Regulations of 15 September 1992 No. 693 on the form and keeping of log books for ships and mobile offshore units

Legal basis: Laid down by the Norwegian Maritime Authority on 15 September 1992 under the Norwegian Maritime Code of 24 June 1994 No. 39. Legal basis amended to Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security Act) sections 2, 14 and 19, 33, 37, cf. Formal Delegation of 16 February 2007 No. 171, Formal Delegation of 31 May 2007 No. 590 and Act of 26 June 1998 No. 47 relating to Recreational and Small Craft sections 20 and 24, cf. Formal Delegation of 27 November 1998 No. 1095, Formal Delegation of 1 December 1998 No. 4532, Formal Delegation of 31 May 2007 No. 591 and Formal Delegation of 25 June 2007 No. 719.
Amendments: Amended by Regulations of 14 December 1995 No. 1097, 14 November 2000 No. 1647, 4 June 2002 No. 985, 30 June 2003 No. 937, 4 February 2005 No. 108, 8 November 2005 No. 1415, 12 January 2007 No. 45, 29 June 2007 No. 1006, 26 June 2009 No. 860, 10 June 2010 No. 795, 30 May 2012 No. 488, 31 July 2013 No. 939, 1 July 2014 No. 955, 8 September 2017 No. 1369, 24 January 2022 No. 118, 27 March 2023 No. 459, 26 June 2025 No. 1372.

Chapter 1
General provisions

Section 1
Scope of application

These Regulations on the form and keeping of log books apply 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 2003 No. 937 (in force on 1 July 2003).

Section 2
Definitions

For the purpose of these Regulations, 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.
d) "*Domestic voyages"*: See Chapter 2 of Regulations of 4 November 1981 No. 3793 on trade areas.
e) "*Chemical tanker"*: A ship constructed or arranged primarily for the carriage of noxious liquid substances in bulk, including oil tankers carrying noxious liquid substances in bulk as a cargo or part of a cargo.
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.
h) "*SOLAS Convention"*: International Convention for the Safety of Life at Sea, 1974, as amended.
i) "*STCW Convention"*: International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as revised in 1995 and with subsequent amendments.
j) "*Foreign voyages"*: See Chapter 3 of Regulations of 4 November 1981 No. 3793 on trade areas.

Amended by Regulations of 30 June 2003 No. 937 (in force on 1 July 2003) and 12 January 2007 No. 45, 24 January 2022 No. 118.

Section 3
Duties

The company, the offshore installation 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 these Regulations.

The master is responsible for ensuring that log books required to be kept on board in accordance with the individual provisions of these Regulations are kept and safe-kept as prescribed by section 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).

Section 4

Exemptions

The Norwegian Maritime Authority may, in individual cases and upon written application, grant exemption from the requirements of these Regulations. There must be special reasons that make the exemption necessary and it must be justifiable in terms of safety. Exemptions may 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

Section 5

Publication of log books, etc.

The content and form of log books are determined by the Norwegian Maritime Authority. 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 Authority.

Amended by Regulation of 30 June 2003 No. 937 (in force on 1 July 2003).

Section 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 Regulations of 30 June 2003 No. 937 (in force on 1 July 2003, previously section 7), 26 June 2025 No. 1372.

Section 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. The log books shall be kept on board the ship for a minimum period of two years after the last entry has been made and thereafter in the company's control for a minimum period of three years If the ship is sold, the ship’s owner (the seller) shall retain the log books ashore.

Amended by Regulations of 30 June 2003 No. 937 (in force on 1 July 2003, previously section 8), 26 June 2009 No. 860 (in force on 1 July 2009), 10 June 2010 No. 795 (in force on 1 July 2010).

Section 8

Inspection of log books

At the request of the Norwegian Maritime Authority, 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 Authority, 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 Authority, 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 Regulations of 30 June 2003 No. 937 (in force on 1 July 2003, previously section 9), 26 June 2009 No. 860 (in force on 1 July 2009).

Section 8a

Public access to log books

Any person who can show a legal interest in ascertaining the contents of a ship's book and any note books which may have been kept, can demand to see them and to make excerpts. Unless ordered by the Norwegian Maritime Authority, this shall not, however, apply when the ship has been in collision with a foreign ship, if no similar access to the books of the foreign ship is given.

As regards ship's books kept on board Danish, Finnish or Swedish ships, the provisions of the first paragraph apply correspondingly when the ship is in a Norwegian port. The same applies to ship's book kept on board other foreign ships unless the Norwegian Maritime Authority orders otherwise.

The provisions as to ship's books contained in the first and second paragraphs shall apply correspondingly to records made mechanically on board concerning the navigation of the ship or any other matter dealt with in the ship's books. The same shall apply to the provisions of the second paragraph unless the Norwegian Maritime Authority orders otherwise.

Added by Regulation of 26 June 2009 No. 860 (in force on 1 July 2009).

Chapter 3
Log books to be kept on board Norwegian ships

Section 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;
d. mobile offshore units.

The bigger deck log book shall be used by vessels required to keep an engine-room log book pursuant to section 10, with the exception of ships which may use the smaller deck log book. The smaller deck log book may be used by power-driven 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 Regulations of 30 June 2003 No. 937 (in force on 1 July 2003, formerly section 10), 31 July 2013 No. 939.

Section 10

Engine-room log book

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

a. power-driven ships engaged on international voyages;
b. power-driven ships engaged on domestic voyages with an engineer or engine-room attendant included in the safe manning document;
c. fishing vessels of 500 gross tonnage and upwards; and
d. mobile offshore units.

The engine-room log book shall be kept by the engineer of the watch. 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 certify by their signature that the watch has been entered. The chief engineer officer shall sign the engine-room log book when the day has been entered. At least once every week the master shall make an entry to the effect that they have inspected the engine-room log book, and enter the date of such inspection.

Added by Regulations of 31 July 2013 No. 939, 27 March 2023 No. 459, 26 June 2025 No. 1372.

Sections 11–13

(Repealed on 1 July 2012 by Regulation of 30 May 2012 No. 488.)

Section 14

(Repealed on 15 September 2014 by Regulations of 1 July 2014 No. 955.)

Section 14a

(Repealed by Regulation of 8 September 2017 No. 1369.)

Chapter 4
Details regarding entries to be made in log books

Section 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, cf. section 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 Authority.

Amended by Regulations of 30 June 2003 No. 937 (in force on 1 July 2003, formerly section 14) and 12 January 2007 No. 45.

Section 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, including ratings forming part of the engineering watch, the commencement and termination of their 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 Authority.

Amended by Regulation of 30 June 2003 No. 937 (in force on 1 July 2003, formerly section 15).

Sections 17-18

(Repealed on 1 July 2012 by Regulation of 30 May 2012 no. 488.)

Section 19

(Repealed on 15 September 2014 by Regulations of 1 July 2014 No. 955.)

Section 19a

(Repealed by Regulation of 8 September 2017 No. 1369.)

Chapter 5
Concluding provisions

Section 20

Entry into force

These Regulations enter into force on 1 November 1992.

As from the same date, the Regulations of 1 July 1968 No. 7 concerning keeping of a compass and radio direction finding log, the Regulations of 1 July 1969 No. 1 concerning the arrangement and keeping of an engine-room log on motor-propelled vessels, and the Regulations of 27 November 1979 No. 2 concerning the arrangement and keeping of a deck log book, are repealed.

Amended by Regulations of 30 June 2003 No. 937 (in force on 1 July 2003, formerly section 19), 29 June 2007 No. 1006 (in force on 1 July 2007, formerly section 21).

Annex 1

(Annex repealed by Regulation of 8 September 2017 No. 1369).