

# Maritime Rules

## Part 73: Logbooks

MNZ Consolidation

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## **Part objective**

Part 73 prescribes the requirements for the standardised shipboard recording of routine and emergency operational information and significant, generally untoward, events affecting the ship, its safety, and the safety and well-being of the people on board.

The rules in Part 73 give effect to the various recording requirements under the International Convention for the Safety of Life at Sea, 1974, and provide verification of compliance with the submersion requirements of the International Convention on Load Lines, 1966. It also provides for recording inspections of crew accommodation, as required by International Labour Organization Accommodation of Crews Convention (Revised) 1949. New Zealand is party to each of these conventions.

In providing for the recording of untoward events (such as births and deaths on board) in a systematic manner, Part 73 contributes to the effective exercise of jurisdiction over ships flying the New Zealand flag, in line with the obligation on flag states under the UN Convention on the Law of the Sea, 1982.

Part 73 applies to New Zealand commercial ships (apart from fishing boats) of 45 metres or more in length operating outside restricted limits and to all New Zealand commercial ships, including fishing boats, calling at ports in any country outside New Zealand.

The authority for making Part 73 is found in section 36(k) of the Maritime Transport Act 1994.

Maritime Rules are subject to the Regulations (Disallowance) Act 1989. Under that Act the rules are required to be tabled in the House of Representatives. The House of Representatives may, by resolution, disallow any rules. The Regulations Review Committee is the select committee responsible for considering rules under this Act.

### **Disclaimer:**

This document is the current consolidated version of Maritime Rules Part 73 produced by Maritime New Zealand, and serves as a reference only. It has been compiled from the official rules that have been signed into law by the Minister of Transport. Copies of the official rule and amendments as signed by the Minister of Transport may be downloaded from the Maritime New Zealand website. [www.maritimenz.govt.nz](http://www.maritimenz.govt.nz)

## History of Part 73

Part 73 first came into force on 1 February 1998 and now incorporates the following amendments:

<b>Amendment</b>	<b>Effective date</b>
Amendment 1	27 May 2004
Amendment 2	4 September 2008
Amendment 3	1 April 2011
Amendment 4	1 April 2014
Amendment 5	1 January 2015

### Summary of amendments

#### **Amendment 1**

Maritime Amendments Parts 20-90 PO, Appendix

#### **Amendment 2**

Maritime (Various Amendments) Rule 2008 (Part 20-91) 73.16

#### **Amendment 3**

Maritime Rules Various Amendments 2011 PO, 73.2, 73.5

#### **Amendment 4**

Parts 20, 31, 32, 34 and 35: Consequential Amendments 73.2

#### **Amendment 5**

Maritime Rules Various Amendments 2014 Part objective

All signed rules can be found on our website:

<http://www.maritimenz.govt.nz/Rules/List-of-all-rules/Part73-maritime-rule.asp>

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## General

### 73.1 Entry into force

Part 73 shall come into force on the 1st day of February 1998.

### 73.2 Definitions

In this Part—

**accident** means an occurrence that involves a ship and in which—

- (a) a person is seriously harmed as a result of:
  - (i) being on the ship; or
  - (ii) direct contact with any part of the ship, including any part that has become detached from the ship; or
  - (iii) direct exposure to the wash of the ship or interaction (other than direct contact) between two ships; or
  - (iv) being involved in the salvage of any ship;

except where the injuries are self-inflicted or inflicted by other persons, or when injuries are to stowaways hiding outside the areas normally available to passengers and crew; or

- (b) the ship sustains damage or structural failure that:
  - (i) adversely affects the structural strength, performance, or seaworthiness of the ship; or
  - (ii) would normally require major repair or replacement of the affected component; or
  - (iii) poses a threat to the safety of people on board the ship; or
- (c) there is a complete or partial failure of machinery or equipment that affects the seaworthiness of the ship; or
- (d) there is a loss of, or damage to, or movement of, or change in the state of, the cargo of the ship which poses a risk to the ship or other ships; or
- (e) there is a significant loss of, or significant damage to, property (not being the cargo carried by the ship) or the property of any person (whether or not on board the ship), whether or not the loss or damage arises from an interaction between two ships; or
- (f) there is a loss or escape of any substance or thing that:
  - (i) may result, or has resulted, in serious harm to any person; or
  - (ii) may pose a risk, or has resulted in damage, to the ship or other ships; or
  - (iii) may pose a risk, or has resulted in damage, to any property (whether or not on board the ship); or
- (g) a person is lost at sea (whether or not subsequently found) or is missing; or
- (h) the ship is foundering, capsizing, being abandoned, stranding, missing, or has foundered, capsized, been abandoned, stranded, been in a collision, or has had a major fire on board:

**coastal state** means the country whose land is adjacent to those areas of the sea over which it exercises, or is entitled to exercise, jurisdiction for the purposes of marine environment protection and maritime safety, as provided for in international law:

**controlled drug** means a drug defined as a controlled drug under the Misuse of Drugs Act 1975:

**commercial ship** means a ship that is not—

- (a) a pleasure craft; or
- (b) solely powered manually; or
- (c) solely powered by sail:

**Director** means the person who is for the time being the Director of Maritime Safety under section 439 of the Maritime Transport Act 1994:

**enclosed water limits** has the same meaning as in Part 20:

**engine-room logbook** means a logbook required under rule 73.11:

**fishing ship** means a ship used for catching fish, whales, seals, or other living resources of the sea for profit; and includes a ship that is recognised by the Director as being engaged in fisheries research:

**harm** means illness, injury, or both; and "to harm" and "harmed" have corresponding meanings:

**incident** means any occurrence, other than an accident, that is associated with the operation of a ship and affects or could affect the safety of operation:

**inshore limits** has the same meaning as in Part 20:

**international voyage** means a voyage to or from a port outside New Zealand:

**master** means any person (except a pilot) having command or charge of any ship:

**mishap** means an event that—

- (a) causes any person to be harmed; or
- (b) in different circumstances, might have caused any person to be harmed:

**mobile offshore drilling unit** means a ship capable of engaging in drilling operations for the exploration for or exploitation of resources beneath the seabed such as liquid or gaseous hydrocarbons, sulphur, or salt:

**New Zealand official logbook** means a logbook required under rule 73.4 and in the form prescribed in the Appendix to Part 73:

**New Zealand ship** means a ship that is registered under the Ship Registration Act 1992; and includes a ship that is not registered under that Act but is required or entitled to be registered under that Act:

**non-passenger ship** means any ship that is not a passenger ship or a fishing ship:

**owner—**

- (a) in relation to a ship registered in New Zealand under the Ship Registration Act 1992, means the registered owner of the ship:
- (b) in relation to a ship registered in any place outside New Zealand, means the registered owner of the ship:
- (c) in relation to a fishing ship, other than one to which paragraph (a) or paragraph (b) of this definition applies, means the person registered as the owner under section 57 of the Fisheries Act 1983:
- (d) in relation to a ship to which paragraph (a) or paragraph (b) or paragraph (c) of this definition applies, where, by virtue of any charter or demise or for any other reason, the registered owner is not responsible for the management of the ship, includes the charterer or other person who is for the time being so responsible:
- (e) in relation to an unregistered ship or a registered ship that does not have a registered owner, means the person who is for the time being responsible for the management of the ship:

**Part** means a grouping of rules made under the Maritime Transport Act 1994:

**passenger** means any person carried on a ship, other than—



- (a) the master and members of the crew, and any other person employed or engaged in any capacity on board the ship on the business of the ship:
- (b) a person on board the ship either in pursuance of an obligation laid upon the master to carry shipwrecked, distressed, or other persons, or by reason of any circumstances that neither the master nor the owner nor the charterer (if any) could have prevented or forestalled:
- (c) a child under the age of one year:

**passenger ship** means a ship which carries more than twelve passengers on a voyage beyond restricted limits:

**prescription medicine** means a medicine defined as a prescription medicine under the Medicines Act 1981:

**restricted limits** has the same meaning as in Part 20:

**serious harm** means—

- (a) death; or
- (b) harm of a kind or description referred to in the First Schedule to the Health and Safety in Employment Act 1992; or
- (c) harm of a kind or description declared by the Governor-General by Order in Council to be serious for the purposes of the Health and Safety in Employment Act 1992;

and "seriously harmed" has a corresponding meaning:

**ship** means every description of boat or craft used in navigation, whether or not it has any means of propulsion; and includes—

- (a) a barge, lighter, or other like vessel:
- (b) a hovercraft or other thing deriving full or partial support in the atmosphere from the reaction of air against the surface of the water over which it operates:
- (c) a submarine or other submersible:

**rules** includes maritime rules and marine protection rules:

**unlimited ship** means a New Zealand ship that is a commercial ship which proceeds on an international voyage or a voyage outside offshore limits.

### 73.3 Application

Part 73 applies to every New Zealand commercial ship that is—

- (a) a ship engaged on an international voyage; or
- (b) a passenger ship of 45 metres or more in length that proceeds beyond restricted limits; or
- (c) a non-passenger ship of 45 metres or more in length that proceeds beyond restricted limits; or
- (d) a ship that is a self-propelled mobile offshore drilling unit of 500 tons gross tonnage or more.

## New Zealand official logbook

### 73.4 Requirement to carry a New Zealand official logbook

- (1) The owner and the master of any ship to which this Part applies must ensure that the ship carries on board a New Zealand official logbook in the form specified in the Appendix of Part 73.
- (2) The New Zealand official logbook may be maintained as a separate document or it may be attached to, or integrated or associated with, the ship's deck logbook, as the owner and the master think fit.

**73.5 Record of command**

The owner and the master of any ship to which this Part applies must ensure that the ship's record of command is entered in the New Zealand official logbook in accordance with rule 73.9 and the Appendix of Part 73.

**73.5A Record of watchkeeping crew**

The owner and the master of any ship to which this Part applies must ensure that a record of watchkeeping crew is entered in the New Zealand official logbook in accordance with rule 73.9 and the Appendix of Part 73.

**73.6 Record of depths of loading**

The owner and the master of any ship to which this Part applies must ensure, in accordance with rule 73.9, that a record of the depth to which the ship is loaded and the freeboard is entered in the New Zealand official logbook whenever the ship proceeds on a voyage.

**73.7 Record of on-board inspections, drills, musters, and training**

The owner and the master of any ship to which this Part applies must ensure, in accordance with rule 73.9 and Parts 23, 42A, 42B, 51, and 130A, that records of the on-board inspections, drills, musters, and training are entered in the New Zealand official logbook.

**73.8 Occurrences to be recorded in the New Zealand official logbook**

The owner and the master of any ship to which this Part applies must ensure that an appropriate entry is made in the New Zealand official logbook in accordance with rule 73.9 that records the following occurrences—

- (a) every distress signal received by the ship and the action taken in response to the signal; and
- (b) every navigational warning communicated by the ship by means other than radio transmission; and
- (c) every accident; incident; and mishap resulting in serious harm; and
- (d) every case of serious illness or injury involving a person on board the ship which did not arise from an accident or mishap; and
- (e) every birth or death taking place on board, with the names and ages of the parties; and
- (f) every instance of behaviour by a seafarer employed on the ship for which it is intended to dismiss that seafarer or take any other disciplinary measure, including behaviour involving violence, causing danger to any person, criminal damage, alcohol, or the use, supply, or possession of controlled drugs, or the misuse of any prescription medicine; and
- (g) every instance reported to the master, or of which the master otherwise becomes aware, of significant social conflict involving seafarers employed on the ship, including racial and sexual harassment, and the action taken; and
- (h) every confiscation by the master of controlled drugs and misused prescription medicines from a person on board the ship; and
- (i) in the case of an unlimited ship, the name of every seafarer who ceases to be employed on the ship outside New Zealand otherwise than by death, with the place, time, manner, and cause of the termination of employment on that ship; and
- (j) every conviction known to the master of the ship in a court outside New Zealand of a seafarer employed on the ship for an offence relating to transport safety, controlled drugs, prescription medicines, violence, causing danger to any person, or criminal damage; and
- (k) every other significant event involving the ship, including:
  - (i) the presence of stowaways on board; and
  - (ii) acts of piracy against the ship or acts of piracy witnessed against another ship or an aircraft; and

- (iii) interventions by a port state or coastal state affecting the normal operation of the ship, including detention of the ship for violation of safety or marine environment protection standards; and
- (iv) arrest of the ship for civil claims; and
- (l) any other matter directed by the Act, or by any rules or regulations made under the Act, to be entered.

**73.9 Manner of recording matters in the New Zealand official logbook**

- (1) Each occurrence and record described in rules 73.5 to 73.8 inclusive must be fully recorded without delay in the appropriate table in the New Zealand official logbook. Each entry must be signed by the master, and the mate or another crew member authorised by the master.
- (2) Where the time of an occurrence is required to be recorded, the time must be reckoned as Universal Coordinated Time or as local time, provided the logbook gives a clear indication of the local time's relation to Universal Coordinated Time.

**73.10 Availability and retention of the New Zealand official logbook**

- (1) The owner and the master of any ship to which this Part applies must ensure that the New Zealand official logbook is—
  - (a) kept on board the ship, except in the case of uncrewed ships under tow; and
  - (b) available for inspection at all reasonable times by:
    - (i) the Director; and
    - (ii) any person delegated powers of inspection by the Director; and
    - (iii) the port state authority at a port, offshore terminal or offshore installation under the jurisdiction of a state other than New Zealand.
- (2) The New Zealand official logbook required by rule 73.4 must be preserved by the owner of the ship for three years after the last entry was made.

**Engine-room logbook**

**73.11 Requirement to carry an engine-room logbook**

The owner and the master of any ship to which this Part applies must ensure that the ship carries on board an engine-room logbook in a form approved by the Director.

**73.12 Matters to be recorded in the engine-room logbook**

The owner, the master, and the chief engineer or, if there is only one, the engineer, of any ship to which this rule applies must ensure that an appropriate entry in the engine-room logbook is made in accordance with rule 73.13 that records the following occurrences—

- (a) any accident or incident involving machinery, boilers, or the systems of the ship, giving the date and time, and stating the nature of the occurrences and any repairs undertaken; and
- (b) any examination of sea connections, docking dates, examination of the stern shaft and propeller, testing of the main steam pipe, testing of the main starting air pipes, and overhauls made on essential machinery; and
- (c) all telegraph calls from the bridge to the engine-room, except where calls are recorded in a separate telegraph movements book or by means of an automatic telegraphic recorder.

**73.13 Manner of recording matters in the engine-room logbook**

Each occurrence described in rule 73.12 must be fully recorded without delay in the engine-room logbook by the engineer on watch. Each completed page of the engine-room logbook must be signed by the chief engineer or, if there is only one, by the engineer.

**73.14 Availability and retention of the engine-room logbook**

- (1) The owner and the master of any ship to which this Part applies must ensure that the engine-room logbook is—
  - (a) kept on board the ship, except in the case of uncrewed ships under tow; and
  - (b) available for inspection at all reasonable times by:
    - (i) the Director; and
    - (ii) any person delegated powers of inspection by the Director; and
    - (iii) the port state authority at a port, offshore terminal or offshore installation under the jurisdiction of a state other than New Zealand.
- (2) An engine-room logbook must be preserved by the owner of the ship for three years after the last entry is made in that book.

**73.16 Working language**

- (1) The owner and master of a ship to which this part applies must determine an appropriate working language and record it in the logbook.
- (2) Each seafarer must be able to understand and, where appropriate, give orders and instruction and report back in the working language.
- (3) Unless those directly involved in communication speak a common language other than English, all ships engaged on international voyages must use English on the bridge as the working language for—
  - (a) bridge-to-bridge safety communications; and
  - (b) bridge-to-shore safety communications; and
  - (c) on board communications between the pilot and bridge watchkeeping personnel.

## **Appendix New Zealand official logbook**

Name of ship:

Distinctive number or letters:

Gross tonnage:

Period from: to:

**Record of command**

Place, date and time command changed	Master taking command		Signature of former master
	Name	Signature	

**Record of Watchkeeping Crew<sup>1</sup>**

Name	Position	Certificate Number	Dates of duty on board	
			Joining Ship	Leaving Ship

<sup>1</sup> List all certified officers and all ratings forming part of a navigational or engineering watch.

## Load line ship—depth of loading

### Positions of deck line and load lines

Freeboard from deck line	Load line
Tropical..... (mm) (T)	.....mm above S
Summer.....(mm) (S)	Upper edge of line through centre of ring
Winter .....(mm)(W)	.....mm below S
Winter North Atlantic (if assigned).....(mm) (WNA)	.....mm below S
Allowance for fresh water for all freeboards is.....(mm)	

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

Maximum draught of water in summer is .....mm.

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

**Notes**

1. The above particulars, and particulars of depth of loading as detailed in the following section of the logbook, are to be recorded before the ship leaves any dock, wharf, harbour or other place for sea, as required by Part 47 of the maritime rules.
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 the water, when the ship is loaded and ready to leave. The actual "mean" freeboard is the average of the actual freeboards, port and starboard.
3. If the density of water is determined by using a hydrometer with a top scale of 1000 or 00, meaning "full fresh water," the hydrometer reading gives the density to be entered, e.g., a reading of 15 means a density of 1015. If the hydrometer used has the scale reversed (00 is at the bottom of the scale and means "full salt water"), the density must be obtained by subtracting the hydrometer reading from 1025, e.g., if the reading is at 15, the density to be entered will be 1010.
4. The Winter North Atlantic load line, if assigned, applies for voyages across the North Atlantic north of latitude 36° N during the winter months as defined in Part 47 of the maritime rules.
5. The periods during which the other seasonal load lines apply in different parts of the world are as indicated in Part 47 of the maritime rules.



**Record of draught of water and freeboard on proceeding to sea**

(Rule 73.6)

Place of departure for sea	Actual draught of water (mm)		Actual freeboard amidships (mm)		Density of water	Allowances <sup>2</sup>
	Forward	Aft	Port	Starboard		

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<sup>2</sup> If more than one load line is applicable during any voyage, state basis for initial allowance – density of water, fuel to be consumed before sea is reached etc.,— and the allowance, in millimetres, in each case.

**Maritime Rules**

**Draught of water and freeboard on proceeding to sea**

(Part 47 of the maritime rules)

<b>Mean draught (mm)</b>	<b>Mean freeboard (mm)</b>	<b>Date and hour of departure</b>	<b>Signature of master and mate</b>

**Record of drills, inspections, musters, and training —lifesaving**  
 (Part 23 of the maritime rules)

Date of drill and inspection	Scope of drill, inspection and training (who was involved, what was checked, who was trained, etc.)	Condition of appliances	Signature of master and mate

**Record of drills, inspections, musters, and training —firefighting**  
(Part 23 of the maritime rules)

<b>Date of drill and inspection</b>	<b>Scope of drill and inspection (who was involved, what was checked, etc.)</b>	<b>Condition of appliances</b>	<b>Signature of master and mate</b>



**Record of drills, inspections, musters and training—steering gear**  
(Part 23 of the maritime rules)

<b>Date of check, test or emergency drill</b>	<b>Scope of check, test or drill (what was checked and tested; which emergency steering procedures practised, etc.)</b>	<b>Condition of steering gear</b>	<b>Signature of master and mate</b>

**Record of drills, inspections, and musters—oil spill**

(Part 130A of the marine protection rules)

Date of exercise and inspection	Scope of exercise and inspection (who was involved, what was checked etc.)	Condition of response equipment (if any)	Signature of master and mate

**Maritime Rules**

**Record of inspection of crew accommodation**  
(Part 51 of the maritime rules)

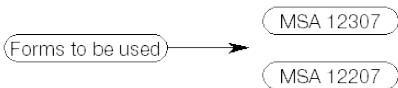
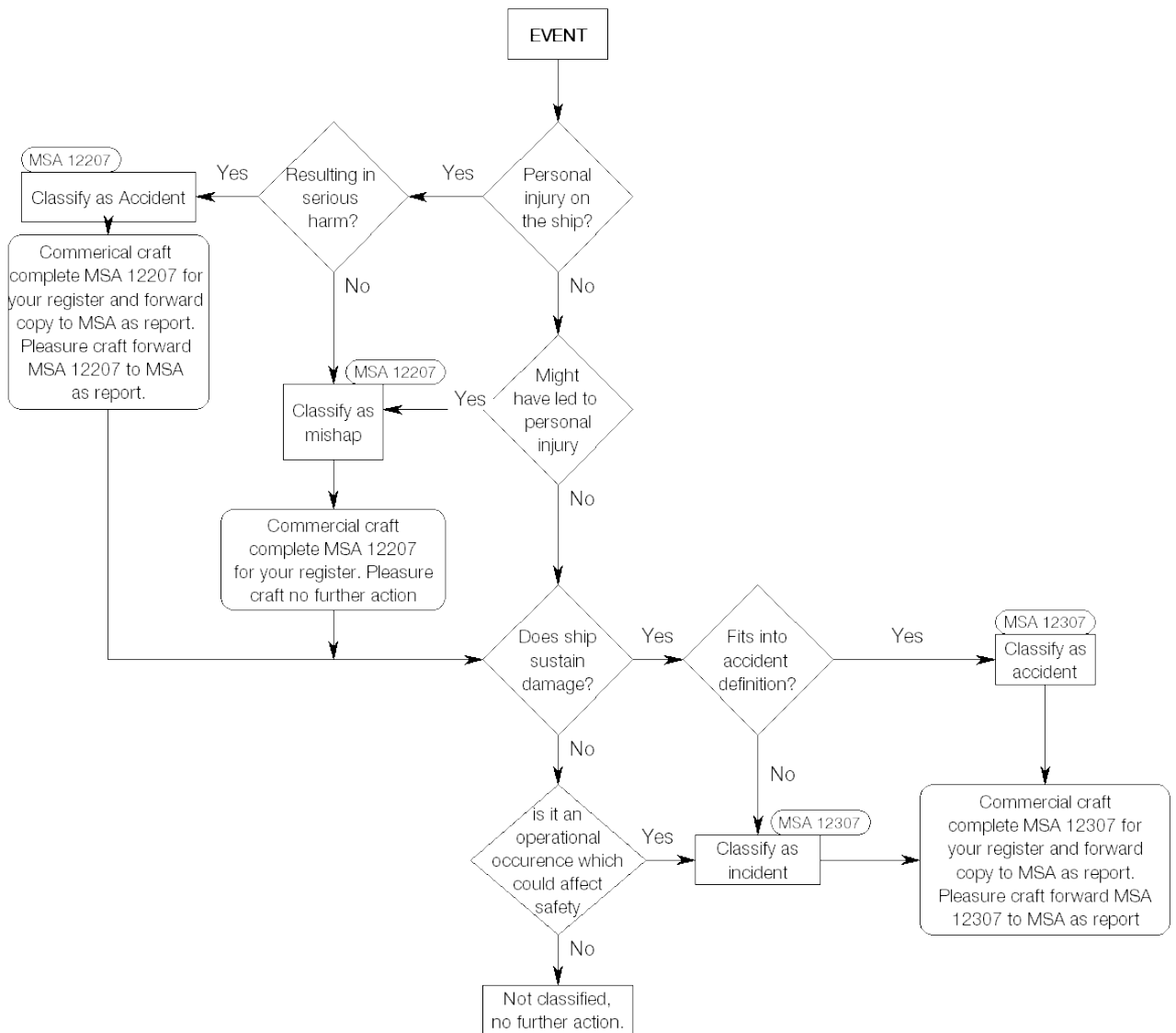
Date of Inspection	Scope of Inspection	Result of Inspection	Signature of master and mate







Procedure for classifying, recording and reporting accidents, incidents and mishaps



**accident** means an occurrence that involves a ship and in which—

- (a) a person is seriously harmed as a result of:
  - (i) being on the ship; or
  - (ii) direct contact with any part of the ship, including any part that has become detached from the ship; or
  - (iii) direct exposure to the wash of the ship or interaction (other than direct contact) between two ships; or
  - (iv) being involved in the salvage of any ship;

except where the injuries are self-inflicted or inflicted by other persons, or when injuries are to stowaways hiding outside the areas normally available to passengers and crew; or

- (b) the ship sustains damage or structural failure that:
  - (i) adversely affects the structural strength, performance, or seaworthiness of the ship; or
  - (ii) would normally require major repair or replacement of the affected component; or
  - (iii) poses a threat to the safety of people on board the ship; or
- (c) there is a complete or partial failure of machinery or equipment that affects the seaworthiness of the ship; or
- (d) there is a loss of, or damage to, or movement of, or change in the state of, the cargo of the ship which poses a risk to the ship or other ships; or
- (e) there is a significant loss of, or significant damage to, property (not being the cargo carried by the ship) or the property of any person (whether or not on board the ship), whether or not the loss or damage arises from an interaction between two ships; or
- (f) there is a loss or escape of any substance or thing that:
  - (i) may result, or has resulted, in serious harm to any person; or
  - (ii) may pose a risk, or has resulted in damage, to the ship or other ships; or
  - (iii) may pose a risk, or has resulted in damage, to any property whether or not on board the ship); or
- (g) a person is lost at sea (whether or not subsequently found) or is missing; or
- (h) the ship is foundering, capsizing, being abandoned, stranding, missing, or has foundered, capsized, been abandoned, stranded, been in a collision, or has had a major fire on board.

**mishap** means an event that—

- (a) causes any person to be harmed; or
- (b) in different circumstances, might have caused any person to be harmed:

**serious harm** means—

- (a) death; or
- (b) any of the following conditions that amounts to or results in permanent loss of bodily function, or temporary severe loss of bodily function: respiratory disease, noise-induced hearing loss, neurological disease, cancer, dermatological disease, communicable disease, musculoskeletal disease, illness caused by exposure to infected material, decompression sickness, poisoning, vision impairment, chemical or hot-metal burn of eye, penetrating wound of eye, bone fracture, laceration, crushing;
- (c) amputation of body part;
- (d) burns requiring referral to a specialist registered medical practitioner or specialist outpatient clinic;
- (e) loss of consciousness from lack of oxygen;
- (f) loss of consciousness, or acute illness requiring treatment by a registered medical practitioner, from absorption, inhalation, or ingestion, of any substance; and
- (g) any harm that causes the person harmed to be hospitalised for a period of 48 hours or more commencing within seven days of the harm's occurrence.

Record of accidents; incidents; and mishaps resulting in serious harm

Date and time of occurrence	Details of accident; incident; and mishap resulting in serious harm	Date and time report forwarded to authorities <sup>4</sup>	Signature of master and mate

<sup>4</sup> Under section 31 of the Maritime Transport Act 1994, a report must be made to the Maritime Safety Authority in all cases. Where a ship is in the territorial waters of a state outside New Zealand, the master may also be required to report to the authorities in that country.

**Record of serious illness and injury not arising from an accident or mishap**

Date and time of event	Details of circumstances resulting in serious illness or injury	Date and time report forwarded to authorities	Signature of master and mate

Use this table for recording serious illness and injuries—

- involving stowaways hiding outside the areas normally available to passengers and crew
- that are self-inflicted
- resulting from personal violence.

**Record of births**

Date and time of birth	Name (if any) of child and sex	Place of birth (if at sea, give latitude and longitude)	Parents' particulars	
			Full name (include mother's maiden name if different)	
			Mother	
			Father	
			Mother	
			Father	
			Mother	
			Father	
			Mother	
			Father	
			Mother	
			Father	
			Mother	
			Father	
			Mother	
			Father	

**Record of deaths**

Name of deceased (surname first in block letters)	Sex	Date of birth (if known) or age	Nationality and birthplace	Position (seafarer supernumerary or passenger)	Rank or rating, if seafarer

**Record of births**

Parents' particulars			Signature of master, mate and person responsible for care of ill and injured persons
Occupation	Nationality and birthplace	Last place of abode	

**Record of deaths**

Exact place of death (if at sea, give latitude and longitude)	Hour and date of death	Last place of abode	Home address (if different)	Cause of death <sup>5</sup>	Signature of master, mate and person responsible for care of ill and injured persons

<sup>5</sup> This entry is in addition to any record required in the logbook record of accidents and mishaps resulting in serious harm, and any report to the Director of Maritime Safety on MSA form 12307. The fullest possible record must be made where death involves personal violence or apparent suicide.



Misbehaviour by seafarer

Date of occurrence	Name	Rank or rating	Details of behaviour	Proposed action	Signature of mater and mate

*Note:* This record should only be completed in the case of behaviour for which it is intended to dismiss the seafarer or take other serious disciplinary action.

**Record of significant social conflict involving seafarers**

<b>Date and time of occurrence</b>	<b>Details of event</b>	<b>Action taken</b>	<b>Signature of master and mate</b>

**Confiscation of controlled drugs and misused prescription medicines**

Date of confiscation	Name of person possessing drugs	Rank or rating, if seafarer	Name and form of drugs	Quantity	Signature of master and mate



Convictions of seafarers on articles before tribunals outside New Zealand<sup>7</sup>

Date and place of conviction	Name	Rank or rating	Offence and penalty	Signature of master and mate

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<sup>7</sup> Only required if ship undertakes international voyages.

**Record of significant events not otherwise recorded**

<b>Date and time of occurrence</b>	<b>Details of event</b>	<b>Action taken and any report made to authorities</b>	<b>Signature of master and mate</b>

*Note:* For example, piratical incidents or the discovery of stowaways.

**Details of events recorded elsewhere**

Name event and give page reference to official logbook entry

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Detailed record<sup>8</sup>

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<sup>8</sup> Every detailed record is to be signed by the same person who signed the initial logbook entry.