

MASTERS AND SEAMEN

**Merchant Shipping (Official Log Books) Regulations 1981<sup>211</sup>**  
*as amended<sup>212</sup>*

[The Minister], in exercise of powers conferred [on him by sections 143 and 293 of the Merchant Shipping Act], and of all other powers enabling him in that behalf, hereby makes the following Regulations:

**Citation, commencement, interpretation and revocation**

1.—(1) These Regulations may be cited as the Merchant Shipping (Official Log Books) Regulations 1981\* and [came into operation on 6<sup>th</sup> May 1982]<sup>213</sup>.

<sup>214</sup> (2) In these Regulations:

["the Act" means the Merchant Shipping Act 1976;]

["appropriate proper officer" means a proper officer for the place where the ship is at the time last referred to in sections 143(4) of the Act (delivery of official log books);]

<sup>215</sup> "the Crew Accommodation Regulations" means the Merchant Shipping (Crew Accommodation) Regulations 1978<sup>(a)</sup>

<sup>216</sup> "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 6) of any particulars specified in column 1 in any paragraph of the Schedule to these Regulations and an entry amending or cancelling such an entry;

<sup>217</sup> ["the Home Trade area" is an area encompassing—

(a) the Bahamas; and

(b) the area bound—

(i) by a line from the northern most limits of Juniper Inlet on the north east coast of Florida in the United States of America to the northern most limits of the Bahamas; and

(ii) by a line from the southern most limits of Key West on the south east coast of Florida to the southern most limits of the Bahamas;]<sup>218</sup>

"officer" means an officer qualified for the purposes of [sections 67 to 69 of the Act];

<sup>219</sup> "seaman" in paragraphs 18 and 20 of the Schedule includes the master of a ship;

\* These regulations were applied in 1982 from 1981 Regulations.

<sup>211</sup> applied in the Bahamas in 1982 from UK SI 569/1981 by SI 35/1982.

<sup>212</sup> by the Merchant Shipping (Official Log Books)(Amendment) Regulations 1991 UK SI 2145/1991 applied in the Bahamas by SI 102/1991 and SI 142/2001.

<sup>213</sup> these regulations were applied in the Bahamas in 1982 by SI 35 of 1982 which was gazetted on 6 May, 1982.

<sup>214</sup> regulation 1(2) substituted by the Merchant Shipping (Official Log Books)(Amendment) Regulations 1991 applied in the Bahamas by SI 102 of 1991 from UK SI 1991 No. 2145.

<sup>215</sup> definitions of "the Closing of Openings above the Bulkhead Deck Regulations" and "the Closing of Opening in Hull Regulations" omitted. The latter regulations applied previously in the Bahamas and repealed by the Merchant Shipping (Amendment) Act 2000.

<sup>(a)</sup> [UK] S.I. 1978/795, amended by [UK applied] SIs 1979/491, 1984/41, 1989/184 [and domestic S.I. 1997/75]

<sup>216</sup> definitions of "the Deck Officers Regulations" and "the Engineering Officers Regulations" omitted. Both regulations were applied previously in the Bahamas and repealed by the Merchant Shipping (Amendment to Second Schedule) Notice 1998, SI No. 73 of 1998.

<sup>217</sup> definition of "the Musters Regulations" omitted. Those regulations were applied previously in the Bahamas and repealed by the Merchant Shipping (Amendment) Act 2000 (34 of 2000).

<sup>218</sup> definition suggested only, substitutes "Near Continental trading area"; the term "Home Trade Area" is not defined in legislation, however, this suggested definition is derived from the expression "home-trade voyage" as defined by section 2 of the Merchant Shipping Act.

“ship” means a [Bahamian ship] but does not include a fishing vessel;

<sup>220</sup> “wages submission” means submission to [the Director under section 92 of the Act] (which relates to disputes about wages);

and

references to the gross or registered tonnage of a ship are, in the case of a ship having alternative gross or alternative register tonnages, references to the larger of its gross tonnages or to the larger of its registered tonnages, as the case may require.

(3) [omitted, as spent]

### **Exemptions from the requirements of [section 143 of the Merchant Shipping Act 1976] (official log books)**

2. [Ships of 100 tons net register tonnage or less are exempt from the requirement to keep an official log book.<sup>221</sup>]

### **Entries in official log books**

3. Subject to the provisions of the Merchant Shipping Acts and of rules and regulations made thereunder entries of particulars specified—

(a) in column 1 in each paragraph of Part I of the Schedule to these Regulations shall from time to time be made in the official log book kept in every ship not exempted from the requirement of [section 143(1) of the Merchant Shipping Act];

<sup>222</sup> (b) in column 1 in each paragraph of Part III of that 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 [article 16(1) or 17(1) of the Load Line Convention<sup>223</sup>] or a load line exemption certificate has been issued under [article 16(2) of the Load Line Convention]<sup>224</sup>, 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; and

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<sup>219</sup> definitions of “the Passenger Ship Regulations 1980”, “the Passenger Ship Regulations 1984”, “the Pilot Ladders and Hoists Regulations” and “the Repatriation Regulations” omitted. The former three regulations were applied previously in the Bahamas and repealed by the Merchant Shipping (Amendment) Act 2000.

<sup>220</sup> definition of “the Steering Gear Regulations” omitted. Those regulations were applied previously in the Bahamas and repealed by the Merchant Shipping (Amendment) Act 2000, No. 34 of 2000.

<sup>221</sup> This exemption is derived from the provisions of section 143(1) of the MSA. While the enabling power in section 68(4) of the UK Merchant Shipping Act 1970 allowed the Secretary of State to make exemptions in subsidiary legislation from the requirement to carry an official log book, the enabling power in section 143(2) of the MSA does not appear wide enough to allow the Minister to make similar exemptions. UK regulation 2 is likely to be excepted by section 293(3) of the MSA and section 25(b) of the Interpretation Act (Chapter 2). (*In the UK Regulations, exemptions were given to pleasure yachts, ships of less than 25 gross tons and ships belonging to general lighthouse authorities.*)

<sup>222</sup> previously paragraph (c), re-numbered paragraph (b) and amended by the Merchant Shipping (Official Log Books)(Amendment) Regulations 1991 applied in the Bahamas from UK SI 2145/1991.

<sup>223</sup> for the definition of “the Load Line Convention” see section 192 of the Merchant Shipping Act 1976

<sup>224</sup> words inserted by the Merchant Shipping (Official Log Books)(Amendment) Regulations 1991 applied in the Bahamas from UK SI 2145/1991.

<sup>225</sup> (c) in column 1 of each relevant paragraph of Part IV of that Schedule shall be so made in the official log book kept in any passenger ship referred to in that paragraph.

**Making, signing and witnessing of entries<sup>226</sup>**

4.—(1) Each entry shall be made in the official log book by the person or by one of the persons (or by a person authorised by any such person for that purpose) specified [in section 143(5) of the Act<sup>227</sup> and, where the case may be, in column 2 of the Schedule to these regulations].

(2) Each entry:

[(aa) shall be signed by the master and by an officer or some other member of crew;<sup>228</sup>

(a) shall [also<sup>229</sup>] be signed by the person or by one of the persons specified in column 2 in each paragraph of the Schedule; and

(b) subject to the provisions of each paragraph of the Schedule, shall be witnessed by the person, if any, specified in column 3 in each paragraph of the Schedule.

<sup>230</sup> (3) An entry which is to be signed by the master may, except [in the case of entry 4, 7, 14, 17, 28, 32, 34, 35, 36 or 42]<sup>231</sup>, be signed by an officer authorised by the master for that purpose.

(4) Each entry shall include the date when it is made [and if an entry is not made on the same day as the occurrence to which it relates, it shall be made and dated so as to show the date of the occurrence and the date of the entry respecting it<sup>232</sup>].

5. 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 and witnessed in accordance with the provisions of these Regulations and of the Schedule hereto, the master of the ship at the time when the entry is or should be made, signed and witnessed shall be guilty of an offence.

**Annexes to official log books**

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 log book, it shall be contained in a separate document annexed to the official log book and referred to an entry in the official log book; and references in these Regulations to an official log book include references to any documents annexed to an official log book in accordance with this regulation.

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<sup>225</sup> previously paragraph (d), re-numbered paragraph (c) and substituted by the Merchant Shipping (Official Log Books)(Amendment) Regulations 1991 applied in the Bahamas from UK SI 1991 No. 2145.

<sup>226</sup> The editorial annotations in regulation 4 and columns 2 & 3 of the Schedule to these Regulations are suggested as necessary to bring these Regulations into conformity with the Merchant Shipping Act, particularly section 143(5).

<sup>227</sup> (1) the master and (2) an officer or some other member of the crew; and, if it is an entry of illness, injury or death, (3) the medical practitioner (if any).

<sup>228</sup> paragraph (aa) does not exist in the UK regulations, its contents are suggested only to achieve conformity with the MSA. see also note 226

<sup>229</sup> words "subject to paragraph (3) of this regulation," omitted. see also note 226

<sup>230</sup> This paragraph may not be compatible with the provisions of section 143(5) of the MSA and may be excepted by section 293(3) of the Act.

<sup>231</sup> words replace "where the contrary intention applies" please see original UK Regulations for contrary intention; however, for signatory, entries 4, 7, 14, 17, 28, 32, 34, 35, 36 and 42 read "master, in person".

<sup>232</sup> words derived from section 143(4) of the MSA.

### False, inaccurate or incomplete entries

6A.—(1) No person shall make an entry he knows or has reason to believe is false, inaccurate or incomplete.

(2) Any person who contravenes paragraph (1) above shall be guilty of an offence;<sup>233</sup>

### Time for making of entries

7.—(1) (a) Entries of particulars specified in paragraphs 1, 2, 3, 5, and 43 of the Schedule to these Regulations shall be made at the time when an official log book is opened; and

(i) a further entry of particulars specified in paragraph 3 shall be made as soon as [possible<sup>234</sup>] after any change of master; and

(ii) a further entry of particulars specified in paragraph 43 shall be made as soon as [possible<sup>235</sup>] after a new load line certificate is issued in respect of the ship under [section 192 of the Act].

(b) The entry of particulars specified in paragraphs 7 and 25 of the Schedule shall be made as soon as [possible<sup>236</sup>] after the ship arrives at or leaves any dock, wharf, port or harbour as the case may require.

(c) The entry of particulars specified in paragraph 11 of the Schedule shall be made as soon as [possible<sup>237</sup>] after every time when each muster should have been held in accordance with [SOLAS 74/88].

(d) The entries of particulars specified in sub-paragraphs (b) and (c) of paragraph 38 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.

(e) The entry of particulars specified in paragraph 44 of the Schedule shall be made before the ship leaves any dock, wharf, harbour or other place for the purpose of proceeding to sea.

(f) Every other entry shall be made as soon as [possible<sup>238</sup>] after the occurrence to which it relates or, if it amends or cancels an existing entry, as soon as [possible<sup>239</sup>] after the person intending to sign it becomes aware of the facts giving rise to the amendment or cancellation<sup>240</sup>.

(2) Subject to the provisions of regulation 8, no entry shall be made in an official log book [more than twenty four hours after the arrival of the ship at her final port of discharge<sup>241</sup>].

### Amendment and cancellation of entries

8.—(1) Subject to the provisions of this regulation, an entry shall not be amended or cancelled.

[(2) Where it appears to the person who for the time being is master of the ship or any other person who signed the entry that the entry is inaccurate or incomplete; those persons shall, if it is possible<sup>242</sup> to do so before the arrival of the ship at her final port

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<sup>233</sup> regulation inserted by the Merchant Shipping (Official Log Books)(Amendment) Regulations 1991 applied in the Bahamas from UK SI 2145/1991.

<sup>234</sup> see section 143(4) of the Act

<sup>235</sup> *ibid.*

<sup>236</sup> see section 143(4) of the Act

<sup>237</sup> *ibid.*

<sup>238</sup> see section 143(4) of the Act

<sup>239</sup> *ibid.*

<sup>240</sup> "...and if [an entry] is not made on the same day as the occurrence [to which it relates] it shall be made and dated so as to show the dates of the occurrence and the entry respecting it..." per section 143(4) of the Act

<sup>241</sup> the time last referred to in section 143(4) of the MSA. see also section 146(2) of the MSA.

of discharge or the twenty four hours following said arrival, make and sign a further entry referring to the entry and amending or cancelling it; and paragraphs (1) and (2)(b) of regulation 4 and regulation 5 and 6 shall apply to the further entry.]<sup>243</sup>

<sup>244</sup> (3) *Where, after [twenty-four hours following the arrival of the ship at her final port of discharge<sup>245</sup>], it appears to [the Director or a proper officer or a registrar of Bahamian ships] 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 seaman, to whom any such further entry relates, of its contents.*

(4) Any person who fails to comply with paragraph (2) of this regulation shall be guilty of an offence.

#### **Production of official log book**

9.—(1) The master of a ship shall, on demand, produce to [a registrar of Bahamian ships, the Director, an Administration surveyor<sup>246</sup>], a proper officer, or an officer of customs the official log book required to be kept in the ship.

(2) A master who fails to comply with this regulation shall be guilty of an offence.

#### **Delivery of official log book**

10. [see section 145 of the Act]

#### **Offences**

11. Any offence under these Regulations shall be punishable on summary conviction with a fine not exceeding level 2 on the standard scale<sup>247</sup>.

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<sup>242</sup> see section 143(4) of the Act

<sup>243</sup> The editorial annotations in this paragraph are suggested to bring the paragraph into conformity with the Merchant Shipping Act, particularly section 143(4) and (5).

<sup>244</sup> this paragraph may not be compatible with sections 143(4) and 146(2) of the Act and may be excepted under section 293(3)(c) of the Act.

<sup>245</sup> the time last referred to in section 143(4) of the MSA. see also section 146(2) of the MSA.

<sup>246</sup> i.e. employed by the Bahamas Maritime Authority or the Ministry responsible for Maritime Affairs; the words “Department of Transport surveyor” were inserted by the Merchant Shipping (Official Log Books)(Amendment) Regulations 1991.

<sup>247</sup> words inserted by the Merchant Shipping (Official Log Books)(Amendment) Regulations 1991 applied in the Bahamas from UK SI 1991 No. 2145.

THE SCHEDULE

ENTRIES REQUIRED TO BE MADE IN THE OFFICIAL LOG BOOK KEPT IN [BAHAMIAN SHIPS]  
NOT EXEMPTED FROM THE REQUIREMENTS OF SECTION [143(1) OF THE MERCHANT SHIPPING  
ACT 1976]

PART I  
*Entries relating to every ship*

	Column 1 Particulars of Entry	Column 2 Additional Signatories <sup>248</sup>	Column 3 Witness
1.	The name of the ship, its port of registry, official number and gross or register tonnage.		
2.	The name and address of the registered owner or of the registered managing owner or of the ship's husband or manager.		
3.	The name of the master and the number of his certificate of competency.		
4.	Where a person ceases to be master of the ship during a voyage, a record that, in accordance with [section 148 of the Act], he has delivered to his successor the documents relating to the ship or its crew which are in his custody.	<i>The former master</i>	
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	<i>(note: an officer rather than a member of</i>	

<sup>248</sup> section 143(5) of the MSA requires all entries in the official log book to be signed by—

(a) the master and

(b) an officer or some other member of the crew

and in the case of entries related to illness, injury or death—

(c) by the medical practitioner.

Column 2 indicates:

(i) particular officers or members of crew who should sign the relevant entry;

(ii) entries of illness, injury or death which should be signed by the medical practitioner; and

(ii) any additional person(s) who should sign the particular entry.

	Column 1 Particulars of Entry	Column 2 Additional Signatories <sup>248</sup>	Column 3 Witness
	sea from, and arrival from sea at, any dock, wharf, port or harbour.	<i>the crew must sign this entry (i.e. in addition to the master)</i>	
8.	A record of every notification <sup>249</sup> to a proper officer whenever one qualified deck officer less than the number required <sup>250</sup> is carried.		
9.	A record of every notification <sup>251</sup> to a proper officer whenever one qualified marine engineer officer less than the number required <sup>252</sup> is carried.		
10.	In accordance with [regulation 18.5 of Chapter III of SOLAS 74/88 <sup>253</sup> ] a record of each occasion on which a muster, drill or training of the crew in the use of life saving or fire appliances and equipment is held on board the ship, the training and type of drill held, and the occasion on which lifeboats, rescue boats and davit-launched lifeboats, as applicable, are lowered or launched. Additionally, a record of each occasion on which the appliances and equipment are examined to see whether they are ready for use. <sup>254</sup>		
11.	Where a muster, drill, training or inspection is not held on board the ship when required by [SOLAS 74/88 <sup>255</sup> ], 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.		

<sup>249</sup> words omitted that make reference to the Merchant Shipping (Certification of Deck Officers) Regulations 1980, S.I. 1980/2026 (“the Deck Officers Regulations”) which was not applied in the Bahamas.

<sup>250</sup> *ibid.*

<sup>251</sup> words omitted make reference to the Merchant Shipping (Certification of Marine Engineer Officers) Regulations 1980, S.I. 1980/2025 (“the Deck Officers Regulations”) which was not applied in the Bahamas.

<sup>252</sup> *ibid.*

<sup>253</sup> for SOLAS 74/88 see section 185 of the Act

<sup>254</sup> column entry substituted by the Merchant Shipping (Official Log Books)(Amendment) Regulations 1991

<sup>255</sup> for SOLAS 74/88 see section 185 of the Act

	Column 1 Particulars of Entry	Column 2 Additional Signatories <sup>248</sup>	Column 3 Witness
12.	<p>Where any of the following accidents have occurred—</p> <p>(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</p> <p>(b) a ship is lost or presumed to be lost, or is abandoned or materially damaged; or</p> <p>(c) a ship strands or is in collision; or</p> <p>(d) a ship is disabled; or</p> <p>(e) any material damage is caused to the ship—</p> <p>a description of the casualty and the place where, or the position of the ship when, it occurred. <sup>256</sup></p>		
13.	<p>A record of every signal of distress or a message that a vessel, aircraft or person is in distress at sea, observed or received.</p>		
14.	<p>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 190 of the Act and Regulation 10 of Chapter V of SOLAS 74/88] which relates to a master's obligation to assist vessels, etc., in distress)—</p> <p>a statement of his reasons for not going to the assistance of those persons.</p>		
15.	<p>Where a dispute relating to the amount payable to a seaman under a crew agreement is submitted to [the Director under section 92 of the Act]—</p>		

<sup>256</sup> column entry substituted by the Merchant Shipping (Official Log Books)(Amendment) Regulations 1991.

	Column 1 Particulars of Entry	Column 2 Additional Signatories <sup>248</sup>	Column 3 Witness
	(a) [the full name of the Director]; (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.	<i>The Director (sub-paragraphs (b) to (d))</i>	
16.	A record of— (a) every seaman discharged from the ship; and (b) the place, date and time of his discharge.		
17.	Where a proper officer consents <sup>257</sup> to the discharge of a seaman outside [the Bahamas], a record of his consent.	<i>The proper officer (if practicable)</i>	
18	Where a seaman is left behind in any country outside [the Bahamas] 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 [the Bahamas] is left behind in [the Bahamas] or is taken to [the Bahamas] on being shipwrecked— a record of— (a) the name of the seaman; (b) the date on which and the place at which the seaman was left behind; (c) the reason, if known to the master, for the seaman being left behind; (d) any provision made by the master on the seaman's employer behalf to ensure that [the] proper officer is informed that the seaman has been left behind and [kept informed of		

<sup>257</sup> under section 155 of the Act.

	Column 1 Particulars of Entry	Column 2 <i>Additional Signatories</i> <sup>248</sup>	Column 3 Witness
19.	<p>the arrangements made in pursuance of the employer’s obligation to make provision for the seaman’s return, relief and maintenance], identifying the proper officer;</p> <p>(e) the seaman’s employer being informed that the seaman has been left behind and of the employer being given any particulars required by him.</p> <p><sup>258</sup>Where [the master is required by a] proper officer to convey a person — a record of—</p> <p>(a) the conveyance order, identifying the person to whom it relates, and [the] proper officer by whom it was given;</p> <p>(b) any direction received by the master in respect of any such requirement, specifying the direction and [the] proper officer by whom it was given;</p> <p>(c) whether the person is engaged as a member of the crew and, if not,</p> <p>(i) the date on which and the place at which he came on board the ship; and</p> <p>(ii) the date on which and the place at which he left the ship.</p>		
20.	<p>In respect of a seaman referred to in an entry made pursuant to paragraph 18 of this Schedule—</p> <p>a record of—</p> <p>(a) whether he left any property (including money) on board the ship;</p> <p>(b) all such property of which the master has taken charge in pursuance of [section 151 of the Act] specifying each item of such property;</p>		

<sup>258</sup> see section 164 of the Act

	Column 1 Particulars of Entry	Column 2 Additional Signatories <sup>248</sup>	Column 3 Witness
	(c) [omitted] <sup>259</sup> (d) [omitted] (e) each article forming part of such property delivered to [a registrar or consular officer pursuant to section 151(2) of the Act] to whom the delivery was made and the date, place and manner of delivery.		
21.	A record of any inspection of crew accommodation carried out under regulation 38(2) of, or paragraph 31(2) of the Schedule 6 to, the Crew Accommodation Regulations, showing— (a) the date and time of the inspection; (b) the names and ranks of the persons making the inspection; and (c) 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.		
22.	A record of any inspection of provisions and water to be supplied to seamen employed in the ship with the result of the inspection.	<i>The persons making the inspection</i> <sup>260</sup>	
23.	[deleted] <sup>261</sup>		
24.	A record of any testing and inspection carried out by the ship's personnel of the rigging of the pilot hoist and load testing to at least 150 kg.	<i>(note: An officer rather than a member of the crew must sign this entry (i.e. in addition to the master))</i>	
25.	A record of any drill, check and test carried out by the ship's crew of the	<i>(note: An officer rather than a member of</i>	

<sup>259</sup> it would appear under the MSA, particularly section 151, that, only a registrar or consular officer may sell or otherwise dispose of the property of a seamen left behind.

<sup>260</sup> see also section 116(3) of the Act.

<sup>261</sup> entry removed by the Merchant Shipping (Official Log Books)(Amendment) Regulations 1991



	Column 1 Particulars of Entry	Column 2 Additional Signatories <sup>248</sup>	Column 3 Witness
27.	<sup>264</sup>		
28.	<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 duty to give assistance and information after collision];</p> <p>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 sub-paragraphs (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><i>(note: An officer other than the officer to which the entry relates should the sign this entry, in addition to the master)</i></p>	
29.	A record of any re-rating (including promotion) of a seaman, with the date upon which the re-rating takes effect.		
30.	[ <i>deleted</i> <sup>265</sup> ]		

<sup>264</sup> entry removed by the Merchant Shipping (Official Log Books)(Amendment) Regulations 1991

<sup>265</sup> It is likely that this entry is excepted in accordance with section 293(3)(c) of the MSA.

	Column 1 Particulars of Entry	Column 2 Additional Signatories <sup>248</sup>	Column 3 Witness
31.	Where a seaman 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.		
32.	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 Merchant Shipping Acts or otherwise)— a record— (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 sub-paragraphs (a) to (c) of this paragraph have been read over by the master to the person concerned.	<i>(note: An officer or member of the crew other than the person to which the entry relates should sign this entry, in addition to the master)</i>	
33.	A record of any reduction in the scale of provisions or water to be provided for seamen employed in the ship specifying— (a) the reduction made; (b) the reason for the reduction; and (c) the duration of the reduction.		
34.	Where a child is born in the ship or in one of the ship's boats— A record of— (a)(i) date of the birth; (ii) if the birth takes place at sea, the position of the ship by latitude and longitude at the time of the birth and, in any other case, the place of birth;	<i>The ship's doctor (if any) should sign this entry (i.e in addition to the master and an officer or other member the</i>	<i>The mother of the child</i>

	Column 1 Particulars of Entry	Column 2 Additional Signatories <sup>248</sup>	Column 3 Witness
35.	<p>(iii) name (if any) and surname of child; and</p> <p>(iv) sex of child;</p> <p>(b) (i) name and surname of father;</p> <p>(ii) his usual residence;</p> <p>(iii) his nationality; and</p> <p>(iv) his occupation, rank or profession;</p> <p>provided that, if the child is illegitimate, 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;</p> <p>(c)(i) name and surname of mother;</p> <p>(ii) her maiden surname;</p> <p>(iii) her name at marriage, if different from maiden surname;</p> <p>(iv) her usual residence; and</p> <p>(v) her nationality; and</p> <p>(d) the making of a return of the birth, identifying the person to whom the return was made.</p> <p>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 [the Bahamas]—</p> <p>a record of—</p> <p>(a) the date of the death or loss;</p> <p>(b) (i) 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);</p>	<p><i>crew</i>)<sup>266</sup></p>	

<sup>266</sup> see section 143(5) of the Act

	Column 1 Particulars of Entry	Column 2 Additional Signatories <sup>248</sup>	Column 3 Witness
	<ul style="list-style-type: none"> <li>(ii) 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;</li> <li>(c) name and surname of deceased;</li> <li>(d) sex of deceased;</li> <li>(e) date of birth (if known) or age;</li> <li>(f) if the deceased was a woman who has been married, her maiden surname (if known);</li> <li>(g) occupation, rank or profession of deceased;</li> <li>(h) usual residence of deceased at time of death or loss;</li> <li>(i) his nationality;</li> <li>(j) (i) cause of death or loss; and (ii) if death not due to natural causes, circumstances of death or loss;</li> <li>(k) if the deceased was lost from the ship or a ship's boat, the steps taken to rescue him;</li> <li>(l) the making of a return of the death, identifying the person to whom the return was made; and</li> <li>(m) the notification of the death to the deceased's next of kin, and the name and address of the next of kin.</li> </ul>	<p><i>The ship's doctor (if any)</i> <sup>267</sup> (sub-paragraph (j)(i))</p>	
36. <sup>268</sup>	<p>In respect of a seaman dying while or after being employed in the ship— a record of—</p> <ul style="list-style-type: none"> <li>(a) whether he left any property (including money) on board the ship;</li> <li>(b) all such property of which the master has taken charge in pursuance of [section 113(1) of the Act], specifying each item of such property;</li> <li>(c) each item forming part of such property sold in pursuance of</li> </ul>		

<sup>267</sup> i.e. in addition to the master and an officer or other member of the crew, see section 143(5) of the Act

<sup>268</sup> see also sections 113-114 of the Act

	Column 1 Particulars of Entry	Column 2 <i>Additional Signatories</i> <sup>248</sup>	Column 3 Witness
37.	<p>[section 113(4) of the Act], and the price received for it;</p> <p>(d) each article forming part of such property destroyed or disposed of in pursuance [section 114(1) of the Act], and the name of the person to whom disposal was made;</p> <p>(e) each article forming part of such property delivered to any person in pursuance of [section 114(3) of the Act, specifying the] proper officer to whom delivery was made, and the date, place and manner of delivery.</p> <p>Where an inquiry into the cause of a death is required to be held under [section 271 of the Act]— a record—</p> <p>(a) of the name of the deceased and a reference to the relevant entry made under paragraph 35 of this Schedule;</p> <p>(b) of either—</p> <p>(i) the name of the [appointed person<sup>269</sup>] or proper officer holding the inquiry and the date and the place at which the inquiry is held; or</p> <p>(ii) that the inquiry was not held at the next port where the ship calls after the death and where there is a [appointed person<sup>271</sup>] or proper officer.</p>	<p><i>The appointed person</i><sup>270</sup> <i>or proper officer</i> <i>holding the inquiry</i> <i>(sub-paragraph (b)</i> <i>(i))</i></p>	<p>None</p>
38.	<p>Where a person employed in the ship falls ill or is injured— a record of—</p> <p>(a) the circumstances of the injury;</p> <p>(b) the nature of the illness or injury or the symptoms thereof;</p> <p>(c) the treatment adopted; and</p> <p>(d) the progress of the illness or</p>	<p><i>The ship's doctor (sub-</i> <i>paragraphs (b) to</i> <i>(d))</i> <i>(or, if there is no</i></p>	

<sup>269</sup> see section 271 of the Act

<sup>270</sup> *ibid.*

<sup>271</sup> *ibid.*

	Column 1 Particulars of Entry	Column 2 Additional Signatories <sup>248</sup>	Column 3 Witness
	injury.	ship's doctor, the master)	

PART II  
*Entries relating to Disciplinary Offences]*

[omitted]<sup>272</sup>

PART III  
*Entries relating to ships [of Class III, V, VI and VIA<sup>273</sup>] in respect of which a certificate has been issued under [article 16(1) or 17(1)] or a load line exemption certificate has been issued under<sup>274</sup> [the provisions of the Merchant Shipping Act], and which are not exempted by regulation 3(c)<sup>275</sup>*

	Column 1 Particulars of Entry	Column 2 Signatory	Column 3 Witness
43.	A record of— (a) all the particulars stated in the Load Line Certificate issued under [the provisions of the Merchant Shipping 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; (b) the draught which would be shown on the scales of feet or metres <sup>276</sup> 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		

<sup>272</sup> A new paragraph (b) of regulation 3 of these Regulations was substituted by the Merchant Shipping (Official Log Books)(Amendment) Regulations 1991 deleting the reference to Part II of the Schedule, although Part II itself was not deleted. In the UK, Part II of the Schedule to the Official Log Book Regulations was deleted by the Merchant Shipping (Official Log Books)(Amendment) Regulations 1985 (SI 1828/1985), which was not applied in the Bahamas. As Part II of the Schedule concerned entries related to the Merchant Shipping (Disciplinary Offences) Regulations 1972 and those Regulations were not applied in the Bahamas, Part II of the Schedule has not been reproduced here, and may in fact be excepted by section 293(3) of the MSA.

<sup>273</sup> the words "excluding Class I, II, IIA, and IV" as defined in the Merchant Shipping (Passenger Ship Construction) Regulations 1980 and 1984, were inserted by the Merchant Shipping (Official Log Books)(Amendment) Regulations 1991; for definitions of the classes of passenger ships see appendix v

<sup>274</sup> words inserted by the Merchant Shipping (Official Log Books)(Amendment) Regulations 1991

<sup>275</sup> words substituted by the Merchant Shipping (Official Log Books)(Amendment) Regulations 1991  
<sup>276</sup> *ibid.*

	Column 1 Particulars of Entry	Column 2 Signatory	Column 3 Witness
44.	<p>the surface of the water.</p> <p>A record of—</p> <p>(a) (i) the draught shown on the scales referred to in paragraph 43(b);</p> <p>(ii) the freeboard on each side of the ship; and</p> <p>(iii) 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>(b) the density of the water in which the ship was when the particulars referred to in sub-paragraph (a) were taken;</p> <p>(c) 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;</p> <p>(ii) <sup>277</sup></p> <p>and</p> <p>(iii) the weight of fuel, water and stores required for consumption before the ship reaches salt water;</p> <p>(d) 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); provided that—</p> <p>(i) sub-paragraphs (c)(ii) and (iii) do not apply to a home trade ship nor to a ship going between locations in</p>		

<sup>277</sup> removed by the Merchant Shipping (Official Log Books)(Amendment) Regulations 1991

	Column 1 Particulars of Entry	Column 2 Signatory	Column 3 Witness
	<p>[the Home-Trade area]; and (ii) sub-paragraphs (b), (c) and (d) do not apply if, at the time when the particulars referred to in sub-paragraph (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 [or metres] on the stem and on the stern post of the ship.</p>		

PART IV  
*Entries relating to passenger ships*

	Column 1 Particulars of Entry	Column 2 Signatory	Column 3 Witness
45.	<p><i>(All such ships)</i> A record of— (a) the times of the last closing, before the ship proceeds to sea, of the watertight doors and other appliances referred to in regulation 2 of the Closing and Openings in Hull Regulations <sup>278</sup>, and of the next subsequent opening of such doors and appliances; (b) the times of the opening and closing, while the ship is at sea,</p>	<p><i>(note: An officer rather than a member of the crew must sign these entries, in addition to the master)<sup>279</sup></i></p>	

<sup>278</sup> see Appendix VIII for excerpt

<sup>279</sup> see section 143(5) of the Act and the original paragraph

	Column 1 Particulars of Entry	Column 2 Signatory	Column 3 Witness
	<p>of any watertight door pursuant to [SOLAS 74/88 and previously] regulation 3(1)(c) of those 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 practised and inspections made in compliance with [SOLAS 74/88 and previously] the provisions of those Regulations, and whether the appliances to which such drills and inspections relate are in good working order.</p>		
46.	<p><i>(All such ships)</i> A record of—</p> <p>(a) the times of the last closing, in accordance with [SOLAS 74/88]<sup>280</sup>, 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 openings and closing of any watertight or weather door pursuant to [SOLAS 74/88]<sup>282</sup>.</p>	<p><i>(note: An officer rather than a member of the crew must sign these entries, in addition to the master<sup>281</sup>)</i></p>	
47.	<p>(a) <i>(All ships of Class I, II, IIA and IV<sup>283</sup> as specified in the Passenger Ships Regulations 1980 or 1984 as the case may be)</i> A record of draughts, trim and vertical</p>	<p><i>(note: An officer rather than a member of the crew must sign these entries, in</i></p>	

<sup>280</sup> replaces words “regulations 2(1) and 4(1) of the Closing of Openings above the Bulkhead Deck Regulations”

note: The Merchant Shipping (Closing of Opening in Enclosed Superstructures and in Bulkheads above the Bulkhead Deck) Regulations 1988 (UK SI 1988/317) were not applied in the Bahamas

<sup>281</sup> see section 143(5) of the Act and the original paragraph

<sup>282</sup> replaces words “regulations 4(2) and 5 of [the Closing of Openings above the Bulkhead Deck] Regulations”

note: The Merchant Shipping (Closing of Opening in Enclosed Superstructures and in Bulkheads above the Bulkhead Deck) Regulations 1988 (UK SI 1988/317) were not applied in the Bahamas

<sup>283</sup> for definitions of the classes of passenger ships, see Appendix V

	Column 1 Particulars of Entry	Column 2 Signatory	Column 3 Witness
	<p>distances ascertained in accordance with [SOLAS 74/88 and previously in accordance with] the Passenger Ship Regulations 1980 and the Passenger Ship Regulations 1984<sup>284</sup></p> <p>(b) (<i>Ships of Class I, II, and IIA<sup>286</sup>, and ships of Class IV to which regulation 9L of the Passenger Ships Regulations 1980 or regulation 9L of the Passenger Ships Regulations 1984 applies</i>)</p> <p>A record of the result of the calculation required by [Paragraph 7.4 of Regulation 8, Chapter II-1 SOLAS 74/88<sup>287</sup>]</p>	<p>addition to the master<sup>285</sup>)</p>	

<sup>284</sup> The Merchant Shipping (Passenger Ship Construction) Regulations 1980, UK S.I. 1980/535 and the Merchant Shipping (Passenger Ship Construction) Regulations 1984, UK S.I. 1984/1216, both previously applied in the Bahamas and repealed by the Merchant Shipping (Amendment) Act 2000.

<sup>285</sup> see section 143(5) of the Act and the original paragraph

<sup>286</sup> for definitions of the classes of passenger ships, see Appendix V

<sup>287</sup> words replace "regulation 5(1) of the Loading Regulations" (the "Loading Regulations" being the Merchant Shipping (Loading and Stability Assessment of Ro/Ro Passenger Ships) Regulations, UK S.I. 1989/100 & 1989/567)