



No. _____

OFFICIAL LOG BOOK

Name of Vessel	Port of Registry	Official Number

Gross Tonnage	Register (Net) Tonnage

Names of Masters	Certificates of Competency Numbers

Name and address of the registered owner or of the registered managing owner, or of the ship's husband or manager

Date and place at which log book opened	Date and place at which log book closed
_____ Master's signature	_____ Master's signature

Reference	Name of seaman	Capacity	If entry made in

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ENTRIES OF BIRTHS, MARRIAGES, DEATHS AND

A master of a vessel is required to make entries of births, marriages and deaths on board his vessel and entries of every burial at sea.

The master should also, if required at that time, give an account of:

- a. wages due to the deceased seaman or apprentice;
- b. gross amount of all deductions made therefrom and
- c. any personal effects and amounts of money left on board the vessel by the deceased.

Date of birth	Place of birth (latitude & longitude if at sea)	Names (if any) and surname of child	Sex	Father*	
				Name, surname & nationality	Occupation, rank and usual

* If the child is illegitimate, particulars relating to the father must not be given unless it is at a joint request, given in writing, of the mother and the person acknowledging himself to be the father.

Deaths and burials

Date and time of death or loss	Place of death or loss (latitude & longitude if at sea)	Name and surname of deceased (and, if married woman, maiden surname if known)	Sex	Date of birth	Nationality	Cause of death or loss (Certified by the ship's doctor or other medical practitioner where possible)

Marriages

Date and time of marriage ceremony	Place of marriage ceremony (latitude & longitude if at sea)	Name and surname of bride	Date of birth	Citizenship	Place of residence

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BURIALS AT SEA IN THE OFFICIAL LOG BOOK

The master should therefore, as soon as practicable, after the occurrence, make the necessary entries below.

When 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 "missing at sea believed killed or drowned", used instead. If the master is in any doubt about any entries in the official log book he should get in touch with Deputy Maritime Administrator for Maritime Affairs.

or profession residence	Name, surname & nationality	Mother		Signature of father and/or mother	Signature of Master
		Maiden surname or surname at marriage if different	Usual residence		

at sea (see Note above)

Name and address of next of kin (if known)	(where the deceased is a seaman)					Date and place of burial at sea (latitude & longitude)	Signature of Master
	Rank and rating	Place of residence	Wages due	Deductions	License number and date of issuance		

on board

Name and surname of groom	Date of birth	Citizenship	Place of residence	Name(s) and signature(s) of witness(es)	Signature of Master

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RECORD OF MUSTERS, BOAT DRILLS AND FIRE DRILLS AND INSPECTIONS OF LIFE-SAVING APPLIANCES AND FIRE APPLIANCES AS REQUIRED BY THE INTERNATIONAL MARITIME REGULATIONS, PART VII

NOTE:---The requirements for holding abandon ship drills and fire drills, drills of other life-saving appliances, on-board training and inspections in passenger ships and cargo ships as set out in Regulation 63 of Part VII of the Commonwealth of Dominica International Maritime Regulations 2002 shall be recorded. If a full muster, etc., is not held at the appointed time, a statement of the reasons and the extent of the muster, etc., must also be recorded.

Date of muster or drill and inspections	Nature of muster or drill	Nature of the inspection of the life-saving and fire appliances and the condition in which they were found	Date of entry	Signatures of Master and member of crew

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**LOAD LINE, DEPTH OF LOADING, Etc.
POSITIONS OF THE DECK LINE AND LOAD LINES**

Freeboard from Deck Line	Load Line
Tropicalmm	(T).....mm above (S)
Summer.....mm	(S)Upper edge of line through center of disc.
Winter.....mm	(W).....mm below (S)
Winter North	
Atlantic.....mm	(WNA).....mm below (S)

Allowance for fresh water for all the above freeboards:mm

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

(Above particulars to be taken from Load Line Certificate.)

Maximum draught of water in summermm

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

NOTES

1. 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, harbor or other place for the purpose of proceeding to sea.

2. 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 water, when the ship is loaded and ready to leave. The actual “mean” freeboard of the actual freeboards, port and starboard, measured as indicated above.

3. For any conversion from Imperial to metric units, or vice-versa, an equivalent of 25.4 millimeters to one inch is to be used.

4. In the case of a home trade ship, columns 9-14 need not be filled in.

5. 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 in the load line certificate.

6. If, in determining 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, e.g. 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 scales and means “full salt water”, the density must be obtained by subtracting the hydrometer reading from 1025, e.g. if the reading is at 15, the density to be entered will be 1010.

7. The periods, during which the other seasonal load lines apply in different parts of the world are as indicated in the International Convention on Load Lines and shown on the charts annexed to those rules.

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DATES OF DEPARTURE FROM AND ARRIVAL AT EACH with DRAUGHT OF WATER AND FREEBOARD UPON EVERY OCCASION

DEPARTURES												
Date and hour of departure	Dock, Wharf, Harbor or other place	ACTUAL DRAUGHT OF WATER		ACTUAL FREEBOARD AMIDSHIPS			Density of water	ALLOWANCE				
		Forward	Aft	Port	Starboard	Mean		For density of water	For ashes and garbage		For fuel, etc., to be consumed on stretch of inland water	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)		(11)	
		mm	mm	mm	mm	mm		mm	Weight	mm	Distance	mm

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DATES OF DEPARTURE FROM AND ARRIVAL AT EACH with DRAUGHT OF WATER AND FREEBOARD UPON EVERY OCCASION

DEPARTURES												
Date and hour of departure	Dock, Wharf, Harbor or other place	ACTUAL DRAUGHT OF WATER		ACTUAL FREEBOARD AMIDSHIPS			Density of water	ALLOWANCE				
		Forward	Aft	Port	Starboard	Mean		For density of water	For ashes and garbage		For fuel, etc., to be consumed on stretch of inland water	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)		(11)	
		mm	mm	mm	mm	mm		mm	Weight	mm	Distance	mm

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DOCK, WHARF, HARBOUR OR OTHER PLACE
the
OF THE SHIP PROCEEDING TO SEA

DEPARTURES, continued				SIGNATURE		ARRIVALS
ALLOWANCES, Continued	Mean draught in salt water as calculated after making the appropriate allowances	Mean freeboard amidships in salt water as calculated after making the appropriate allowances	Load line applicable to the voyage	Master	Date and hour of arrival	Dock, wharf, harbor or other place
Total Allowances	(13)	(14)	(15)	(16)	(17)	(18)
(12)	(13)	(14)	(15)	(16)	(17)	(18)
mm	mm	mm				

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