Regulation of 15 September 1992 No. 693 concerning the Form and Keeping of Log Books for Ships and Mobile Offshore Units


Chapter 1
General provisions

§ 1
Scope of application
This regulation on the form and keeping of log books applies to ships entered in a Norwegian register of ships, including fishing vessels, and mobile offshore units as specified in the individual provisions of Chapters 2 and 3.
Amended by Regulation of 30 June 1993 No. 937 (effective from 1 July 2003).

§ 2
Definitions
For the purpose of this regulation, the following definitions shall apply:

a) Gross tonnage: The numeric value indicated as gross tonnage in the Tonnage Certificate. If safety tonnage is entered in the «Remarks» column of the Tonnage Certificate, the numeric value for such tonnage shall apply as gross tonnage.

b) Fishing vessel: A vessel used commercially for catching fish, whales, seals or other living resources of the sea, including seaweed and sea tangle.

c) Mobile offshore unit: A mobile platform, including drillships, equipped for drilling for subsea petroleum deposits, and mobile platforms for use other than drilling for subsea petroleum deposits.


e) Chemical tanker: A ship constructed or arranged primarily for the carriage of noxious liquid substances in bulk, including组合 carriers and any chemical tanker when carrying a cargo, or part of a cargo, of oil in bulk.

f) MARPOL: International Convention for the Prevention of Pollution from Ships, with subsequent amendments.

g) Oil tanker: A ship constructed or arranged primarily to carry oil in bulk in the cargo holds, including combination carriers and any chemical tanker when carrying a cargo, or part of a cargo, of oil in bulk.


j) Foreign voyages: See Chapter 3 of Regulations of 4 November 1981 no. 3793 concerning Trade Areas.
Amended by Regulations of 30 June 2003 No. 937 (effective from 1 July 2003) and 12 January 2007 No. 45.
§ 3  
Duties

The company, the platform manager and other persons working on board shall perform their duties in accordance with the Ship Safety and Security Act and the supplementary provisions laid down in this Regulation.

The master is responsible for ensuring that log books required to be kept on board in accordance with the individual provisions of this regulation are kept and safe-kept as prescribed by § 7.

Additionally, the master is responsible for ensuring that new log books are procured well in advance of the completion of those in use.

Amended by Regulations of 30 June 2003 No. 937 (in force on 1 July 2003) and 29 June 2007 No. 1006 (in force on 1 July 2007).

§ 4  
Exemptions

The Norwegian Maritime Directorate may, in individual cases and upon written application, grant exemption from the requirements of this regulation. There must be special reasons that make the exemption necessary and it must be justifiable in terms of safety. Exemptions can only be granted where they do not contravene international agreements to which Norway has acceded.

Chapter 2  
Form, publication and inspection, etc. of log books

§ 5  
Publication of log books, etc.

The content and form of log books are determined by the Norwegian Maritime Directorate. Paper-based log books may be used. Likewise, electronic log books may be used where their installation and system comply with international requirements and the enterprise concerned has entered into an agreement with the Norwegian Maritime Directorate.

Amended by Regulation of 30 June 2003 No. 937 (effective from 1 July 2003).

§ 6  
Keeping of log books

Log books shall be kept properly and clearly. Entries made must not be erased or otherwise rendered illegible. Electronic log books shall be protected against overwriting, deletion or alterations. Where a signature is required, electronic log books may be signed electronically. If a correction is necessary, it shall be added as a note.

Log books shall be kept under the supervision of the master, who shall sign the books as specified in the individual provisions.

The log books shall be kept by the persons prescribed in the individual provisions of Chapter 3.

Log books shall be kept in Norwegian or English as specified in the individual provisions of Chapter 3.

Amended by Regulation of 30 June 2003 No. 937 (effective from 1 July 2003, formerly § 7).

§ 7  
Safe-keeping of log books

Except on unmanned ships under tow, log books shall be safe-kept on board so as to be readily available for inspection at all reasonable times. They shall be preserved for at least three years after the last entry has been made. If the ship is sold, the ship’s owner (the seller) shall retain the log books ashore.

Amended by Regulation of 30 June 2003 No. 937 (effective from 1 July 2003, formerly § 8).

§ 8  
Inspection of log books

At the request of the Norwegian Maritime Directorate, the Maritime Investigators, port authorities, the Norwegian Coastal Administration, customs authorities, the police, the Directorate of Fisheries, the Norwegian Coast Guard, and
the Public Roads Administration in the case of ferries connecting national and county roads, or other entities authorized by the Norwegian Maritime Directorate, the ship’s master shall submit the log books, and, where necessary, produce a certified copy or transcript of them when the ship is in a Norwegian port.

The above shall also apply outside ports where the ship is suspected to be unseaworthy or there is just cause to suspect unlawful discharge of pollutants.

At the request of the Norwegian Maritime Directorate, the Maritime Investigators, any Norwegian foreign service mission or a competent foreign authority, the master shall act as described in the first paragraph when the ship is in a foreign port.

Amended by Regulation of 30 June 2003 No. 937 (effective from 1 July 2003, formerly § 9).

Chapter 3
Log books to be kept on board Norwegian ships

§ 9
Deck log book

A deck log book shall be kept on board:

a) ships engaged on foreign voyages;

b) ships of 50 gross tonnage and upwards engaged on domestic voyages;

c) fishing vessels of 50 gross tonnage and upwards; and

d) mobile offshore units.

The bigger deck log book shall be used by vessels required to keep an engine-room log book pursuant to § 10. The smaller deck log book may be used by engine-propelled ships of 50 gross tonnage and upwards engaged on domestic voyages, ships of 300 gross tonnage and upwards in greater coasting, and fishing vessels of 50 gross tonnage and upwards but less than 500 gross tonnage, where the bigger deck log book is not used.

The deck log book should be kept by the navigator of the watch. It shall be kept in English on board ships registered in the Norwegian International Ship Register.

The deck log book shall be kept for every day in port and for every watch at sea. The events occurring during each watch may be provisionally entered in a note book, but shall be entered in the log as soon as possible and at the latest in the course of the following day.

The keeper of the log book shall certify by his signature that the watch has been entered. The master shall sign the deck log book when the day has been entered.

Amended by Regulation of 30 June 2003 No. 937 (effective from 1 July 2003, formerly § 9).

§ 10
Engine-room log book

An engine-room log book shall be kept on board:

a) engine-propelled ships engaged on foreign voyages, except ships of less than 300 gross tonnage in greater coasting;

b) fishing vessels of 500 gross tonnage and upwards; and

c) mobile offshore units.

The engine-room log book should be kept by the chief engineer officer. It shall be kept in English on board ships registered in the Norwegian International Ship Register.

The engine-room log book shall be kept for every day in port and for every watch at sea. The events occurring during each watch may be provisionally entered in a note book, but shall be entered in the log as soon as possible and at the latest in the course of the following day.

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

Amended by Regulation of 30 June 2003 No. 937 (effective from 1 July 2003, formerly § 11).

§ 11
Oil record book

An oil record book shall be kept on board:

a) oil tankers of 150 gross tonnage and upwards;

b) ships, including fishing vessels, of 400 gross tonnage and upwards; and

c) mobile offshore units.
The oil record book shall be kept by the officer responsible for the work operations, and shall be signed by that officer and countersigned by the master. The oil record book shall be kept in English on board ships required to have the International Oil Pollution Prevention Certificate (IOPP certificate) under MARPOL 73/78, Annex I. The oil record book shall be kept in English on board ships required to have the International Oil Pollution Prevention Certificate (IOPP certificate) under MARPOL, Annex I. The oil record book may be kept in Norwegian on board ships engaged exclusively on domestic voyages.

The particulars to be entered in the oil record book may be provisionally entered in a note book. If entries are first made in a note book, a book similar to the oil record book shall be used. In this event the oil record book shall be brought up to date within one week, and in any case before the ship arrives at its next port. The second paragraph applies correspondingly to the note book.

Amended by Regulations of 30 June 2003 No. 937 (effective from 1 July 2003, formerly § 12) and 12 January 2007 No. 45.

§ 12

Cargo record book

A cargo record book shall be kept on board any ship carrying noxious liquid substances in bulk.

The cargo record book shall be kept in accordance with the provisions in Regulation 15 of Annex I of MARPOL, unless otherwise provided in this Regulation. The cargo record book shall be kept by the officer responsible for the work operations, and shall be signed by that officer and countersigned by the master. The cargo record book shall be kept in English on board ships required to have international certificates, i.e. the certificate for the carriage of liquid chemicals in bulk (BCH certificate) or the international certificate for the carriage in bulk of noxious chemicals (IBC certificate), or on board ships which are not chemical tankers and required to have the international certificate for the prevention of pollution by the carriage of noxious, liquid substances in bulk (NLS certificate) under MARPOL 73/78, Annex II. The cargo record book may be kept in Norwegian on board ships engaged exclusively on domestic voyages.

The particulars to be entered in the cargo record book may be provisionally entered in a note book. If entries are first made in a note book, a book similar to the cargo record book shall be used. In this event the cargo record book shall be brought up to date within one week, and in any case before the ship arrives at its next port. The second paragraph applies correspondingly to the note book.

Amended by Regulations of 30 June 2003 No. 937 (effective from 1 July 2003, formerly § 12) and 12 January 2007 No. 45.

§ 13

Garbage record book

A garbage record book shall be kept on board: a) ships of 400 gross tonnage and upwards; b) ships certified to carry 15 persons or more on voyages to the ports or offshore terminals of other convention parties and to fixed platforms engaged in petroleum activities; and c) mobile offshore units. The entries may also be made in a section of the ship’s official deck log book.

Added by Regulation of 30 June 2003 No. 937 (effective from 1 July 2003).

§ 14

Radio records

Radio records shall be kept on board:

Any vessel engaged on domestic or foreign voyages, regardless of size, for which a certificate is required¹ and which have radio installations for which a licence is required. The entries may be made in either a dedicated radio log book² or the ship’s deck log book. The navigator in charge of the watch shall ensure compliance with the provisions of § 19.

Added by Regulation of 30 June 2003 No. 937 (effective from 1 July 2003).

¹ Vessels for which certificates are required pursuant to regulations laid down by the Norwegian Maritime Directorate.

² Telenor Radiodagbok, issued by Telenor Networks, Maritim Radio.
Chapter 4
Details regarding entries to be made in log books

§ 15
Deck log book

The printed text at the top of the deck log pages indicates what is to be entered. For ships engaged on foreign voyages, the first entry of the day shall be made on the 0000 hrs line. The spaces 6 to 22 of that line shall be filled in as appropriate with the conditions prevailing at 2400 hrs.

a) During the voyage, important positions and information about drift, current and the like shall be entered. Courses steered shall be indicated in degrees from 000 to 360. Positions shall be indicated by latitude and longitude or by true bearing and distance to a named object. Where electronic aids are used, their use shall be entered with the position. For optical bearings, the following shall be entered: «opt.», and for instance where radar is used: «rdr.», in connection with the line of position and the name of the bearing object.

b) In ports or when the ship is berthed or lying at anchor, entries in the deck log book may extend from left to right across both pages.

An accurate entry shall be made in the deck log book regarding any event and circumstance occurring during the voyage, the knowledge of which may be useful to the authorities, shipowners, cargo owners, insurance companies or others having a legal interest in the voyage. The time of the commencement and termination of the crew’s service shall thus be entered, as well as any illness, death, desertion, punishable offence or breach of discipline on the part of a crew member, and whether foreign labour is employed.

Personnel forming part of the navigational watch on board shall record their watches in the deck log book with times of commencement and end of watch. An entry shall also be made when stores and water are taken on board, when loading and discharging begins, is interrupted and completed, and what is loaded or discharged every day. The ship’s draught forward and aft and the freeboard amidships shall be entered, as well as information on the ship’s condition in other respects when it leaves port and on the nature and condition of the cargo. If deck cargo is carried, the quantity and height of such cargo, and the way in which it is secured, shall be noted.

Information shall be entered regarding the correction, calibration and deviation of the compasses, regarding the time of the ship’s departure from, arrival at and movements in port, regarding weather, air and sea temperatures, barometer reading, current, course, speed, distance covered, lights exhibited, fog signals, and regarding bilge pumping and how often this takes place, and the water level in the holds.

Additionally, the following shall be entered:

a) The reckoning at noon for each nautical day, and similarly the supply of fuel, lubricating oil and drinking water. An entry shall also be made when the master finds it necessary to reduce food rations during the voyage.

b) The results of the regular determinations of the chronometer reading. The results shall be entered in the deck log book’s printed form for such observations.

c) Information regarding the required drills. This shall be entered in the deck log book’s printed form for such information, and the keeper of the log and the master shall both sign the information entered.

d) In the event of an accident or injury to a person, the ship or its cargo, information regarding the course of events for the purpose of clarifying the causes of the accident or injury. Any damage or injury shall be accurately described, including information about the measures taken in connection with the accident or injury.

e) Information about the reasons for any decision, in a situation where the ship had the opportunity to assist persons in distress, to the effect that such assistance was neither appropriate nor needed. Consideration shall be given to the IMO’s recommendation on alerting the rescue co-ordination centre concerned to the situation.

f) Information about the ship’s working language. The working language is determined by the company or the master unless otherwise prescribed by other provisions. If the working language is not an official language of the State whose flag the ship is entitled to fly, all plans, drawings and lists posted on board shall be translated into the working language.

g) All alarms released on ships operating with an unmanned engine-room, including the measures taken on such occasions.

h) Adjustment and inspection of alarm instruments, and change-over from engine-room control of the machinery to bridge control, and vice versa.

i) Treatment of ship’s wastes. For ships required to carry a garbage record book, ref. § 13, such information shall be entered in accordance with the Appendix to Annex V of MARPOL.

j) The reason for not observing a mandatory routing system.

k) Any other information required by regulations laid down by the Norwegian Maritime Directorate.

Amended by Regulations of 30 June 2003 No. 937 (effective from 1 July 2003, formerly § 14) and 12 January 2007 No. 45.
§ 16

**Engine-room log book**

The title page of the engine-room log book shall be filled in according to the form in the book. The number of propulsion engines, type of engine, whether two-stroke or four-stroke, and the name of the manufacturer shall be noted. The total capacity of the fuel oil tanks shall be noted. Times shall be noted as four-digit figures from 0000 hrs to 2400 hrs.

The following shall be entered in the «Remarks» column:

a) The time of initiating preparations for engine running and the time of starting or stopping the main and auxiliary machineries.

b) The time of filling and changing fuel oil tanks, and the time of bunkering.

c) The time of filling and emptying ballast tanks.

d) Any defect, fault and breakdown of the main and auxiliary machineries and important accessories, and the measures taken to rectify such matters.

e) All important maintenance work on the main and auxiliary machineries, cleaning of tanks, etc. The engine-room crew’s maintenance work on deck machinery shall also be noted.

f) The time of inspection of the boilers, and also any other piece of information regarding the boilers.

g) Any abnormal condition registered by means of alarms, etc. for:
   1. lubricating oil pressure and temperature;
   2. cooling water pressure and temperature;
   3. starting air pressure;
   4. temperature of bearings;
   5. boiler pressure; or 6 feed water temperature.

h) 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.

i) Failure of the electric power supply.

j) Observation of oil in observation tanks, etc.

k) The time of testing the emergency power supply, of running the emergency fire pump, and of checking or replacing fire-fighting equipment.

l) In ships operating with an unmanned engine-room, all alarms communicated to the engineer from the bridge or the engine-room shall be noted, including the measures taken in this connection. Manoeuvring shall be entered in a separate manoeuvre book as far as possible.

m) Adjustment and inspection of alarms, and the change-over from engine-room control to bridge control, and vice versa, shall be noted.

n) The engine-room crew’s commencement and termination of service, and whether foreign labour is employed, shall also be noted in the engine-room log book, and also matters relating to accidents in the engine-room, and any irregularity regarding the engine-room crew. (Cases of illness among the engine-room crew shall be entered in the deck log book.)

o) Any other information required by regulations laid down by the Norwegian Maritime Directorate.

Amended by Regulation of 30 June 2003 No. 937 (effective from 1 July 2003, formerly § 15).

§ 17

**Oil record book**

The oil record book shall be completed on a tank-to-tank basis in accordance with the provisions of MARPOL, Annex I, Regulations 17 (2), (3), (4) and (5) and 36 (2), (3), (4), (5) and (6).

In the case of emptying or discharge of oil or oily mixtures, or in the event of an accidental or other exceptional discharge of oil necessary with respect to the safety of the ship, the health of those on board or to save life, whether deliberate or accidental, the circumstances of, and the reasons for, the discharge shall be explained in the oil record book, Part I item G, or Part II item N. The same applies to discharges resulting from damage to the ship or equipment, when all reasonable precautions have been taken both before and after the accident to prevent or reduce the discharge.

Amended by Regulations of 30 June 2003 No. 937 (effective from 1 July 2003, formerly § 16) and 12 January 2007 No. 45.

§ 18

**Cargo record book**

The cargo record book shall be completed on a tank-to-tank basis in accordance with the provisions of MARPOL, Annex II, Regulation 15 (2), (3) and (4).

In any case of discharge of any noxious liquid substance or mixture containing such substance, necessary with respect to the safety of the ship, the health of those on board or to save life, whether deliberate or accidental, the circumstances of, and the reasons for, the discharge shall be explained in the cargo record book. The same applies to
discharges resulting from damage to the ship or equipment, when all reasonable precautions have been taken both before and after the accident to prevent or reduce the discharge.

Amended by Regulations of 30 June 2003 No. 937 (effective from 1 July 2003, formerly § 17) and 12 January 2007 No. 45.

§ 19  
Radio records

The provisions of SOLAS 74, Regulation IV/17 and the STCW Code, Part A, Chapter VIII, section VIII/2, paragraphs 87 to 89 shall be observed.

1 Added by Regulation of 30 June 2003 No. 937 (effective from 1 July 2003). 1 Ref. Regulations of 27 April 1999 No. 537 concerning watchkeeping on passenger ships and cargo ships.

Chapter 5  
Concluding provisions

§ 20  
Entry into force

This regulation enters into force on 1 November 1992.

As from the same date, the Regulation of 1 July 1968 no. 7 concerning Keeping of a Compass and Radio Direction Finding Log, the Regulation of 1 July 1969 no. 1 concerning the Arrangement and Keeping of an Engine-Room Log on Motor-Propelled Vessels, and the Regulation of 27 November 1979 no. 2 concerning the Arrangement and Keeping of a Deck Log Book, are repealed.

Amended by Regulation of 30 June 2003 No. 937 (effective from 1 July 2003, formerly § 19).