor or, if there is no ship's doctor, the master in person (subparagraph (k)).	A member of the Crew
	(ii) if death not due to natural causes, circumstances of death or loss;	The master in person [subparagraphs (ii) to (v)]	A member of the crew
34.	(iii) if the deceased was lost from the ship or a ship's boat, the steps taken to rescue him;		
	(iv) the making of a return of the death, identifying the person to whom the return was made; and (v) the notification of the death to the deceased's next of kin, and the name and address of the next of kin.		
34.	In respect of a seafarer dying while or after being employed in the ship, a record of - <ul style="list-style-type: none"> (a) whether he left any property (including money) on board the ship; (b) each item of such property. 	The master in person	A member of the Crew
35.	Where an inquiry into the cause of a death is required to be held under section 458 of the Act, a record of - <ul style="list-style-type: none"> (a) of the name of the deceased and a reference to the relevant entry made under paragraph 35 of this Schedule. 	The master [subparagraph (a)]	None

	(b) of either - (i) the name of the superintendent or proper officer holding the inquiry and the date and the place at which the inquiry is held; or	The superintendent or proper officer holding the inquiry [sub paragraph (b)(i)]	None
	(ii) that the inquiry was not held at the next port where the ship calls after the death and where there is a Registrar of Seafarers or proper officer.	The master [sub-paragraph (b)(ii)]	None
36.	Where a person employed in the ship falls ill or is injured, a record of - (a) the circumstances of the injury	The master [sub-paragraph (a)]	A member of the Crew
	(b) the nature of the illness or injury of the symptoms thereof; (c) the treatment adopted; and (d) the progress of the illness or injury.	The ship's doctor or (if there is no ship's doctor) the master [subparagraphs (b) to (d)]	A member of the crew

PART II

Entries Relating to Ships to which the Disciplinary Offences Regulations Apply

S/NO	Particulars of entry	Signatory	Witness
37.	When a seafarer is charged with a disciplinary offence under the any regulation relating to disciplinary offences, a record of - (a) if the offence is not to be dealt with by the master, of the name of the officer authorized under regulation relating to disciplinary offences to exercise the powers and duties of the master in respect of that offence; (b) of the name of the seafarer charged; (c) of the charge; (d) that the master or the officer referred to in sub-paragraph (a) of this paragraph has read the charge to the seafarer; (e) if the seafarer admits the charge, a statement that he admits it; or (f) in any other case, a statement that the seafarer does not admit the charge; (g) particulars of any statement made by the seafarer in answer to the charge; or (h) that he declines to make a statement in answer to the charge;	The master or the officer named in an entry under [sub - paragraph (a)] of this paragraph.	A member the crew of [sic] other than the seafarer named in an entry under subparagraph (b) of this paragraph

	<p>(i) the decision of the master or of the officer referred to in sub-paragraph (a)-</p> <p>(i) as to whether or not he finds that the seafarer has committed the offence charged; and</p> <p>(ii) if he finds that the seafarer has committed the offence, as to the amount of the fine which he is imposing for that offence or that he is imposing no fine.</p>		
38.	If the master remits the whole or part of a fine in accordance with the Disciplinary Offences Regulations, a record of the remission, referring to the relevant entry under paragraph 39 and stating the amount remitted and the reason for the remission.	The master	None
39.	<p>Where a seafarer makes an appeal against a fine, a record of -</p> <p>(a) of the date of receipt by the master of -</p> <p>(i) the seafarer's notice of appeal</p> <p>(ii) the seafarer's withdrawal of the appeal (if any);</p> <p>(b) that the appeal is to be heard at an intermediate port as may be prescribed in the regulation relating to disciplinary Offences;</p> <p>(c) the date of receipt by a superintendent or proper officer of notice of the appeal;</p> <p>(d) the identity of the superintendent or proper officer receiving notice of the appeal;</p> <p>(e) the receipt by the superintendent or proper officer of the seafarer's withdrawal of the appeal (if any);</p> <p>(f) the decision of the superintendent or proper officer, stating whether he confirms or quashes the decision of the master and whether he remits the whole or what part of the fine.</p>	<p>The master [sub paragraphs (a) and (b)]</p> <p>The Registrar of Seafarers or proper officer named in an entry under sub-paragraph (c) of this paragraph.</p>	<p>A member of the crew other than the seafarer named in an entry under paragraph 39(b)</p> <p>None</p>

40.	Where a fine has been imposed on a seafarer for a disciplinary offence, a record of -	The master in person [subparagraph (a)]	None
	<p>(a) that the amount of the fine so far as not remitted by the master or an appeal has been paid to a superintendent or proper officer -</p> <p>(i) identifying the seafarer on whom the fine was imposed;</p> <p>(ii) specifying the amount paid;</p> <p>(iii) identifying the Registrar of ships or proper officer to whom the amount is paid;</p>		
	(b) of the receipt by the superintendent or proper officer of the amount specified in the entry made in pursuance of subparagraph (a)(ii) of this paragraph	The superintendent or proper officer receiving the amount [subparagraph (b)]	None

PART III
Entries Relating to Ships to which the Load Line Certificate Apply

S/NO	Particulars of entry	Signatory	Witness
41.	<p>A record of—</p> <p>(a) all the particulars stated in the Load Line Certificate issued under section 226 of the Act currently in force in respect of the ship, relating to the freeboards assigned to the ship and the positions of deck-line and load lines;</p> <p>(b) the draught which would be shown on the scales of feet or meters on the stem and on the stern post of the ship if it were on an even keel and so loaded that the upper edge of the summer load line marked on each side of the ship were on the surface of the water.</p>	The master	None
42.	<p>A record of—</p> <p>(a) the draughts shown on the scales referred to in paragraph 43(b);</p> <p>(b) the freeboard on each side of the ship; and</p> <p>(c) the mean freeboard, taken in each case when the ship is ready to leave any dock, wharf, harbour or other place for the purpose of proceeding to sea;</p> <p>(d) the density of the water in which the</p>	The master	An officer

	<p>ship was when the particulars referred to in sub-paragraph (a) were taken;</p> <p>(e) the allowances, if any, to be made in order to determine the mean freeboard which the ship will have when it first reaches salt water after leaving as aforesaid, being allowances in respect of -</p> <p>(i) the density of the water in which the ship was when the particulars referred to in sub-paragraph (a) were taken; and</p> <p>(ii) the weight of fuel, water and stores required for consumption before the ship reaches salt water;</p> <p>(f) the mean draught and mean freeboard which the ship will have on reaching salt water, calculated after making the allowances referred to in sub-paragraph (c);</p> <p>provided that -</p> <p>(i) sub-paragraph (c)(ii) and (iii) shall not apply to a home trade ship nor to a ship going between locations in the Near Continental trading area; and</p> <p>(ii) sub-paragraphs (b), (c) and (d) shall</p> <p>(iii) not apply if, at the time when the particulars referred to in subparagraph (a) were taken, the load line indicating the maximum depth to which the ship could then be loaded in salt water was not submerged.</p> <p>In this paragraph - “freeboard” means the distance measured vertically downwards from the upper edge of the deck-line marked on the side of the ship to the surface of the water; “mean freeboard” means the mean of the freeboards on each side of the ship; and “mean draught” means the mean of the draughts shown on the scales of feet on the stem and on the stern post of the ship.</p>		
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PART IV

Entries Relating to Ships to which the Closing of Openings Regulations Apply

S/NO	Particulars of entry	Signatory	Witness
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<p>43.</p>	<p><i>(All such ships)</i></p> <p>A record of—</p> <p>(a) the times of the last closing before the ship proceeds on a voyage of the watertight doors and other appliances referred to in regulation 2 of the Closing of Openings in Hulls Regulations, and of the next subsequent opening of such doors and appliances;</p> <p>(b) the times of the opening and closing, while the ship is at sea, of any watertight door pursuant to regulation 3(1)(c) of these Regulations;</p> <p>(c) whether the portable plates referred to in regulation 4 of those Regulations are in place when the ship proceeds to sea, and the times, if any, of the removal and replacement of such plates when the ship is at sea; and</p> <p>(d) the occasions on which drills are practiced and inspections made in compliance with the provisions of those Regulations, and whether the appliances to which such drills and inspections relate are in good working order.</p>	<p>The master</p> <p>The master</p> <p>The master</p> <p>The master</p>	<p>An Officer</p> <p>An Officer</p> <p>An Officer</p> <p>An Officer</p>
<p>44.</p>	<p><i>(All such ships)</i></p> <p>A record of -</p> <p>(a) the times of the last closing, in accordance with regulations 2(1) and 4(1) of the Closing of Openings above the Bulkhead Deck Regulations, of the watertight and weathertight doors referred to in those Regulations and of the next opening of such doors;</p> <p>(b) the times of the opening and closing of any watertight or weathertight door pursuant to any relevant regulations applies.</p>	<p>The master</p> <p>The master</p>	<p>An Officer</p> <p>An Officer</p>

45.	All ships of Class I, II, IIA and IV as specified in the regulation relating to passenger ship applies. A record of draughts, trim and vertical distances ascertained in accordance with any regulation relating to passenger ship applies.	The master	An Officer
	Ships of Class I, II, and IIA, and ships of class IV to which the relevant provisions of regulation relating to passenger ship applies.	The master	An Officer

SIGNED on this 12 day of February, 2019.

(DR. SIRA UBWA MAMBOYA)
MINISTER OF INFRASTRUCTURE AND COMMUNICATIONS
AND
TRANSPORTATION