



OFFICIAL LOG BOOK

Name of Ship	Port of Registry	Official Number

Gross tonnage	Register (net) tonnage

Names of Masters	Certificates of competency: type and number and Country of Issue if not British

Name and address of the registered owner or of the registered managing owner

Date and place at which log book opened	Date and place at which logbook closed

<p>Delivered to the IOM Ship Registry, St Georges Court, Upper Church Street, Douglas, Isle of Man on</p> <p>.....</p> <p>Office Stamp</p>
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CONTENTS

For full guidance see relevant Manx Shipping Notice issued by the Isle of Man Ship Registry

PAGE NUMBERS – These are numbered by section and are to be entered upon starting each page. At this time they are also to be signed by the Master and an Officer on the date that the page has been started after ensuring that the previous page has been completed. This retains the integrity of the Log Book.

- **SECTION 1**

RECORD OF SEAMEN EMPLOYED IN THE SHIP

Record of all seamen employed on board the vessel. To include supernumeraries and families

- **SECTION 2**

RECORD OF MUSTERS, BOAT DRILLS, FIRE DRILLS, TRAINING OF CREW, AND INSPECTIONS OF LIFE-SAVING APPLIANCES AND FIRE APPLIANCES

The requirements for holding musters, including boat drills and fire drills, training and inspections in various classes of ship are set out in SOLAS. If a muster etc., is not held as required or only held in part statement of (a) the reason why it was not held; or (b) the extent to which it was held; must be recorded.

- **SECTION 3**

RECORD OF TEST DRILLS AND INSPECTIONS OF THE SHIP'S STEERING GEAR

The requirements for carrying out test drills and inspections are laid out in SOLAS.

- **SECTION 4**

RECORD OF INSPECTIONS OF CREW ACCOMMODATION AND SUPPLIES OF FOOD AND WATER PROVIDED FOR THE CREW

Inspections are to be carried out at intervals not exceeding seven days and recorded.

- **SECTION 5**

LOAD LINE AND DEPTH OF LOADING

To be completed on each occasion on proceeding to sea. See notes at beginning of section.

- **SECTION 6**

RETURNS AND ENTRIES OF BIRTHS AND DEATHS IN THE OFFICIAL LOG BOOK

- **SECTION 7**

NARRATIVE SECTION

This section is for explanatory entries such as change of Master, accidents, casualties, disciplinary matters, discharge of crew members, appointment of safety officers etc.

SECTION 5
LOAD LINE, DEPTH OF LOADING, Etc

Freeboard from deck line	Load Line
Tropical.....mm	(T)..... mm above (S)
Summer.....mm	(S) Upper edge of line through centre of ring
Winter.....mm	(W).....mm below (S)
Winter North Atlantic.....mm	(WNA).....mm below (S)
Timber tropical.....mm	(LT).....mm above (LS)
Timber summer.....mm	(LS).....mm above (S)
Timber winter.....mm	(LW).....mm below (LS)
Timber winter North Atlantic.....mm	(LWNA).....mm below (S)

Allowance for fresh water for all freeboards other than timber.....mm

Allowance for fresh water for timber freeboards.....mm

The upper edge of the deck line from which these freeboards are measured is.....

Above particulars to be taken from the Load Line Certificate

Maximum draught of water in summer.....

(The maximum draught of water in summer is the draught of water which would be shown on the scale of feet or metres and decimetres, or decimetres on the stem and stern post of the ship if she were so loaded that the upper edge of the summer load line were on the surface of the water and the ship were on an even keel).

NOTES

1. The particulars required shall be so made in respect of any ship for which a Load Line Certificate has been issued. 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, does not carry more than 12.
2. The above particulars, and particulars of depth of loading as detailed on the following pages, are to be recorded before the ship leaves any dock, wharf, harbour, or other place for the purpose of proceeding to sea.
3. The actual freeboard amidships on each side of the ship is to be measured from the upper edge of the deck line to the surface of the water, when the ship is loaded and ready to leave. The actual "mean" freeboard is the mean of the actual freeboards, port and starboard, measure as indicated above.
4. For any conversions from Imperial to metric-units, or vice-versa, an equivalent of 25.4 millimetres to one inch is to be used.
5. A notice on the form FRE.13 is to be posted up in some conspicuous place on board the ship before she leaves and dock, wharf, harbour, or other place for the purpose of proceeding to sea, and the Notice is to be kept so posted up and legible until the ship arrives at some other dock, wharf, harbour or place. The date and time of posting the Notice is to be entered in column 15.
6. If no allowance is claimed then, columns 9-15 need not be filled in.
7. No entries are required in columns 8-14 when the actual mean freeboard (column 7) is not less than the appropriate salt water freeboard shown on the load line certificate.
8. If, in determining the density of water, use is made of a hydrometer on which the reading at the top of the scale is 1000 or 00 meaning "full fresh water", the hydrometer reading gives the density to be entered, eg., a reading of 15 on such hydrometers means a density of 1015. If the hydrometer used has the scale reversed i.e., if the reading 00 is at the bottom of the scale and means "full salt water", the density must be obtained by subtracting the hydrometer reading from 1025, eg., if the reading is at 15, the density to be entered will be 1010.
9. The periods during which the other seasonal load lines apply in different parts of the world are as indicated in the Merchant Shipping (Load Line) Rules 1968 and shown on the chart annexed to those rules.
10. Penalty. – Failure to enter the required particulars of load line, depth of loading, etc., in the Official Log Book at the proper times renders the Master or owner liable to a fine.

SECTION 6

RETURNS AND ENTRIES OF BIRTHS AND DEATHS IN THE OFFICIAL LOG BOOK

The duties of a Master to make returns of births and deaths on board a ship registered in the Island and returns of the deaths of any person employed in the ship who dies outside the Isle of Man are set out in the Merchant Shipping (Returns of Births and Deaths) Regulations 1979 as applied in the Isle of Man.

These regulations provide for a return to be made at the first opportunity of any

- (a) birth of a child in the ship; or
- (b) death in the ship; including any death in the ship's boat or liferaft; or
- (c) a person being lost from the ship, a ship's boat or liferaft; or
- (d) of a death wherever occurring outside the Isle of Man of any person employed in the ship.

This return should be made on form RBD.1/72. When making a return of the death of a seaman on form RBD1/72 the master should also deliver up to the deceased's next of kin:-

- (a) any monies due to the deceased seaman (detailing any deduction therefrom)
- (b) any property left on board

(Form RBD.1/72 can be obtained from a mercantile marine superintendent or proper officer or from the website)

In addition to completing form RDB.1/72 the Master is required to record substantially the same information in the official log book in order to comply with the Merchant Shipping (Official Log Book) Regulations 1992. He should also therefore, as soon as practicable, after the occurrence, make the necessary entries on the following page. The Master is also required to enter in the narrative section of the log the circumstances of the death and if death occurred as a result of any person being lost from a ship, or the ship's boat or liferaft, the efforts which were made to rescue the deceased person as well as other particulars required by the regulations referred to above, including a statement that the deceased's next of kin (giving name and address) has been notified.

When completing form RBD.1/72 or making entries in the log book as to "cause of death", terms such as "suicide" or "missing" should be avoided and more specific terms such as "gunshot wound in head" or "lost at sea believed killed or drowned", used instead. If the Master is in any doubt about the completion of the forms required to be submitted by him or about any entries in the official log book he should get in touch with the appropriate Mercantile Marine Superintendent or proper officer.

*******SECTION 6
BIRTHS**

Date of birth	Place of birth (Port or latitude and longitude if at sea)	Names (if any) and surname of child	Sex	Father* Mo		ther			Signature of the mother of the child	Port at which return is made and date	Title of officer to whom return is made
				Name, surname and nationality	Occupation, rank or profession and usual residence	Name, surname and nationality	Maiden surname or surname at marriage if different	Usual residence			

* If the child is illegitimate, particulars relating to the father must not be given unless it is at the joint request, given in writing, of the mother and the person acknowledging himself to be the father. The written request must be attached to the return from RBD.1/72

DEATHS

Date of death or loss	Place of death or loss (latitude and longitude if at sea)	Name and surname of deceased (and, if married woman, maiden surname if known)	Sex	Date of birth (if known or age)	Occupation rank or profession	Usual residence at time of death or loss	Nationality	Cause of death or loss (Certified by the ship's doctor or other medical practitioner where possible)	Signature of Master	Signature of member of the crew	Port at which return is made and date	Title of officer to whom return is made

Date this page started
 Signature of Master
 Signature of Officer

